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Project No: 14-00576

Shannon Reese, Planner
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Via email: sreese@co.santa-barbara.ca.us

Subject: **Orcutt Key Site 3 Project, Final Subsequent Environmental Impact Report (SCH #2014061015)**
Revision Letter
Assessor's Parcel Number 129-151-026
Project Case No. 13GPA-00000-00005, 13RZN-00000-00001, 13TRM-00000-00001, 13DVP-0000-00010

Ms. Reese:

Please find attached a comparison of the requested revisions to the project description for the Orcutt Key Site 3 Project to the original project evaluated in the Final Subsequent Environmental Impact Report (Final SEIR) prepared by Rincon Consultants on behalf of the County of Santa Barbara.

The Orcutt Key Site 3 project evaluated in the Final SEIR involved a Vesting Tentative Tract Map (VTTM), Comprehensive Plan Amendment, Rezone, and Development Plan entitlements to subdivide an existing 138.6 acre parcel into 138 lots for the development of 125 single-family residential units on the northern portion of the site. Since the Draft SEIR was circulated for public review in 2015, the project description has been revised to include a landscaped buffer between the residential development area on the project site and U.S. 101 as well as a new off-site utility easement along Oakbrook Lane. These revisions to the project description have resulted in a reduction of the number of new residential units from 125 to 119.

As described, the requested revisions to the Orcutt Key Site 3 project would not result in any new or revised environmental impacts, as compared to the project as evaluated in the Final SEIR.

Sincerely,
Rincon Consultants, Inc.

Chris Bersbach, MESM
Senior Environmental Planner/Program Manager

Richard Daulton, MURP
Principal/Vice President

Attachments

Attachment 1 Revision Letter
Attachment 2 Revised Final SEIR Project Description

Orcutt Key Site 3 Project
Final Subsequent Environmental Impact Report
Revision Letter

SCH #2014061015
Project Case No. 13GPA-00000-00005, 13RZN-00000-00001, 13TRM-00000-00001, 13DVP-0000-00010

September 2020

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I. Introduction

The proposed project evaluated in the Final Subsequent Environmental Impact Report (Final SEIR) involved a Vesting Tentative Tract Map (VTTM), Comprehensive Plan Amendment, Rezone, and Development Plan entitlements to subdivide an existing 138.6 acre parcel into 138 lots for the development of 125 single-family residential units on the northern portion of the site. Approximately 106 acres (76%) of the site was proposed as open space under the original proposal. The property is identified as Assessor's Parcel Number (APN) 129-151-026. The project site is located within the Orcutt Community Plan (OCP) area and is referred to as Key Site 3.

Since the Draft SEIR was circulated for public review in 2015, the project description has been revised to include a landscaped buffer between the residential development area on the project site and U.S. 101 and to include a new off-site utility easement along Oakbrook Lane. These revisions to the project description resulted in a reduction of the number of new residential units associated with this project from 125 to 119. Other important changes since public circulation of the Draft SEIR include new regulatory requirements and revised CEQA Guidelines, as well as changes to the cumulative project setting in Northern Santa Barbara County. This document describes and compares the potential environmental effects of the revised project to the original project evaluated in the Final SEIR.

II. Background

A Draft SEIR (SCH #2014061015) for the project was circulated for a 45-day public review period that began January 26, 2015 and concluded on March 11, 2015. On February 10, 2015 County staff conducted a public comment hearing at the Betteravia Government Center in Santa Maria regarding the Draft SEIR for the Orcutt Key Site 3 Project. The Final EIR is comprised of the revised Draft EIR, in combination with comments received and responses to all written and verbal comments received on the Draft EIR.

Based on feedback from the County of Santa Barbara Flood Control District and County Planning and Development staff, the project applicant has proposed revisions to the Key Site 3 Project which are generally consistent with Alternative 7 of the Final SEIR. These changes are discussed in detail in Section III.A below. This Revision Letter has been prepared to update the Final SEIR to describe the proposed Key Site 3 Project modifications, as well as to provide the required environmental context and information to demonstrate that the Final SEIR analysis is complete and accurate for the modified project. Pursuant to CEQA Guidelines Section 15088.5, these project modifications, associated environmental context, and information documented in this Revision Letter do not require recirculation of the Draft SEIR because they do not deprive the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement.

III. California Environmental Quality Act Updates

New regulatory requirements, as well as substantive and technical updates to the CEQA Guidelines, have come into effect since the Draft EIR was circulated for public review in 2015. The CEQA Guidelines are updated annually by the California Natural Resources Agency, with the most recent update certified and adopted in January 2020. Specific additions to the CEQA

Guidelines made in the January 2019 update that are relevant to the evaluation of the revised project include the following items:

- Energy impact analysis must address transportation equipment use, location, and other relevant factors in addition to building design;
- Water supply impact analysis requires identification of possible water supply resources over the life of the proposed project, as required by the California Supreme Court decision Vineyard Area citizens for Responsible Growth v. City of Rancho Cordova (2007) 40 Cal 4th 412. As discussed in Section 4.10, Public Services, of the Final SEIR, the Santa Maria Valley Groundwater Basin (SMGB) is the water supply resource for the Key Site 3 project;
- Wildfire analysis must evaluate potential impacts in locations in or near State responsibility areas or lands classified as very high severity zones by local agencies;
- Transportation impact analysis specifies vehicle miles traveled is the appropriate measure of transportation impacts for most projects, pursuant to SB 743; and
- Greenhouse gas emissions impact analysis was adjusted based on current appellate case law including Center for Biological Diversity v. Dept. of Fish & Wildlife (2015) and Golden Door Properties, LLC v. County of San Diego/Sierra Club, LLC v. County of San Diego (2018).

Additional information regarding substantive and technical updates to the CEQA Guidelines can be found at https://www.opr.ca.gov/ceqa/updates/guidelines/.

IV. Revisions to the Final SEIR Impact Discussions

IV.A. Modified Key Site 3 Development Plan

The proposed modifications to the Orcutt Key Site 3 project include a reduction in the original project development footprint along the U.S. Highway 101 (U.S. 101) corridor and in the northwestern corner of the project site. The development footprint reduction creates a landscaped buffer between the residential development area on the project site and U.S. 101. Single-family residential units proposed east of "Road A" would be eliminated or redistributed on areas west of "Road A," for a net reduction of six units and four lots; one lot would be re-designated for roads and one lot would be re-designated for open space. Minor site plan changes would be made to provide a 200-foot minimum setback (or buffer) from the edge of the U.S.101 right-of-way. The reduction in lots would also allow for a reduced development footprint and distribution of residential units farther from the gully in the northwestern corner of the property.

Overall, these modifications would result in a 6-unit reduction from 125 units as originally proposed to 119 units, and would reduce the number of lots in the proposed VTTM from 138 to 134 lots. The 14 homes located on the project perimeter adjacent to the existing mobile home park to the north and single-family homes to the west would be single-story homes. The remaining 104 homes would be one- and two-story homes ranging in size from about 1,100 square feet to 1,610 square feet. The amount of open space on the project site would increase from 106 acres (76%) to 113.5 acres (82%). Additionally, average building height in the interior

portion of the mesa may increase as a result of more units being proposed as two-story to provide the proposed 119 units within the reduced development footprint. The revised site plan is shown in Figure 1 and the revised project development footprint relative to the project site is shown in Figure 2.

The project has been revised to include a new off-site utility easement along Oakbrook Lane. Additionally, an updated easement agreement would allow the public sewer line to be installed on the south side of Oakbrook Lane out to the main line on Stillwell Road. The updated easement agreement is intended to address the lack of an adequate easement for the public sewer line across Chancellor Street.

On a development-wide basis, grading operations for the revised project would result in 154,273 cubic yards of cut, 154,428 cubic yards of fill, and 155 cubic yards (net) import, as compared to 168,450 cubic yards of cut and 122,500 cubic yards of fill required for the original project. Grading operations have decreased as a result of the buffer area accepting fill on-site, the revised slopes in proposed alleys that allow for additional fill, the reduced cut associated with the revised footprint in the northwest corner of the site, and minor revisions to the slope at the south edge of the development area that resulted in adjusted cut and fill volumes. As with the original project, no offsite import or export of grading material is anticipated.

IV.B. Environmental Discussion of Proposed Project Revision

The following discussion compares the potential impacts of the revised project to the original project.

Aesthetics/Visual Resources

The revised project would result in a four-lot reduction and six fewer residential units than the original project evaluated in the Final SEIR. Units within 200 feet of U.S. 101 and near the gully in the northwestern corner of the project site would be eliminated or relocated within the reduced development footprint. The revised project would be required to comply with the OCP requirements relative to setbacks and reduced building height adjacent to existing development. As a result, average building heights in the interior portion of the mesa may increase as a result of more units being proposed as two-story to provide the proposed 119 units within the reduced development footprint. The increased setback from U.S. 101 would soften impacts to the visual character of the site from views along the highway, although the increased density and average building height required to accommodate this number of units on the reduced project footprint would incrementally increase visual impacts.

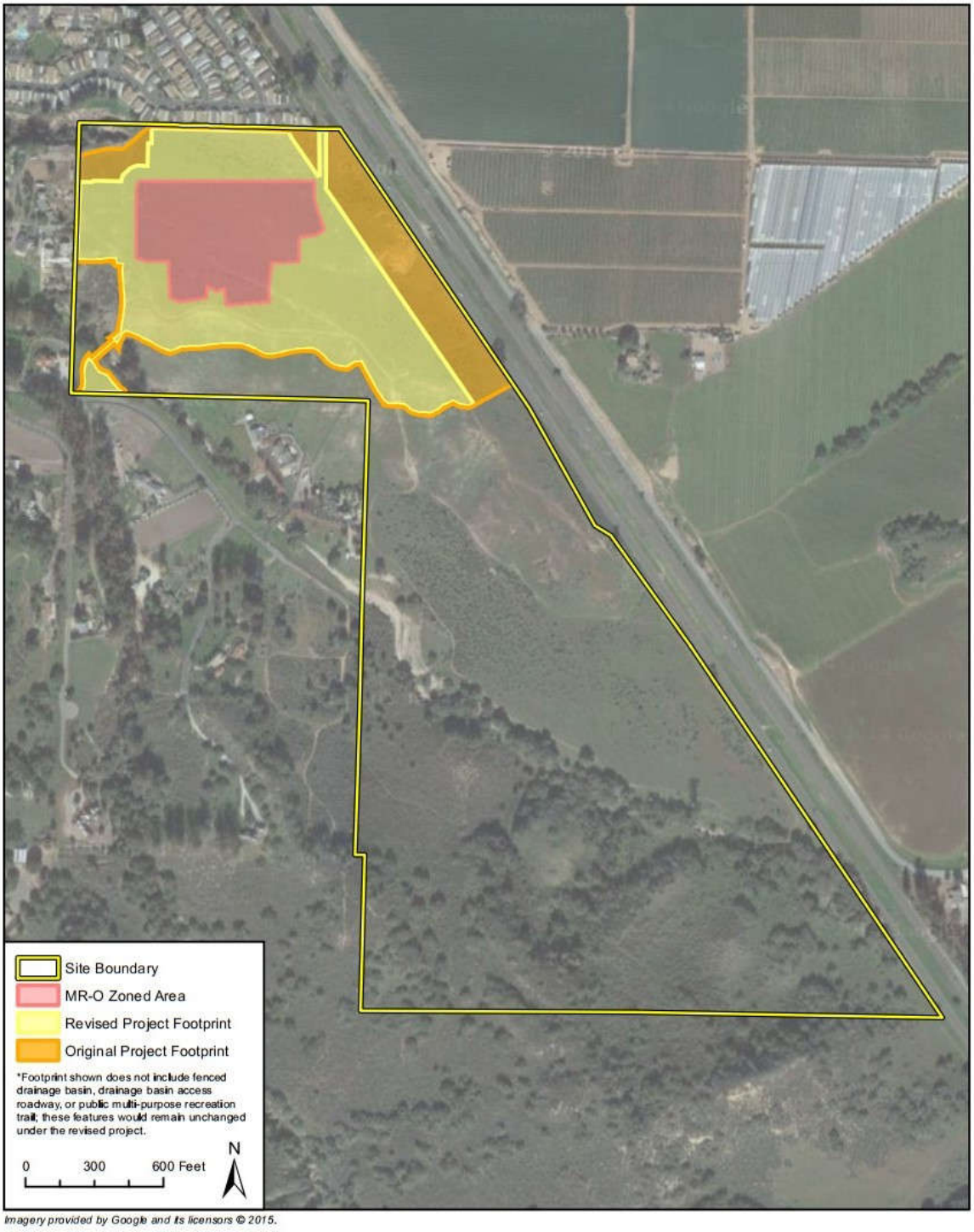
The Final SEIR alternatives analysis qualitatively described potential landscaping requirements for Alternative 7. The applicant-developed landscape plan required by Final SEIR Mitigation Measure AES-2 would apply to the 200-foot setback area between the proposed development and the U.S. 101 right-of-way. Implementation of Mitigation Measure AES-2 would require:

- Landscape plans be drought-tolerant native and/or naturalized species that would screen development on the site from surrounding land uses and U.S. 101; and
- Landscaping to incorporate continuous screening with trees or other vegetation a minimum of 15 feet tall in the buffer zone between on-site residential development and U.S. 101.

Figure 1 Revised Site Plan

Source: LC Engineering, 2015.

Figure 2 Reduced Development Footprint



Implementation of Final SEIR Mitigation Measure AES-2 within the 200-foot buffer along the U.S. 101 corridor would soften views of the site from U.S. 101 further reducing potential impacts to the visual character of the project site as compared to the original project evaluated in the Final SEIR. As with the original project, there would still be a conflict with the general scale and character of surrounding development to the north and west.

For the revised project, applicable OCP EIR measures as well as Final SEIR Mitigation Measures AES-1(a), AES-1(b), and AES-2 would reduce potential impacts to the visual character of the site to a less than significant level. However, when combined with the 160 higher-density, three-story multi-family units planned for the MR-O zoned portion of the site and other development in the Orcutt area, cumulative aesthetic impacts would be greater than those analyzed in the OCP EIR, and this impact would remain significant and unavoidable, as described in the Final SEIR.

Air Quality

The revised project would result in six fewer new residential units on a smaller footprint than the original project, constituting reduction in proposed residential development of approximately five percent. The reduced development footprint would proportionally reduce emissions and potential dust generation during the site preparation and grading phases of project construction. The revised project would also result in an overall decrease in grading operations due to the reduced development footprint. Consistent with the original project analyzed in the Final SEIR, no offsite import or export of grading material is anticipated. The decreased on-site grading activity would also decrease short-term construction emissions during the construction period. As with the original project evaluated in the Final SEIR, standard construction emissions control measures would be required in order to comply with Santa Barbara Air Pollution Control District (SBCAPCD) requirements and OCP Policy AQ-O-2. As a result, this impact would remain less than significant.

Since public circulation of the Draft SEIR, SBCAPCD has updated the Scope and Content of Air Quality Sections in Environmental Documents (July 2017)[1]. The analysis, conclusions, and mitigation requirements described in Section 4.1, Air Quality, of the Draft SEIR are consistent with the requirements described in the most recent Scope and Content of Air Quality Sections in Environmental Documents (June 2017). Long-term impacts from operational emissions would be proportionally reduced when compared to the original project. Potential health risks associated with development near U.S. 101 would be reduced by placing the new residential units at least 200 feet away from the highway right-of-way. Therefore, Final SEIR Mitigation Measure AQ-3, which requires the original project to provide forced-air ventilation, weatherproofing, and residence notification of the potential hazard from diesel particulates for residences within 300 feet of the freeway centerline (or within 200 feet of the U.S. 101 right-of-way), would no longer be required. Overall, both project-specific and cumulative regional air quality impacts associated with the revised project would be less than significant with implementation of required mitigation measures, as described in the Final SEIR.

[1] A copy of Scope and Content of Air Quality Sections in Environmental Documents is also available online at https://www.ourair.org/wp-content/uploads/ScopeContentJune2017-LimitedUpdate.pdf

Biological Resources

The increased setback along U.S. 101 and from the gully in the northwestern corner of the site would preserve an additional 7.5 acres of open space on the site, reducing biological impacts as compared to the original project. As with the original project, the revised project would avoid portions of the site that contain sensitive habitat, but would remove non-native grassland in the northern mesa area, which is comprised primarily of non-native annual grassland that is not considered to be sensitive habitat. The revised project would result in reduced acreage of non-native grassland removal as a result of the 200-foot setback along U.S. 101 on the northern mesa area. As described in Section 4.3 of the Final SEIR, Biological Resources, the project would impact 0.02 acre of Central Dune Scrub, and 0.12 acre of Central Coast Live Oak Riparian Forest (refer to Table 4.3-6 and Figure 4.3-2). The proposed utility easement location along Oakbrook Lane, would not intersect with either of these habitat types, and would therefore not change the level of potential impact. The revised project would result in similar impacts to these sensitive communities. The list of special status species that could potentially be affected by the project remains consistent with the special status species evaluated in Section 4.3 of the Final SEIR (refer to Table 4.3-3 and Table 4.3-4 of the Final EIR).

As with the original project evaluated in the Final SEIR, the revised project would require a secondary access bridge and detention basin. As a result, similar to the original project, the revised project would impact the Orcutt Creek riparian corridor. Implementation of Final SEIR Mitigation Measures BIO-1 through BIO-6 would reduce biological impacts to a less than significant level by requiring avoidance, minimization, and restoration of sensitive resources, pre-construction surveys, resources agency consultation, preparation of an Open Space Management Plan, and construction Best Management Practices. With implementation of these required mitigation measures, the revised project would have a less than significant impact on biological resources, as described in the Final SEIR. Cumulative biological resources impacts would remain significant and unavoidable, as described in the Final SEIR.

Cultural Resources, Tribal Cultural Resources, and Paleontological Resources

The 2019 CEQA Guidelines included analysis requirements for Tribal Cultural Resources, in order to comply with Assembly Bill 52. The project site contains four known cultural resource sites, all of which are in the southern two-thirds of the site and would not be impacted by the residential development footprint. Because the revised project only differs from the original project relative to a reduction of the residential footprint, there is no change in the level of potential impacts to cultural resources or to tribal cultural resources. The proposed utility easement location along Oakbrook Lane, would not intersect with the location of known cultural resource sites, and would therefore not change the level of potential impact. The two cultural resource sites in the eastern portion of the project site could potentially be affected by the siting of a recreational trail in this area. Mitigation Measures described in Section 4.4 of the Final SEIR, Cultural Resources, would be required to ensure these exiting sites are protected from indirect impacts and avoided during construction or appropriately documented and curated in the event that avoidance cannot be ensured. Due to the overall sensitivity of the project area, construction monitoring and discovery measures (Mitigation Measures CR-2[a] and CR-2[b]) would reduce impacts to unknown cultural or paleontological resources to a less than significant level. Implementation of Final SEIR mitigation measures would require avoidance of known resource locations by including buffers, curation of identified artifacts consistent with the County Cultural

Resource Guidelines, and archaeological monitoring during construction. Project-specific impacts to cultural and paleontological resources would remain significant but mitigable. Cumulative impacts to these resources would be less than significant, as described in the Final SEIR.

Energy

Since public circulation of the Draft SEIR, the CEQA Guidelines have been updated to expand guidance for energy impact analysis. The most recent CEQA Guidelines specify that transportation equipment use, location, building design, and other relevant factors must be identified and analyzed in order to determine if a project would result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. The most recent CEQA Guidelines also specify that a project would result in a potential impact associated with energy if the project conflicted with or obstructed a state or local plan for renewable energy or energy efficiency.

Section 5.0, Effects Found Not to be Significant, of the Final SEIR discusses energy demand qualitatively and concludes that the project would not result in wasteful, inefficient, or unnecessary consumption of energy resources. The revised project would result in six fewer residential units than the original project, reducing the proposed residential development by approximately five percent and resulting in proportionally reduced energy demand. Therefore, the revised project would not result in wasteful, inefficient, or unnecessary consumption of energy resources.

For informational purposes, the Final SEIR also includes an estimate of the original project's estimated energy demand, including fuel consumed by passenger vehicles; natural gas consumed for heating residences; and electricity consumed in residences for functions including, but not limited to, lighting, water conveyance, and air conditioning. The California Emissions Estimator Model (CalEEMod) version 2013.2.2 was used to estimate criteria pollutant and greenhouse gas (GHG) emissions resulting from the proposed project. The CalEEMod results (see Appendix B to the Final SEIR for calculations) provide the average travel distance, vehicle trip numbers, and vehicle fleet mix estimated for the project. The CalEEMod results also provide the estimated gross electricity and natural gas consumption by land use during operation of the project. These values represent a reasonable basis on which to estimate the project's energy demand.

Passenger vehicle trips associated with the project would require approximately 126,593 gallons of gasoline and 39,410 gallons of diesel fuel, or 18,921 MMBtu annually (see Attachment 1 for energy demand calculation sheets). Based on energy efficiency rates of 0.11 MMBtu per gallon of gasoline and 0.13 MMBtu per gallon of diesel fuel (U.S. Energy Information Administration [U.S. EIA] 2017), vehicle trips associated with the proposed project would consume a total of approximately 18,921 MMBtu annually.

The proposed residences would require permanent grid connections for electricity and natural gas. Construction of the proposed residences would comply with the 2019 California Building Energy Efficiency Standards for Residential Buildings and CalGreen (California Code of Regulations Title 24, Parts 6 and 11). These standards require the provision of electric vehicle supply equipment, water-efficient plumbing fixtures and fittings, recycling services, and other energy-efficient measures. Based on energy efficiency rates of 3.4 MMBtu per 1,000 kWh of

electricity demand (U.S. EIA 2017), the proposed residences would consume approximately 3,017 MMBtu per year of electricity for lighting and large appliances and approximately 4,410 MMBtu per year of natural gas for heating (see Appendix B to the Final SEIR for calculations). In addition, consistent with the requirements of Section 150.1(c)14 of the 2019 California Building Energy Efficiency Standards, new residential structures are required to install solar panels with annual electrical output equal to or greater than the dwelling's annual electrical usage.

As described above, in comparison to the original project evaluated in the Final SEIR, the revised project would result in five percent fewer residential units and would therefore result in proportionally reduced electricity and natural gas consumption, as well as reduced vehicle travel. Therefore, the revised project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation.

As with the original project, the construction of new residential units would irreversibly increase local demand for non-renewable energy resources such as petroleum and natural gas. Increasingly efficient building fixtures and automobile engines, as well as implementation of policies included in the Orcutt Community Plan, would offset the demand to some degree. As described in the Final SEIR, no mitigation measures are required because the impacts related to energy to be less than significant.

Fire Protection and Wildfires

Since public circulation of the Draft SEIR, the CEQA Guidelines have been updated to expand guidance for wildfire impact analysis. The revised CEQA Guidelines require analysis of projects located in or near State Responsibility Areas or lands classified as very high fire hazard severity zones (VHFHSZs) to evaluate whether implementation of the project would substantially impair an adopted emergency response plan, exacerbate wildfire risks, or expose project occupants to pollutant concentrations from a wildfire or uncontrolled spread of a wildfire. The revised CEQA Guidelines also require evaluation of whether installation or maintenance of infrastructure, such as roads, fuel breaks, or emergency water sources would exacerbate fire risk or result in temporary or ongoing impacts to the environment.

Section 4.5, Fire Protection, of the Final SEIR evaluates the project's potential to impact fire protection and concludes that the project would result in less than significant impacts with the implementation of required mitigation. The northern mesa of the project site, where residential development is proposed, is within a State Responsibility Area and is identified as a high-fire hazard severity zone but is not within a VHFHSZ. The 200-foot setback along U.S. 101 and the reduction in developable area adjacent to the gully in the northwestern corner of the site would reduce the development footprint on the northern mesa by approximately 7.5 acres. In addition, the revised project would result in six fewer residential units on the project site. This reduction in developable area and the number of future residential units would not substantially reduce the overall wildfire hazard on the project site, but would not result in any increased impacts associated with wildfires or fire protection. Implementation of Final SEIR Mitigation Measures FP-1(a) and FP-1(b) would reduce potential fire protection and wildfire impacts to a less than significant level by requiring preparation of a Fire/Vegetation Management Plan and specific fire prevention construction standards for on-site residential development. With implementation of these required mitigation measures, the impacts of the revised project with

regard to fire protection and wildfire would be less than significant, as described in the Final SEIR.

Geologic Processes

As identified in the Final SEIR, the project site is subject to groundshaking and has moderate potential for damage due to settlement of surface soils. The revised project would be subject to similar geologic hazards and implementation of Final SEIR Mitigation Measure GEO-4 would reduce potential impacts associated with groundshaking and settlement to a less than significant level by requiring future development to be engineered according to the requirements of the geotechnical study and the Uniform Building Code. As with the original project, potential impacts related to slope stability would be avoided because development of the revised project would only occur on the mesa area and would not occur on the sloped bluffs or hillsides. Furthermore, the six-unit decrease in the number of proposed residential units on the project site would expose fewer people and structures to geologic hazards than the original project. Similar to the original project, project-level impacts associated with geologic hazards would be significant but mitigable, and cumulative impacts would be less than significant, as described in the Final SEIR.

Greenhouse Gas Emissions and Climate Change

Because quantitative significance thresholds for GHG emissions had not been adopted by the State of California or SBCAPCD, the Final SEIR GHG analysis relied on SLOAPCD's adopted efficiency threshold of 4.9 metric tons CO_2e per service population (SP) annually (4.9 metric tons CO_2e/SP/year). However, the SLOAPCD thresholds are based on achieving the 2020 GHG reduction targets established by AB 32, and neither SBCAPCD nor SLOAPCD have adopted updated thresholds that account for the more stringent 2030 GHG emissions reduction target set forth in 2016 by SB 32, which constitutes a reduction to 40 percent below 1990 levels by 2030. The California Air Resources Board's 2017 Scoping Plan provides a framework for achieving the 2030 statewide GHG reduction target. To compare the significance of the revised Orcutt Key Site 3 project's GHG emissions to the evaluation provided in the Final SEIR, a locally-appropriate 2030 project-specific threshold was developed using methodologies based on the 2017 Scoping Plan (see Attachment 2 for GHG emissions threshold calculations). Project-generated GHG emissions that would exceed the efficiency threshold of 4.0 MT of CO_2e per service person in year 2024 or 3.3 MT of CO_2e per service person in year 2030 would have a potentially significant impact on the environment.

Section 4.6, Greenhouse Gas Emissions, of the Final SEIR identifies that the original project would result in approximately 1,761.9 MT CO_2e/year. Based on a service population of 343 new residents, this annual total equates to 5.1 MT CO_2e/SP/year. The annual per-SP estimate of the project's emissions exceeds the significance criteria of 4.9 metric tons CO_2e/SP/year used in the Final SEIR and would also exceed the locally-appropriate 2030 project-specific threshold of 4.0 MT of CO_2e per service person in year 2024 or 3.3 MT of CO_2e per service person in year 2030.

As described in the Air Quality discussion above, the revised project would result in six fewer residential units than the original project, reducing the proposed residential development by approximately five percent and generating proportionally lower GHG emissions. However, the annual GHG emissions of the revised project would still exceed the significance criteria of 4.9 metric tons CO_2e/SP/year used in the Final SEIR and would also exceed the locally-appropriate

2030 project-specific threshold of 4.0 MT of CO_2e per service person in year 2024 or 3.3 MT of CO_2e per service person in year 2030. As with the original project, Mitigation Measure GHG-1 would reduce GHG emission rates to below the County's updated significance criteria by requiring the project developer to prepare a GHG Reduction Plan including specific GHG reduction measures and carbon offsets as needed to reduce the project's emissions below threshold levels. Mitigation Measure GHG-1 includes the option of purchasing GHG reduction credits to achieve emission-reduction requirements. Therefore, the revised project's potential impacts associated with GHG emissions and climate change would be less than significant with mitigation, as described in the Final SEIR.

Land Use

The revised project would result in four fewer residential lots and six fewer residential units than the original project evaluated in the Final SEIR. The revised project would be required to comply with the OCP requirements for setbacks and reduced building height adjacent to existing development. As a result, average building heights in the interior portion of the mesa may increase as a result of more units being proposed as two-story to provide the proposed 119 units within the reduced development footprint. Land use impacts related to overall compatibility of the revised project with adjacent land uses would be similar to the original project. Development would be restricted to single-story homes on the project site's north, south and west perimeter, closest to existing residential development. As described in the Final SEIR, Mitigation Measures AES-1(a) and AES-1(b), which require the development of and adherence to architectural and landscape guidelines, would reduce land use impacts to a less than significant level. Therefore, the revised project's land use impacts would be less than significant with mitigation, as described in the Final SEIR.

Noise

The revised project would result in less construction-related noise than the original project because fewer residential units would be developed on a smaller portion of the project site. Noise-sensitive receptors are located to the north and west. Construction of the revised project would continue to require Mitigation Measures N-1(a) through N-1(c) to prevent significant construction noise impacts with construction hour limitations, notification of temporary construction noise for adjacent property owners, and noise attenuation techniques for stationary construction equipment,

The layout of residential development on the northern mesa area would be similar to the original project, except that the setback from U.S. 101 and from the gully in the northwestern corner of the project site would be increased, reducing the exposure of future residents on the project site to traffic noise from U.S. 101. The 200-foot setback from U.S. 101 under the revised project would roughly correspond (or exceed) the 65 dBA noise contour line from the highway, eliminating the need for Mitigation Measure N-2(a), which requires sound walls between the highway and on-site residential development to reduce exterior noise levels in residential yards. However, Mitigation Measure N-2(b), which requires construction techniques to reduce interior noise in new residential units, would still be required to ensure that interior noise levels would be reduced below 45 dBA. Therefore, the revised project's potential noise impacts would be less than significant with mitigation, consistent with the conclusions of the Final SEIR.

Public Services

The revised project would result in six fewer residential units than the original project evaluated in the Final SEIR, which would reduce demand on public service facilities, including schools, water infrastructure, wastewater infrastructure, and solid waste collection and disposal services. Under the revised project an updated easement agreement would allow the proposed public sewer line to be installed on the south side of Oakbrook Lane connecting to the main line on Stillwell Road. This agreement is intended to address the lack of an adequate easement for the public sewer line across Chancellor Street. Standard development fees and school fees would be required to ensure that incremental impacts to these facilities are offset by new development. Overall, project-specific impacts to public services and facilities would be less than significant, as described in the Final SEIR. Similar to the original project, the revised project would result in significant and unavoidable cumulative wastewater and cumulative solid waste impacts.

Note that Police Protection Services are discussed in Section 5.0, Effects Found Not to be Significant, of the Final SEIR and in the Other CEQA Issue Areas discussion below.

Transportation and Circulation

The 2019 CEQA Guidelines include new criteria for determining the significance of a project's transportation impacts. Section 15064.3(a) identifies vehicle miles traveled (VMT) as the most appropriate measure of transportation impacts. With this change, the County may no longer use automobile delay as the basis for determining the significance of transportation impacts. While Lead Agencies may immediately apply Section 15064.3 of the updated Guidelines, statewide application is not required until July 1, 2020. The County is currently updating the methodologies and thresholds of significance for transportation impacts to shift from LOS to VMT-based metrics. The County expects to adopt the update in fall 2020. In the interim, the County has published guidelines that recommend, but do not require, that CEQA documents distributed for public review before July 1, 2020 use VMT-based metrics to analyze the significance of a project's transportation impacts. Because the Draft EIR was publicly circulated in 2015, the County may determine the appropriate metric to use to analyze traffic impacts pursuant to section 15064.3(b).

As with the original project, the revised project would contribute new peak hour vehicle trips and VMT onto area roadways. The revised project would result in six fewer residential units, a reduction in proposed residential development of approximately five percent, and would therefore result in proportionally fewer vehicle trips from new development in comparison to the original project evaluated in the Final SEIR. The reduced vehicle trips associated with the revised project would not represent a substantial reduction in the overall volume of new vehicle trips when compared to the original project.

The Traffic and Circulation Study prepared for the Final SEIR (November 2013, Final SEIR Appendix I) includes traffic counts for the study area, which encompasses U.S. 101, Bradley Road, Clark Avenue, Stillwell Road, and Sunny Hills Road in the project site vicinity. An updated Traffic and Circulation Study was prepared in November 2019 (see Attachment 3) which identified similar traffic counts and Levels of Service in the study area, indicating a similar existing condition to the baseline used for environmental analysis in the Final SEIR. Based on County Level of Service (LOS) standards, new peak hour trips added to the Clark Avenue/U.S. 101 southbound ramps, which operates at LOS D under P.M. peak hour conditions, would

constitute a potentially significant transportation impact. Similar to the original project, the revised project would be required to pay transportation fees to the County to offset the project's contributions to the cumulative Orcutt Transportation Improvement Plan (OTIP) impacts on traffic and circulation. Fees would be used toward improvements along Clark Avenue between Sunny Hills Road and the U.S. 101 southbound ramps, and at the Clark Avenue/U.S. 101 southbound and northbound ramps, consistent with Mitigation Measures T-1 and T-2. Residual impacts would be less than significant, as was the case with the original project.

For informational purposes, the Final SEIR also includes an estimate of the VMT that would be generated by the project. The CalEEMod results (see Appendix B to the Final SEIR for calculations) provide the average travel distance, vehicle trip numbers, and vehicle fleet mix estimated for the project. These values represent a reasonable basis on which to estimate the project's annual VMT. As described in Appendix B to the Final SEIR, the original project would result in approximately 2,897,801 annual VMT. As described above, the revised project would result in five percent fewer residential units and would therefore result in proportionally fewer VMT than the original project.

A frontage road connecting Key Site 3 to Clark Avenue would provide primary site access, and a roadway connecting to Chancellor Street near the southwest corner of the mesa would provide secondary site access. As with the analysis for the original project, traffic generated by the revised project is presumed to be split between these access points before dispersing to surrounding roadways.

Water Resources

The reduction of the development footprint and reduced number of residential units would result in a proportional reduction of water consumption, as well as potential impacts to water quality and hydrologic resources. The reduction in grading operations would reduce potential water quality impacts during construction of the revised project. Construction activity would still be subject to the requirements of an NPDES permit, and would require preparation of a SWPPP and compliance with standard County conditions of approval, as described in required Mitigation Measures WR-1(a) and WR-1(b).

Although the total area of impermeable surfaces created by development of the revised project would be incrementally reduced in comparison to the original project, development of the mesa area would still require the use of low impact development (LID) technologies, drainage pipe re-design, operational erosion control, storm water management, and detention basin maintenance measures, as described in Mitigation Measures WR-2(a) and WR-2(b). In addition, an updated easement agreement would allow the proposed public sewer line to be installed on the south side of Oakbrook Lane connecting to the main line on Stillwell Road. This agreement is intended to address the lack of an adequate easement for the public sewer line across Chancellor Street.

Similar to the original project, future residential units on the project site would be located on the northern mesa area of the project site, which is not subject to flood hazards. The increased setback from the gully in the northwestern corner of the property and the overall reduction in site disturbance would decrease the potential for erosion-induced siltation of Orcutt Creek. With implementation of required mitigation, potential project-level impacts to water resources

would be less than significant, as described in the Final SEIR. Cumulative impacts to water resources would be less than significant.

Other CEQA Issue Areas/Effects Found Not to be Significant

The Final SEIR determined that there is no substantial evidence the original project would cause or otherwise result in significant environmental effects in the following resource issue areas: Agricultural Resources, Hazards and Hazardous Materials, Recreation, Police Protection Services, and Utilities and Service Systems. The conditions on the project site with respect to these issue areas would not change under the revised project such that new or previously unidentified significant impacts would occur. The reduced development footprint for the revised project does not contain any significant agricultural land, hazardous materials sites, or recreational resources. In addition, recreational areas would be provided on site as part of the project development, and standard developmental impact fees would be required for residential buildout. Utilities and service systems would serve six fewer residential units under the revised project when compared to the original project evaluated in the Final SEIR. The reduction in the number of new residential units and overall development footprint under the revised project would result in less than significant impacts to Agricultural Resources, Hazards and Hazardous Materials, Recreation, Police Protection Services, and Utilities and Service Systems, as described in the Final SEIR.

Policy Consistency

Table 1 and Table 2 show the County of Santa Barbara Comprehensive Plan and Orcutt Community Plan policies for which the revised project would result in one or more revisions to the consistency analysis contained in Appendix F of the Final SEIR. Changes in text are signified by strikeouts (strikeouts) where text is removed and by bold font (bold font) where text is added. If text is added where the font is already bold, additions are noted using underlined bold font (underlined bold font). As shown, the revised project would not result in any new inconsistencies with the County of Santa Barbara Comprehensive Plan or Orcutt Community Plan goals, policies, actions, and development standards that were not identified in the Final SEIR.

Table 1 Santa Barbara County Comprehensive Plan Policy Consistency

Goals, Policies, Actions, and Development Standards	Consistency Discussion
Land Use Element – Land Use Development Policies	
Policy 2. The densities specified in the Land Use Plan are maximums and may be reduced if it is determined that such reduction is warranted by conditions specifically applicable to a site, such as topography, geologic or flood hazards, habitat areas, or steep slopes. However, density may be increased under programs of the Housing Element.	**Potentially Consistent.** As discussed in Section 4.8, Land Use, buildout of Key Site 3 would result in ~~285~~ **279** dwelling units, including the proposed ~~125~~ **119** units and the 160 units approved as part of the Focused Rezone Housing Program. The Orcutt Community Plan (OCP) only anticipated 212 units on Key Site 3 but that was prior to the County's 2009 adoption of the Focused Rezone Program, which added the MR-O density of 160 units to the site as a way to partially satisfy affordable housing mandates, as also anticipated by the OCP (another MR-O site was added to Key Site 30 to fully satisfy housing mandates). The total density anticipated for Key Site 3, after adoption of the Focused Rezone Program, is therefore 372 (212 + 160). The proposed project is within

	this allowable density. The northerly portion of the site that is proposed for development does not appear to have conditions specifically applicable to the site as identified noise, air quality and visual impacts can be mitigated to less than significant levels. The project is therefore potentially consistent with this policy.
Land Use Element – Hillside and Watershed Protection Policies	
Policy 1. Plans for development shall minimize cut and fill operations. Plans requiring excessive cutting and filling may be denied if it is determined that the development could be carried out with less alteration of the natural terrain.	**Consistent.** The proposed project would require grading; however, the grading would not be excessive because the development area does not contain steep slopes, unstable areas, or flood zones, and the project would not result in a substantial alteration of the topography of the site. Nearly all areas within the project site that would be developed with either access roads or residences would require some level of grading. On a development-wide basis, grading operations would result in approximately ~~290,950 cubic yards (168,450~~ **154,273** cubic yards of cut and ~~122,500~~ **154,428** cubic yards of fill) and 155 cubic yards (net) import. ~~The excess cut generated from the grading would be used as additional fill to offset the anticipated shrinkage and compaction of cut material.~~ No offsite hauling of excess material is anticipated. Therefore, the project would be consistent with this policy.
Policy 4. Sediment basins (including debris basins, desilting basins, or silt traps) shall be installed on the project site in conjunction with the initial grading operations and maintained through the development process to remove sediment from runoff waters. All sediment shall be retained on-site unless removed to an appropriate dumping location.	**Consistent.** Project development would require preparation of a SWPPP that would include the implementation of sediment basins and other sediment control methods in the initial stage of construction in order to control sediment runoff, and such a basin is shown on proposed plans. **The project would also implement basin design standards as recommended by the County Flood Control and Water Conservation District.** Therefore, the proposed project would be consistent with this policy.
Policy 7. Degradation of the water quality of groundwater basins, nearby streams, or wetlands shall not result from development of the site. Pollutants, such as chemicals, fuels, lubricants, raw sewage, and other harmful waste, shall not be discharged into or alongside coastal streams or wetlands either during or after construction.	**Consistent.** The proposed project would include a detention basin system, which would control stormwater runoff and minimize water quality impacts to a less than significant level. The proposed project would be required to prepare a SWPPP, which would control the discharge of pollutants, including sediment, into local surface water drainages. **The project would also comply with the County Flood Control District Standard Conditions and design requirements to avoid any impacts to water quality.** Therefore, the proposed project would be consistent with this policy.
Noise Element	
Policy 1. In the planning of land use, 65 dB Day-Night Average Sound Level should be regarded as the maximum exterior noise exposure compatible with noise-sensitive uses unless noise mitigation features are included in project designs.	**Consistent.** As described in Section 4.9, Noise, the proposed project would result in potentially significant impacts related to construction noise near sensitive receptors and exposure to roadway noise from U.S. 101. However, **locating the homes planned for development near U.S. 101 to at least 200 feet from the highway right-of-way and** implementation of mitigation measures N-1 (a-c) and N-2(a) would reduce exterior noise levels below 65 dBA. Therefore, exterior noise impacts would be reduced to less than significant levels and the proposed project would be consistent with this policy.
Policy 5. Noise-sensitive uses proposed in areas where the Day-Night Average Sound Level is 65 dB or more should be	**Consistent.** As described in Section 4.9, Noise, the proposed project would result in potentially significant impacts related

designed so that interior noise levels attributable to exterior sources do not exceed 45 dB LDN when doors and windows are closed. An analysis of the noise insulation effectiveness of proposed construction should be required, showing that the building design and construction specifications are adequate to meet the prescribed interior noise standard.	to exposure of new residences to roadway noise from U.S. 101. **Locating the homes planned for development near U.S. 101 to at least 200 feet from the highway right-of-way and implementation of** Mitigation Measure N-2(a)**, which** requires that perimeter walls be installed along the eastern property lines of dwelling units that face U.S. 101 ~~to~~ **would** reduce exterior noise levels below 65 dBA. In addition, homes on these lots must incorporate solid-core doors and double-paned glass to ensure interior noise levels below 45 dBA, and roof vents must be oriented away from the Highway. Upon implementation of these measures, interior noise levels within the proposed project would not exceed 45 dB. Therefore, the proposed project would be consistent with this policy.
Housing Element	
Policy 1.1. Promote new housing opportunities adjacent to employment centers, and the revitalization of existing housing to meet the needs of all economic segments of the community, including extremely low income households, while bolstering the County's rural heritage and supporting each unincorporated community's unique character.	**Potentially Consistent.** The proposed project would result in the development of ~~125~~ **119** new single family homes. In addition, 160 multi-family residences would be developed on the property as part of the previously approved MR-O project. The project site is within an urban area as designated in the Orcutt Community Plan and is therefore in relatively close proximity to employment centers, shopping opportunities, and local and regional transit facilities. Therefore, the proposed project would potentially be consistent with this policy.
Policy 2.1. Encourage housing that meets the requirements of special needs households, as identified per State law, and promotes housing diversity (i.e., size, type, tenure, location, and affordability levels).	**Potentially Consistent.** The proposed project would result in the development of ~~125~~ **119** new single family homes. These residences would be required to ADA requirements relative to access and would fully comply with County Affordable Housing Zoning requirements through the payment of In-Lieu Fees. Therefore, the project would potentially be consistent with this policy.
Policy 3.1. Promote equal housing opportunities for all persons in all housing types (ownership and rental, market-rate and assisted).	Consistent. The proposed project would result in the development of ~~125~~ **119** new single family homes and fully comply with County Affordable Housing Zoning requirements through the payment of In-Lieu Fees. Therefore, the proposed project would be consistent with this policy.

Table 2 Orcutt Community Plan Policy Consistency

Policies, Actions, and Development Standards	Consistency Discussion
DevStd PRT-O-2.1. Except for active recreation areas and other essential lawn space, park landscaping should consist of drought tolerant species. Appropriate native plants shall be utilized along park boundaries adjacent to passive undeveloped open space areas.	**Consistent.** The proposed project includes ~~106~~ **113.5** acres of open space, most of which would be dedicated to the public as natural open space natural open space. Mitigation Measure BIO-2(e) in Section 4.3, Biological Resources, requires the preparation of a landscaping plan. The landscaping plan requires the use of drought tolerant, locally native plant species; noxious, invasive, and/or non-native plant species would not be permitted. Therefore, the proposed project would be consistent with this development standard.
Policy OS-O-1. When considering approval of development projects within or adjacent to areas identified for potential public open space (see Table 21), the County shall review the	**Consistent.** Table 21 of the OCP identifies Key Site 3 as a high priority site for public open space, designating 98 acres the site to "trails, picnic tables, lookout/oak &

appropriate mix of public and/or private open space, and to the maximum extent feasible require dedication of contiguous areas identified as a priority for public acquisition as public open space based on the following criteria: • Location within designated open space corridors and proximity of adjacent open space; • The criteria and intent of the PRD zone district; and Demonstration of rough proportionality between the level of permitted development, its associated impact, and the open space dedication, consistent with applicable laws.	riparian woodland, dune scrub." ~~The one parcel that is proposed to be dedicated as public open spaces is approximately 91 acres, but that is in additional several other improved and natural private open space areas within the project. The two natural private open space parcels that are proposed would total approximately seven (7) acres, which brings the total amount of natural open space proposed up to approximately 98 acres.~~ **The total amount of natural open space proposed up to approximately 113.5 acres.** As discussed in the consistency analysis for this development standard, the proposed project would include the natural open space envisioned by the OCP. Therefore, the proposed project would be consistent with this policy.
Policy OS-O-6: The County should acquire the open space lands prioritized for public acquisition through dedication by working with property owners and interested groups, or through purchase. Where dedication is required, the County shall offset fees as required. If dedication is not required, the County may consider purchase, use of the TDC program or permitting the property to remain as private open space, consistent with the standards of this plan for natural resource protection and provision of passive and active recreation opportunities.	**Potentially Consistent.** Table 21 of the OCP identifies Key Site 3 as a high priority for public open space. The proposed project includes ~~106~~ **113.5** acres of open space, most of which would be dedicated to the public as part of the proposed project. The County could consider acquiring the remaining private open space areas as an easement, but these are not located within the area designated by the OCP as open space that should be dedicated to the public. The proposed project is therefore potentially consistent with this policy.
Orcutt Community Plan – Flooding and Drainage	
Policy FLD-O-1. Flood risks in the Orcutt planning area shall be minimized through appropriate design and land use controls.	**Consistent.** As discussed in Section 4.12, Water Resources, the proposed residential development is located outside of the FEMA designated 100-year and 500-year flood zones. **In addition, according to recommendations of the County Flood Control and Water Conservation District the proposed storm drain shall be designed to convey 100-year peak flows through the site in a non-erosive manner.** Flood risks would therefore be minimal, and the project would be consistent with this policy.
Orcutt Community Plan – Geology, Topography and Soils	
Policy GEO-O-2. In areas of high erosion potential, development shall be sited and designed to minimize increased erosion.	**Consistent.** The location of proposed development has been sited to avoid steep slopes. The gully in the northwest corner of the site would remain in open space **and the project has been designed to distance new development from the gully**. As discussed in Section 4.8 Hydrology and Water Quality, mitigation measures HWQ-1 and HWQ-2(d) would reduce potential impacts associated with erosion to a less than significant level. Therefore, the proposed project would be consistent with this policy.
Orcutt Community Plan – Noise	
Policy NSE-O-1. Development of new noise sensitive uses (as defined in the Noise Element) in Orcutt should provide attenuation of ambient noise levels for indoor living areas and, where practical, for outdoor living areas.	**Consistent.** As described in Section 4.9, Noise, the proposed project would result in potentially significant impacts related to exposure of new residences to roadway noise from U.S. 101. County standards limit noise exposure in residential use areas. Exterior noise must not exceed 65 dBA and interior noise levels must not exceed 45 dBA. Mitigation Measure N-2(a) requires the construction of an 8' sound wall east of homes nearest to U.S. 101 and other noise minimizing construction

	techniques. Upon implementation of these measures, **in addition to locating future residential uses at least 200 feet from the U.S. 101 right-of-way,** interior noise levels within the proposed project would not exceed 45 dB and exterior noise levels would exceed 65 dB. Therefore, the proposed project would be consistent with this policy.
Orcutt Community Plan – Key Site 3	
DevStd KS3-1. Key Site 3 (APN 129-151-26) is designated Res Ranch and zoned RR 10. Any proposed development on Key Site 3 shall comply with the following development standards. **Policy KS3-2.** The County shall consider redesignating/rezoning Key Site 3 to PD/PRD 119 units only if: A. The areas identified as "Open Space" on Figure KS3-1 have been dedicated to the County or other County-approved group or agency, and B. The property owner has demonstrated compliance with Action SCH-0-1.3.	**Potentially Consistent (pending approval of applicant-requested OCP amendment).** The applicant has requested an amendment to the OCP, which would modify this development standard to re-designate and rezone the site to PD/PRD ~~125~~ **119**, as follows: **DevStd KS3-1.** Key Site 3 (APN 129-151-26) is designated ~~Res Ranch and~~ **PD, Residential 20.0, and Open Space** and zoned ~~RR 10~~ **PRD-**~~125~~ **119** and MR-O. Any proposed development on Key Site 3 shall comply with the following development standards. In accordance with the proposed amendment to this development standard, the applicant proposes to dedicate the open space shown on Figure KS3-1 to the County as permanent open space and has demonstrated compliance with Action SCH-O-1.3 by entering into an agreement with the Orcutt Unified School District that would mitigate any impacts of the project on the area schools. Should the requested amendment be adopted, this development would not conflict with this Key Site 3-specific OCP development standard. Therefore, the project would be potentially consistent with this development standard, and with Policy KS3-2.

IV.C. Summary of Impacts

Table 3 summarizes the differences in impact classifications from the original project as compared to the revised project.

Table 3 Impact Comparison Summary for Original and Revised Project

Environmental Topic	Level of Impact	
	Original Orcutt Key Site 3 Project	Revised Orcutt Key Site 3 Project
Aesthetics/Visual Resources		
Visual Character	I	II
Scenic Views	III	III
Light/Glare	III	III
Cumulative Impacts	I	I
Air Quality		
Construction Emissions	III	III
Operational Emissions	III	III
Health Risks	II	III
CAP Consistency	III	III
Cumulative Impacts	III	III

Biological Resources		
Riparian Habitat Disturbance	II	II
Construction Habitat Impacts	II	II
Impacts to Orcutt Creek	II	II
Wildlife Movement Corridors	II	II
Construction Vegetation Removal	II	II
Special Status Plants	II	II
Special Status Animals	II	II
Cumulative Habitat Loss	I	I
Cultural Resources, Tribal Cultural Resources, and Paleontological Resources		
Identified Cultural Resources	II	II
Unknown Cultural Resources	II	II
Indirect Cultural Resources Impacts	II	II
Tribal Cultural Resources	II	II
Cumulative Impacts	III	III
Energy		
Use of Energy	III	III
Energy Plan Compatibility	III	III
Fire Protection and Wildfires		
High Fire Hazards	II	II
Fire Service	III	III
Fire Flow Requirements	III	III
Wildfire	II	II
Cumulative Impacts	II	II
Geologic Processes		
Groundshaking	III	III
Slope Stability	III	III
Settlement	III	III
Erosion	II	II
Cumulative Impacts	III	III
Greenhouse Gas Emissions and Climate Change		
Operational Emissions	II	II
Land Use		
Quality of Life	II	II
Land Use Consistency	III	III
Cumulative Impacts	III	III
Noise		
Construction Impacts	II	II
Roadway Noise Exposure	II	II
Off-site Roadway Noise	III	III
Cumulative Noise	III	III

Public Services		
Schools	III	III
Water Demand	III	III
Wastewater	III	III
Solid Waste	III	III
Cumulative Impacts	I	I
Transportation and Circulation		
Operational-Levels of Service	II	II
Cumulative Traffic Impacts	II	II
Water Resources		
Construction Water Quality Impacts	II	II
Drainage and Runoff	II	II
Flood Hazards	III	III
Cumulative Hydrology/ Water Quality	II	II
Cumulative Flood Hazards	III	III
Other CEQA Issue Areas/Effects Found Not to be Significant		
Agricultural Resources	III	III
Hazards and Hazardous Materials	III	III
Recreation	III	III
Police Protection Services	III	III
Utilities and Service Systems	III	III

Class I: Potentially significant and unavoidable impact
Class II: Potentially significant but mitigable impact
Class III: Less than significant impact:

V. Findings

It is the recommendation of the County of Santa Barbara that based on the evidence described above and original analysis in the Final SEIR, impacts resulting from implementation of the revised Key Site 3 Project would not otherwise result in a change in the levels of impact identified in the existing analysis contained in the Final SEIR. As such, the Final SEIR may be used to fulfill the environmental review requirements for the revised Key Site 3 Project, and the information contained herein does not require recirculation of the Draft SEIR pursuant to CEQA Guidelines Section 15088.5.

VI. References

U.S. Energy Information Administration (U.S. EIA). May 2017. *Frequently Asked Questions: What are Ccf, Mcf, Btu, and therms? How do I convert natural gas prices in dollars per Ccf or Mcf to dollars per Btu or therm?* Accessed February 5, 2018. Available at: https://www.eia.gov/tools/faqs/faq.php?id=45&t=8

Attachment 1 Energy Demand Calculation Sheets

Orcutt Key Site 3 Project

Last Updated: June 2020

Populate one of the following tables (Leave the other blank):

Annual VMT - Residential		OR	Daily Vehicle Trips	
Annual VMT:	2,897,801		Daily Vehicle Trips:	
			Average Trip Distance:	

Fleet Class	Fleet Mix
Light Duty Auto (LDA)	0.488429
Light Duty Truck 1 (LDT1)	0.036082
Light Duty Truck 2 (LDT2)	0.211732
Medium Duty Vehicle (MDV)	0.154985
Light Heavy Duty 1 (LHD1)	0.049882
Light Heavy Duty 2 (LHD2)	0.007459
Medium Heavy Duty (MHD)	0.020077
Heavy Heavy Duty (HHD)	0.014399
Other Bus (OBUS)	0.001917
Urban Bus (UBUS)	0.002182
School Bus (SBUS)	0.001589
Motorhome (MH)	0.003135
Motorcycle (MCY)	0.008131

Fuel Economy (MPG)	
Passenger Vehicles	24.0
Light-Med Duty Trucks	17.4
Heavy Trucks/Other	7.4
Motorcycles	43.9

Fleet Mix

Vehicle Type	Percent	Fuel Type	Annual VMT: VMT	Vehicle Trips: VMT	Fuel Consumption (Gallons)
Passenger Vehicles	*48.84%*	*Gasoline*	1,415,370	0.00	58,973.75
Light-Medium Duty Trucks	*40.28%*	*Gasoline*	1,167,231	0.00	67,082.26
Heavy Trucks/Other	*10.06%*	*Diesel*	291,635	0.00	39,410.09
Motorcycle	*0.81%*	*Gasoline*	23,562	0.00	536.72

Total Gasoline Consumption (gallons)	**126,592.73**
Total Diesel Consumption (gallons)	**39,410.09**

Attachment 2 Greenhouse Gas Emissions Threshold Methods and Calculations

Greenhouse Gas Emissions Threshold Methods and Calculations

In December 2017, CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 statewide GHG reduction target of 40 percent below 1990 levels by 2030 established by SB 32. As with the 2013 Scoping Plan Update, the 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally appropriate quantitative thresholds consistent with statewide per capita goals of six metric tons (MT) CO_2e by 2030 and two MT CO_2e by 2050. As stated in the 2017 Scoping Plan, these goals may be appropriate for plan-level analyses (city, county, sub-regional, or regional level), but may not be appropriate for specific individual projects because they include all emissions sectors in the state.

In accordance with CEQA Guidelines Section 15064.4(b)(2), this discussion is provided to develop a project-specific, locally-appropriate efficiency threshold to compare the significance of the revised Orcutt Key Site 3 project's GHG emissions to the evaluation provided in the Final SEIR. Efficiency thresholds are quantitative thresholds that can be used to identify the emission level below which new development would not interfere with attainment of statewide GHG reduction targets. A locally-appropriate 2030 project-specific threshold is derived from CARB's recommendations in the 2017 Climate Change Scoping Plan.

A project-specific efficiency threshold can be calculated by dividing statewide GHG emissions by the sum of statewide jobs and residents (service population [SP]). However, not all statewide emission sources would be impacted by the proposed Specific Plan (e.g., agriculture and industrial). Accordingly, consistent with the concerns raised in the Golden Door (*Golden Door Properties, LLC v. County of San Diego/Sierra Club, LLC v. County of San Diego*; 2018) and Newhall Ranch (*Center for Biological Diversity v. Dept. of Fish & Wildlife*; 2015) decisions regarding the correlation between state and local conditions, the 2030 statewide inventory target was modified with substantial evidence provided to establish a locally-appropriate, evidence-based, commercial project-specific threshold consistent with the SB 32 target. Emissions sectors that do not apply to the proposed project (i.e., industrial, agriculture) were excluded from the calculation.

The GHG emissions inventory for the land use sectors applicable to the Orcutt Key Site 3 project were summed to create a locally-appropriate emissions total for a residential project in Santa Barbara County for years 2024 (anticipated buildout year) and 2030 (next milestone GHG target year per the 2017 Scoping Plan). These locally-appropriate emissions totals were divided by the statewide 2024 and 2030 projected service population, respectively, to determine locally-appropriate, project-level thresholds. Project-generated GHG emissions that would exceed the efficiency threshold of 4.0 MT of CO_2e per service person in year 2024 or 3.3 MT of CO_2e per service person in year 2030 would be considered to have a potentially significant impact on the environment. See Table 1 for threshold calculations. These thresholds are applicable specifically to the Orcutt Key Site 3 project and are therefore not thresholds adopted for general use in CEQA review by the City per CEQA Guidelines Section 15064.7(b).

Table 1 SB 32 Locally-Appropriate Project-Specific Thresholds

Topic	Metric	2024	2030
Projected Statewide Service Population	California Population (persons)[1]	41,994,283	43,939,250
	California Employment Projection (persons)[2]	19,636,080	20,795,940
	Service Population (persons)	61,630,363	64,735,190
Locally-Appropriate Project Thresholds	Locally-Appropriate Emissions Sectors (MT of CO_2e)[3]	249,000,000	213,000,000
	Service Person Target (MT of CO_2e per service person per year)	4.0	3.3

[1] California Department of Finance 2019

[2] California Employment Development Department. Employment Projections Labor Market Information Resources and Data, "CA Long-Term. 2016-2026 Statewide Employment Projections". Year 2030 employment data was projected based on the average annual increase for years 2016 through 2026.

[3] Based on ARB 2017 Climate Scoping Plan Update/SB 32 Scoping Plan Emissions Sector targets; accounts for both Residential + Commercial uses because these sectors are treated as a single sector in the 2017 Scoping Plan.

At this time, the state has codified a target of reducing emissions to 40 percent below 1990 emissions levels by 2030 (SB 32) and has developed the 2017 Scoping Plan to demonstrate how the state will achieve the 2030 target. In the recently signed EO B-55-18, which identifies a new goal of carbon neutrality by 2045 and supersedes the goal established by EO S-3-05, CARB has been tasked with including a pathway toward the EO B-55-18 carbon neutrality goal in the next Scoping Plan update. While state and regional regulators of energy and transportation systems, along with the state's Cap and Trade program, are designed to be set at limits to achieve most of the reductions needed to hit the State's long-term targets, local governments can do their fair share toward meeting the State's targets by siting and approving projects that accommodate planned population growth and projects that are GHG-efficient. The Association of Environmental Professionals (AEP) Climate Change Committee recommends that CEQA GHG analyses evaluate project emissions in light of the trajectory of state climate change legislation and assess their "substantial progress" toward achieving long-term reduction targets identified in available plans, legislation, or EOs. Consistent with AEP Climate Change Committee recommendations, GHG impacts are analyzed in terms of whether the proposed Specific Plan would impede "substantial progress" toward meeting the reduction goal identified in SB 32 and EO B-55-18. As SB 32 is considered an interim target toward meeting the 2045 state goal, consistency with SB 32 would be considered contributing substantial progress toward meeting the State's long-term 2045 goals. Avoiding interference with, and making substantial progress toward, these long-term state targets is important because these targets have been set at levels that achieve California's fair share of international emissions reduction targets that will stabilize global climate change effects and avoid the adverse environmental consequences described under EO B-55-18).

Attachment 3 Key Site 3 Residential Project
Traffic and Circulation Study

Key Site 3 Residential Project
Traffic and Circulation Study

Orcutt, County of Santa Barbara

November 1, 2019

W.O. 2064187400

Prepared By:

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TECHNICAL APPENDIX

INTRODUCTION

Stantec has prepared the following traffic and circulation study for the Key Site 3 Project (the "Project"). The traffic and circulation study provides an assessment of the existing and future traffic conditions within the study area, evaluates the potential traffic impacts to the vicinity roadways and intersections, and provides feasible mitigations where applicable. A discussion of the site access and circulation plan is also provided.

The Orcutt Community Plan FEIR[1] identifies 45 "Key Sites" located throughout the Orcutt planning area. The project site is identified as Key Site 3. In order to streamline future permitting, the County of Santa Barbara enabled interested Key Site property owners to receive an expanded level of environmental review for their property. These "mini EIRs" examined the impacts associated with potential development scenarios on the "Key Sites" and were then incorporated into the Community Plan FEIR. Thus, a development proposal that is consistent with the scenario studied in the EIR could use the CEQA tiering process to incorporate the site-specific analysis and findings as part of their future development proposal. The FEIR has been used as basis for this analysis and is incorporated by reference.

PROJECT DESCRIPTION

The project study area is located in the southeastern section of the Orcutt Planning Area and is generally bounded by Highway 101 to the east, Sunny Hills Mobile Home Park to the north, Orcutt Hills to the south, and existing residential to the west. The location of the project is illustrated in Exhibit 1. The Project proposes to develop 119 clustered single-family units of varying size on the currently vacant site. An additional 160 multi-family units were approved by the County for Key Site 3 as part the Santa Barbara Housing Element Focused Rezone Program, and are therefore not included in the project. The site plan is illustrated in Exhibit 2.

Primary access to the site is proposed via Sunny Hills Road, which will be realigned to the west from its current location and connect to Clark Avenue opposite the future planned main entrance for Key Site 1. Secondary access to Key Site 3 is proposed via a connection to Chancellor Street.

STUDY METHODOLOGY

Traffic Analysis Scenarios

Pursuant to CEQA and County traffic impact study requirements, The traffic analysis includes the following traffic scenarios:

- Existing Conditions
- Existing plus Project Conditions
- Cumulative (Existing plus approved and pending projects) Conditions
- Cumulative plus Project Conditions
- Buildout Conditions

[1] Orcutt Community Plan, County of Santa Barbara Comprehensive Planning Division, Amended June 2013, Published June 2019.

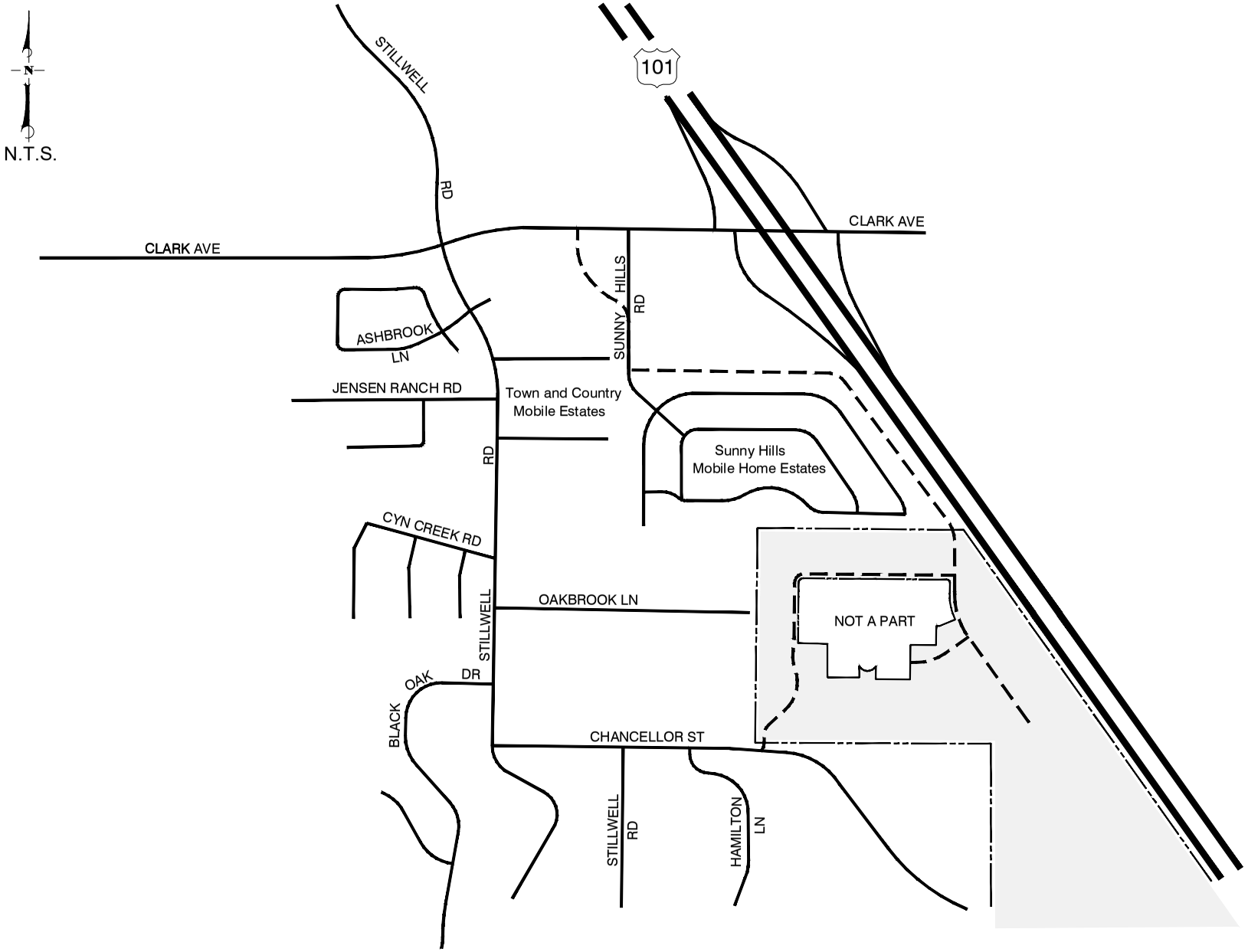

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EXHIBIT 1
PROJECT LOCATION/STREET NETWORK
KEY SITE 3, ORCUTT, CA

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EXHIBIT 2
PROJECT SITE PLAN
KEY SITE 3, ORCUTT, CA

Level of Service Criteria

A level of service (LOS) ranking scale is used to identify the operating condition at roadways and intersections. This scale compares traffic volumes to intersection capacity and assigns a letter value to this relationship. The letter scale ranges from A to F with LOS A represents the best operating conditions from the traveler's perspective and LOS F the worst. The level of service criteria for vehicles are summarized in Table 1.

Table1
Intersection Level of Service Criteria

LOS	Signalized Intersections (V/C Ratio)	Unsignalized Intersections (Sec. of Delay)	Definition
A	< 0.60	≤ 10	Volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If LOS A is the result of favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.
B	0.61 – 0.70	> 10 and ≤ 15	Volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.
C	0.71- 0.80	> 15 and ≤ 25	Progression is favorable or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.
D	0.81 – 0.90	> 25 and ≤ 35	Volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable
E	0.91 – 1.00	> 35 and ≤ 50	Volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.
F	> 1.00	> 50	Volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Source: Highway Capacity Manual, 6th Edition.

Level of Service Calculation Methodology

County of Santa Barbara. Intersection Capacity Utilization Methodology (ICU) was used to determine levels of service for signalized intersections, and the results are shown as a volume-to-capacity (V/C) ratio. Level of service for the unsignalized intersections in the study area were calculated using the methodologies outlined in the Highway Capacity Manual (HCM)[2].

Caltrans. Levels of service for State intersections were analyzed based on the HCM methodologies. Intersection levels of service were calculated using Synchro[3] software, which implements the HCM methodology to determine intersection levels of service, control delays and queue lengths for each approach.

[2] Highway Capacity Manual, 6th Edition: A Guide for Multi-Modal Mobility Analysis, Transportation Research Board, 2016.
[3] Synchro plus SimTraffic 10, Trafficware Ltd., 2018.

EXISTING CONDITIONS

Roadway Network

The roadway system in the study area is comprised of a network of freeways, arterials and collectors. The study area roadway network is shown in Exhibit 3 and a brief description of the major components is provided below.

U.S. Highway 101 (U.S. 101) extends along the Pacific Coast between Los Angeles and San Francisco. Within Santa Barbara County, this four to six-lane highway provides the principal route between Orcutt and the cities of Buellton, Goleta and Santa Barbara to the south, and the cities of Santa Maria and San Luis Obispo to the north. Access between U.S. Highway 101 and the project site is provided via the Clark Avenue Interchange.

Clark Avenue is an east-west arterial that extends through the Orcutt area from Dominion Road east of U.S. Highway 101 to State Route 1 to the west. Clark Avenue contains four lanes west of Stillwell Road. The roadway contains three travel lanes between Stillwell Road and U.S. 101; the eastbound direction is striped to one travel lane. The segment east of U.S. 101 contains two travel lanes. The speed limit in the project vicinity is 45 MPH. The intersection with Stillwell Road is signalized and the intersections with the U.S. 101 ramps and Sunny Hills Road are unsignalized. Clark Avenue is designated as a Primary 2 roadway.

Stillwell Road is a two-lane collector road that would provide emergency access to the project site. The roadway extends south of Clark Avenue until it terminates at Chancellor Street. The speed limit on Stillwell Road is 30 MPH. Stillwell Road is designated as a Secondary 3 roadway.

Sunny Hills Road is a Secondary 3 roadway that extends south of Clark Avenue through Key Site 2. The roadway currently provides access to the Sunny Hills Mobile Home Park. Sunny Hills Road will be realigned to the west and connect to Clark Avenue directly opposite the planned future main driveway for Key Site 1. The new intersection will be controlled by a traffic signal.

Existing Roadway Operations

Existing average daily traffic (ADT) volumes were derived from *Key Site 2 Project*[4], and based on the peak hour traffic volumes at roadway segments. A comparison of the ADT volumes with the County's design capacities (included in the Technical Appendix) indicate that the critical roadway segments in the study area currently operate at LOS A. The roadway classification and design capacities for Clark Avenue, as presented in the Orcutt Community Plan, are summarized in Table 2.

[4] Traffic and Circulation Study for the Key Site 2 Project, ATE, February 13, 2019.

Table 2
Existing Roadway Levels of Service

Roadway	Segment	Existing ADT	Classification	LOS C Threshold	Existing LOS
Clark Avenue	Bradley Rd to Stillwell Rd	14,400 ADT	Primary 2	34,000 ADT	LOS A
Clark Avenue	Stillwell Rd to U.S. 101	15,300 ADT	Primary 2	24,100 ADT[1]	LOS A
Stillwell Road	South of Clark Ave	3,350 ADT	Secondary 3	6,300 ADT	LOS A
Sunny Hills Road	South of Clark Ave	800 ADT	Secondary 3	6,300 ADT	LOS A

[1] LOS C threshold for 3-lane roadway (24,100 ADT) based on median between 2-lane roadway (14,300 ADT) and 4-lane roadway (34,000 ADT).

Table 2 indicates that all roadways within the study area operate in the LOS A range, which meets County standards.

Existing Intersection Operations

The traffic analysis focusses on the PM peak commute period (highest one hour period between 4pm and 6pm) were derived from intersection turning movement counts and delays studies collected in January 2019 for the *Key Site 2 Project*. Intersection turning counts are included in the Technical Appendix for reference. The existing lane geometry and control for the intersections within the study area are shown in Exhibit 3 and the existing PM peak hour volumes are illustrated in Exhibit 4.

Levels of service were calculated for the study-area intersections based on the level of service methodology outlined previously. The technical calculation worksheets are included in the Technical Appendix, and the existing intersection levels of service are summarized in Table 3.

Table 3
Existing Intersection Peak Hour Levels of Service

Intersection	Control	PM Peak Hour ICU V/C Ratio	PM Peak Hour HCM Delay
1. Stilwell Rd/Clark Ave	Signal	0.41/LOS A	-
2. Sunny Hills Rd/Clark Ave	One-Way Stop	-	16.6 sec/LOS C
3. US 101 SB Ramps/Clark Ave	One-Way Stop	-	19.0 sec/LOS C
4. US 101 NB Ramps/Clark Ave	One-Way Stop	-	13.6 sec/LOS B

Unsignalized intersections analyzed using the HCM methodology, with vehicle delay in seconds on stopped approach.

As shown, all intersections currently operate at LOS C or better during the PM peak hour, which is considered acceptable based on City and Caltrans standards.

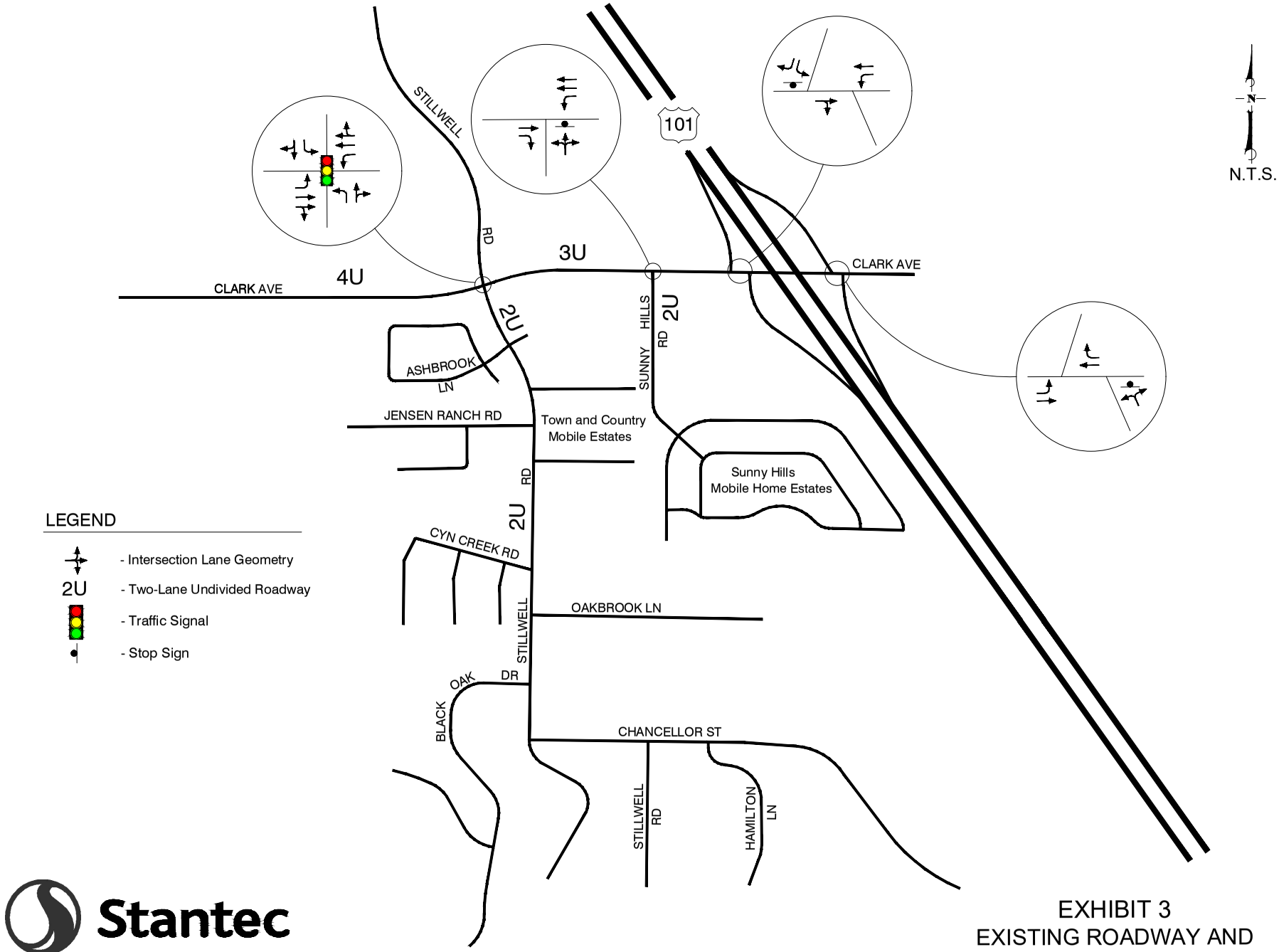

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EXHIBIT 3
EXISTING ROADWAY AND INTERSECTION GEOMETRY
KEY SITE 3, ORCUTT, CA

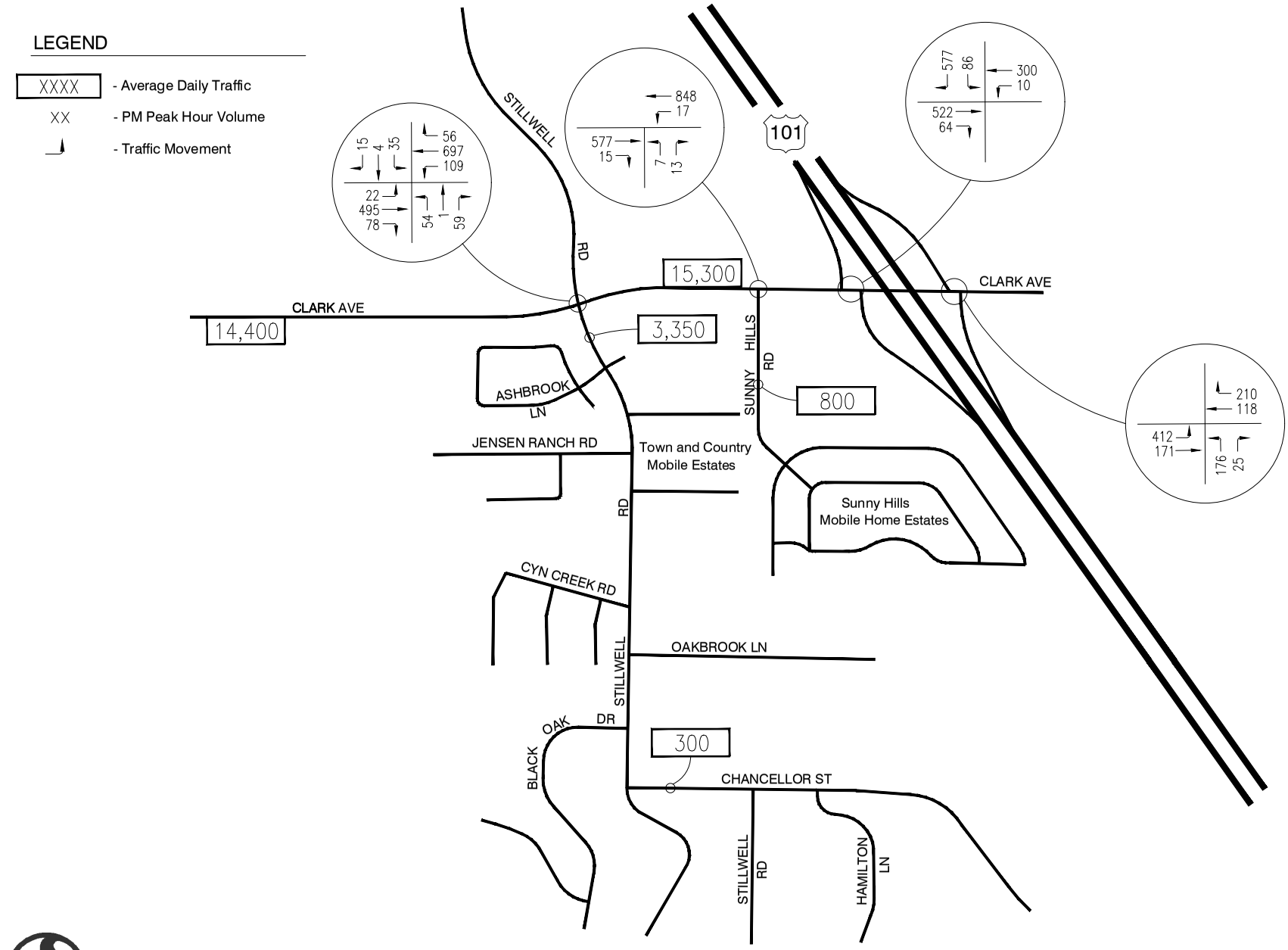

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EXHIBIT 4
EXISTING TRAFFIC VOLUMES
KEY SITE 3, ORCUTT, CA

PROJECT SPECIFIC CONDITIONS

Traffic Impact Thresholds

The County's CEQA Thresholds and the standards contained in the Orcutt Community Plan were applied to evaluate the project's consistency with County policy and to determine if any potential traffic impacts would be associated with the project. The applicable traffic thresholds are outlined below.

County of Santa Barbara CEQA Thresholds

The Environmental Thresholds and Guidelines Manual (County of Santa Barbara, 1992) provides criteria by which to evaluate a project's environmental impacts according to the California Environmental Quality Act (CEQA). The thresholds for traffic impacts are listed below.

Threshold Criteria

The impacts of project-generated traffic are assessed against the following County thresholds. A significant traffic impact occurs when:

1. The addition of project traffic to an intersection increases the volume to capacity (V/C) ratio by the value provided below or sends at least 5, 10, or 15 trips to intersections operating at LOS F, E or D.

Level of Service (including project)	Increase in V/C Greater than
A	0.20
B	0.15
C	0.10
	or the addition of
D	15 trips
E	10 trips
F	5 trips

2. Project access to a major road or arterial road would require a driveway that would create an unsafe situation or a new traffic signal or major revisions to an existing traffic signal.

3. Project adds traffic to a roadway that has design features (e.g. narrow width, road side ditches, sharp curves, poor sight distance, inadequate pavement structure) or receives use which would be incompatible with substantial increase in traffic (e.g. Rural roads with use by farm equipment, livestock, horseback riding, or residential roads with heavy pedestrian or recreational use, etc.) that will become potential safety problems with the addition of project or cumulative traffic. Exceedance of the roadway's designated Circulation Element Capacity may indicate the potential for the occurrence of the above impacts.

4. 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 intersections which would operate from 0.80 to 0.85 and a change of 0.02 for intersections which would operate from 0.86 to 0.90, and 0.01 for intersections operating at anything lower.

Orcutt Community Plan Standards for Determination of Project Consistency

Consistency Standards for Primary Roadways (P-1 through P-3)

1. For Primary roadways segments, a project is considered consistent with the Community Plan where the Estimated Future Volume does not exceed the Acceptable Capacity.

2. For Primary roadway segments where the Estimated Future Volume exceeds the Acceptable Capacity, a project is considered consistent with the Community Plan if: 1) intersections affected by traffic assigned from the project operate at or above minimum level of service standards, or 2) if the project provides a contribution toward an alternative transportation project (as defined in the OTIP) that is deemed to offset the effects of project-generated traffic.

Caltrans. Caltrans has established the cusp of the LOS C/D range as the target level of service standard for State Highway intersections. If an existing State Highway facility is operating at less than the target LOS, the existing Measure of Effectiveness (MOE) should be maintained.

Project Trip Generation

The project proposes to construct 119 clustered single-family units of varying size, with an average size of 1,515 square feet. Trip generation data and residential land use descriptions contained in the ITE's *Trip Generation Manual*[5], along with housing unit size statistics[6], were reviewed to determine project trip rates. Based on the data, it was determined that *Planned Unit Development (ITE Land Use #270)* accurately represents the characteristics and trip rates of the proposed development. The trip generation rates and project trip generation estimates are shown in Table 4.

Table 4
Project Trip Generation

Land Use	Size	Daily Trips	PM Peak Hour Trips		
			In	Out	Total
Planned Unit Development	Rate	7.38	0.448	0.242	0.69
Planned Unit Development	119 Units	878 ADT	53 PHT	29 PHT	82 PHT

Table 4 indicates that the proposed development is expected to generate 878 daily trips, with 82 trips occurring in the PM peak hour.

[5] Trip Generation Manual, Institute of Transportation Engineers, 10th Edition, 2017.
[6] Characteristics of New Housing, United States Census Bureau, 2018.

Project Trip Distribution

Project generated trips were distributed and assigned to the street network based on the location of the project site, trip distribution patterns derived from the Orcutt Traffic Model, and a knowledge of the local street network and travel patterns, type of existing land uses and traffic flows in the Orcutt area. The project traffic was distributed as follows:

Table 5
Project Trip Distribution

Origin/Destination	Direction	Percentage of Project Trips
U.S. 101	North South	35% 15%
Clark Avenue	West	48%
Local	-	2%
Total		**100%**

The project trip distribution percentages and the project-added traffic volumes are illustrated in Exhibit 5 and the existing plus project traffic volumes area illustrated in exhibit 6.

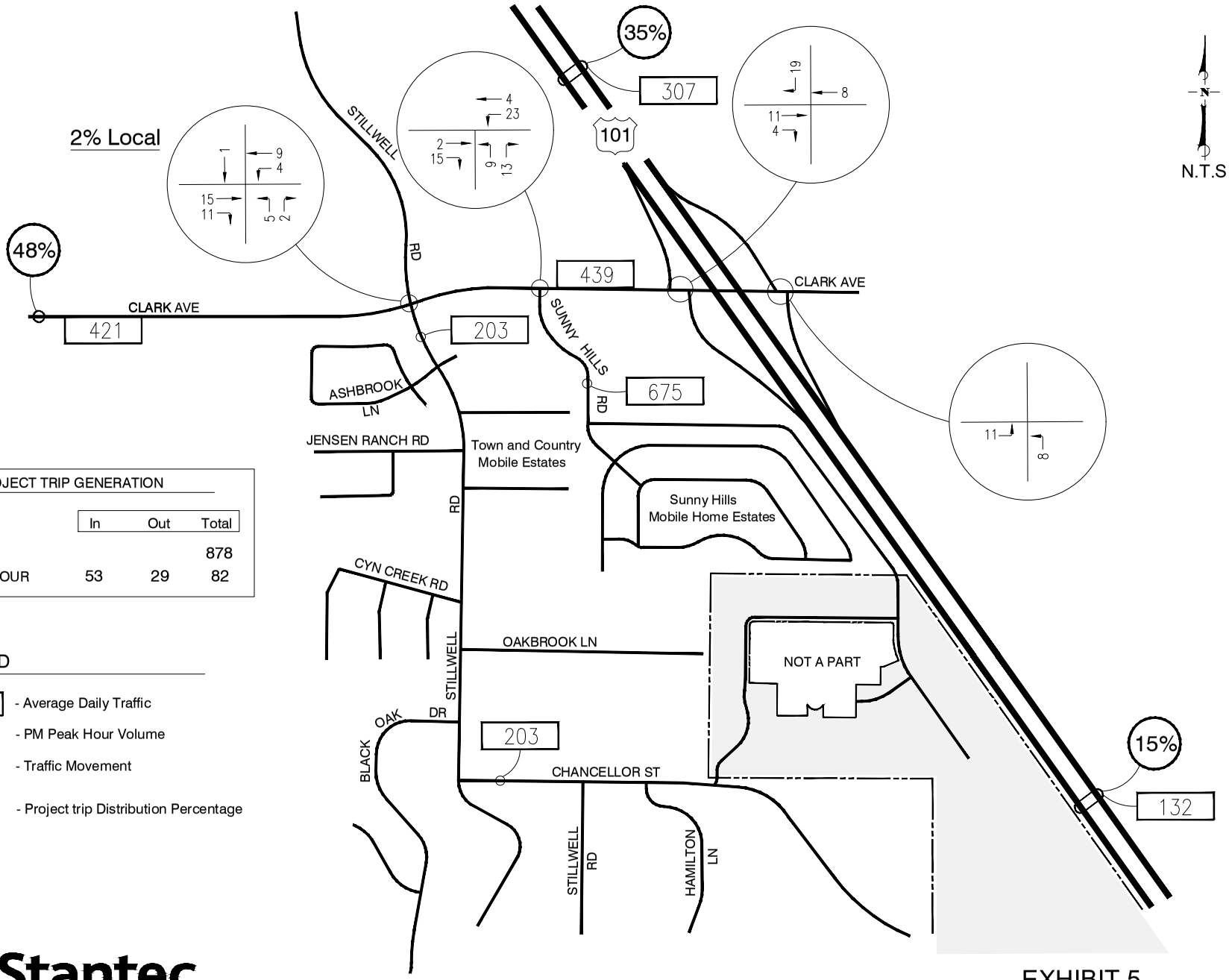
Existing plus Project Roadway Operations

Roadway operations for the segments in the study area were evaluated assuming project-specific conditions. The project would add 421 ADT to Clark Avenue west of Stillwell Road and 439 ADT to Clark Avenue east of Sunny Hills Road. The project would add 203 ADT to Sunny Hills Road south of Clark Avenue, and 675 ADT on Sunny Hills Road south of Clark Avenue. Table 6 shows the existing + project ADT and level of service for the critical roadway segments.

Table 6
Existing + Project Roadway Levels of Service

Roadway	Segment	Existing ADT	Existing + Project ADT	LOS C Threshold	Existing + Project LOS
Clark Avenue	Bradley Rd to Stillwell Rd	14,400 ADT	14,821 ADT	34,000 ADT	LOS A
Clark Avenue	Stillwell Rd to U.S. 101	15,300 ADT	15,739 ADT	24,100 ADT[1]	LOS A
Stillwell Road	South of Clark Ave	3,350 ADT	3,553 ADT	6,300 ADT	LOS A
Sunny Hills Road	South of Clark Ave	800 ADT	1,475 ADT	6,300 ADT	LOS A

[1] LOS C threshold for 4-lane roadway is 34,000 ADT. LOS C threshold for 3-lane roadway (24,100 ADT) based on median between 2-lane roadway (14,300 ADT) and 4-lane roadway (34,000 ADT).



PROJECT TRIP GENERATION

	In	Out	Total
ADT			878
PM PEAK HOUR	53	29	82

LEGEND

- XXXX - Average Daily Traffic
- XX - PM Peak Hour Volume
- Traffic Movement
- 6% - Project trip Distribution Percentage

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EXHIBIT 5
PROJECT TRIP DISTRIBUTION AND PROJECT-ADDED TRIPS
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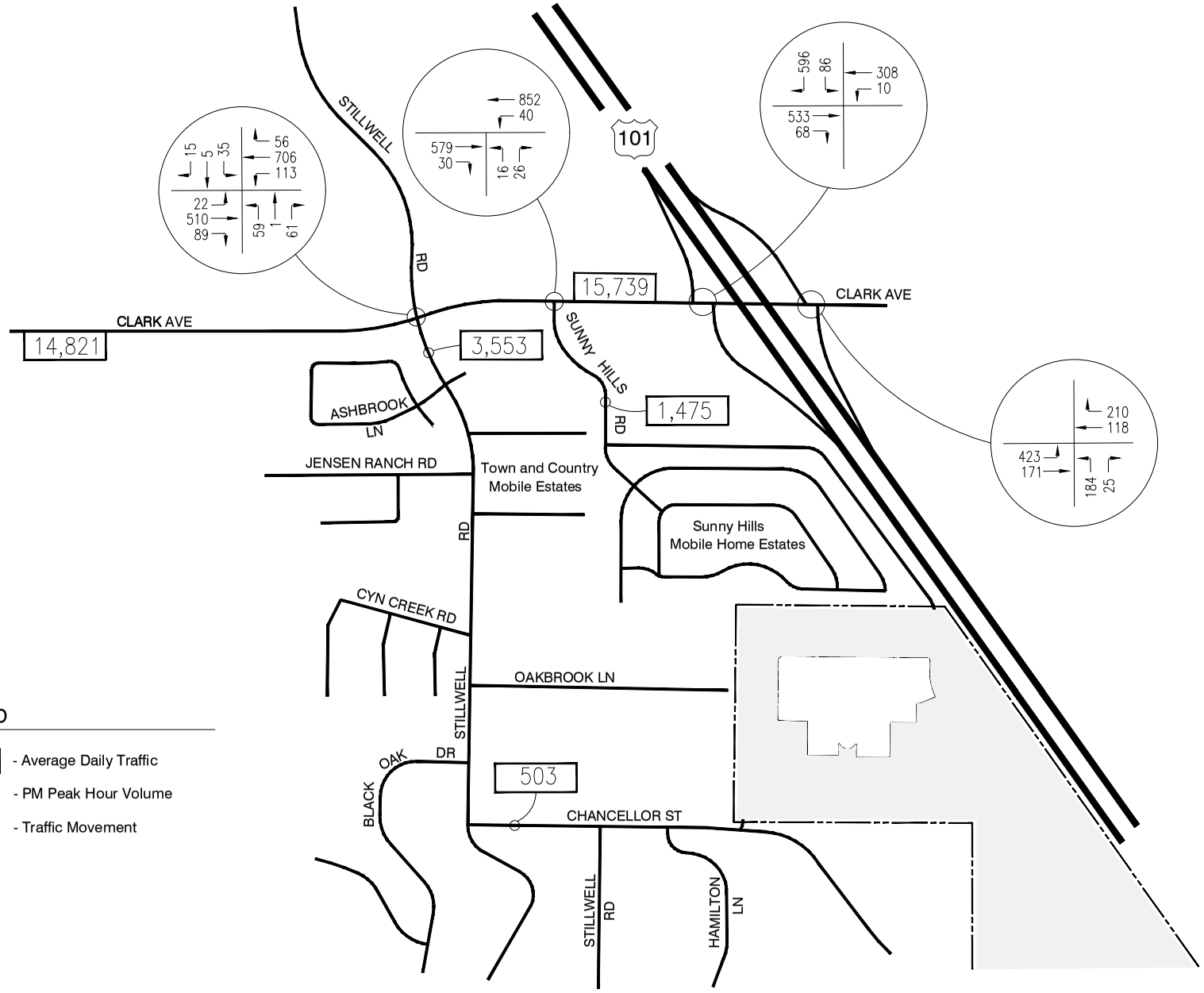

LEGEND

XXXX - Average Daily Traffic

XX - PM Peak Hour Volume

- Traffic Movement

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EXHIBIT 6
EXISTING + PROJECT TRAFFIC VOLUMES
KEY SITE 3, ORCUTT, CA

The roadway level of service data contained in Table 6 indicates that the roadways in the study-area would continue to operate at LOS A under project-specific conditions. The project would therefore not generate any project-specific roadway impacts.

Existing plus Project Intersection Operations

Project-generated traffic volumes were added to the existing peak hour traffic volumes and intersections levels of service were recalculated for existing plus project conditions. The project-specific scenario assumes realignment of Sunny Hills Road, however signalization of the new intersection with Clark Avenue would not occur until construction of either Key site 1 or Key Site 2 occurs. The intersection control and lane geometry would therefore not change under this scenario. Table 7 summarizes the level of service calculations.

Table 7
Existing + Project Intersection Peak Hour Levels of Service

Intersection	Existing LOS	Existing + Project LOS	Change in V/C or Delay	Project - Added Trips	Impact?
Clark Ave/Stillwell Rd	0.41/LOS A	0.42/LOS A	0.01	46 trips	No
Clark Ave/Sunny Hills Rd	16.6 sec/LOS C	19.0 sec/LOS C	2.4 sec	66 trips	No
Clark Ave/U.S. 101 SB Ramps	19.0 sec/LOS C	19.9 sec/LOS C	0.9 sec	42 trips	No
Clark Ave/U.S. 101 NB Ramps	13.6 sec/LOS B	15.1 sec/LOS C	1.5 sec	19 trips	No

Unsignalized intersections analyzed using the HCM methodology, with vehicle delay in seconds on stopped approach.

The level of service data in Table 7 indicates that all study-area intersections are expected to operate at LOS C or better under existing plus project conditions. The project would generate no project-specific intersection impacts.

CUMULATIVE CONDITIONS

Cumulative Traffic Volumes

The cumulative forecasts assume development of approved and pending projects in the Santa Maria Valley (including Old Town Orcutt & Orcutt Community Plan, and projects not within a community or Specific Plan area). The County's current *Cumulative Projects List*[7] and *the City of Santa Maria Major Developments (July 2019)* map are included in the Technical Appendix for reference.

Pending and approved projects that have a direct effect on the study-area roadway network include Key Site 1 and Key Site 2 (north and south of Clark Ave/Sunny Hills Rd intersection, respectively), Key Site 4 (under construction east of Stillwell Rd), and buildout of the Rice Ranch Specific Plan. In addition, the cumulative forecast includes the development of 160 multifamily housing units on Key Site 3, which was approved by the County as part of the *Housing Element Focused Rezone Program EIR*.

[7] Cumulative Projects List, County of Santa Barbara Planning and Development, December 2018.

Street Network Improvements

Clark Avenue/Sunny Hills Rd. The development of Key Sites 1, 2 and 4 will include widening of Clark Avenue between Stillwell Road and signalization of the Sunny Hills Rd/Clark Ave intersection. The near future roadway network and proposed intersection lane configuration are shown in Exhibit 7. Clark Avenue will be widened to two travel lanes and Class II bike lanes in each direction, divided by a raised median. The Sunny Hills Rd/Clark Ave intersection will have dual eastbound and westbound left-turn lanes, of which one left-turn lane in each direction could initially be striped off, subject to capacity requirements.

U.S. 101 at Clark Avenue Northbound Interchange Improvement. This improvement project has been designed and approved by the County and Caltrans to increase safety and capacity at the Clark Avenue Interchange. The project will widen Clark Avenue at the Southbound Ramps, restripe the overpass, and realign and signalize the Northbound Ramps. An exhibit illustrating the improvements is included in the Technical Appendix. The project is currently out to bid (County Project No. 862331, Federal-Aid No. HSIPL-5951(149) and will be constructed in the near future. The improvements are therefore assumed to be in place under cumulative conditions.

Cumulative plus Project Roadway Operations

The cumulative and cumulative plus project traffic volumes are shown in Exhibits 8 and 9, respectively. Table 10 shows the and cumulative + project average daily traffic volumes on the critical roadway segments. As shown, the study-area roadways would continue to operate at LOS C or better, which is acceptable based on County standards.

Table 8
Cumulative + Project Roadway Levels of Service

Roadway	Segment	Cumulative ADT	Cumulative + Project ADT	LOS C Threshold	Cumulative + Project LOS
Clark Avenue	Bradley Rd to Stillwell Rd	21,100 ADT	21,521 ADT	34,000 ADT	LOS A
Clark Avenue	Stillwell Rd to U.S. 101	23,300 ADT	23,739 ADT	24,100 ADT[1]	LOS C
Stillwell Road	South of Clark Ave	4,850 ADT	5,053 ADT	6,300 ADT	LOS B
Sunny Hills Road	South of Clark Ave	1,850 ADT	2,525 ADT	6,300 ADT	LOS B

[1] LOS C threshold for 4-lane roadway is 34,000 ADT. LOS C threshold for 3-lane roadway (24,100 ADT) based on median between 2-lane roadway (14,300 ADT) and 4-lane roadway (34,000 ADT).

Cumulative plus Project Intersection Operations

Intersection levels of service were recalculated for the study-area intersections assuming the cumulative and cumulative plus project peak hour traffic volumes are presented in Exhibits 8 and 9. Table 9 summarizes the intersection level of service calculations for cumulative and cumulative plus project conditions. The calculations for the Clark Ave/Sunny Hills Rd intersection were completed assuming one eastbound and westbound left-turn lane (second left-turn lane striped off). The Clark Avenue/U.S. 101 NB Ramps is analyzed using both the ICU and HCM methodologies.

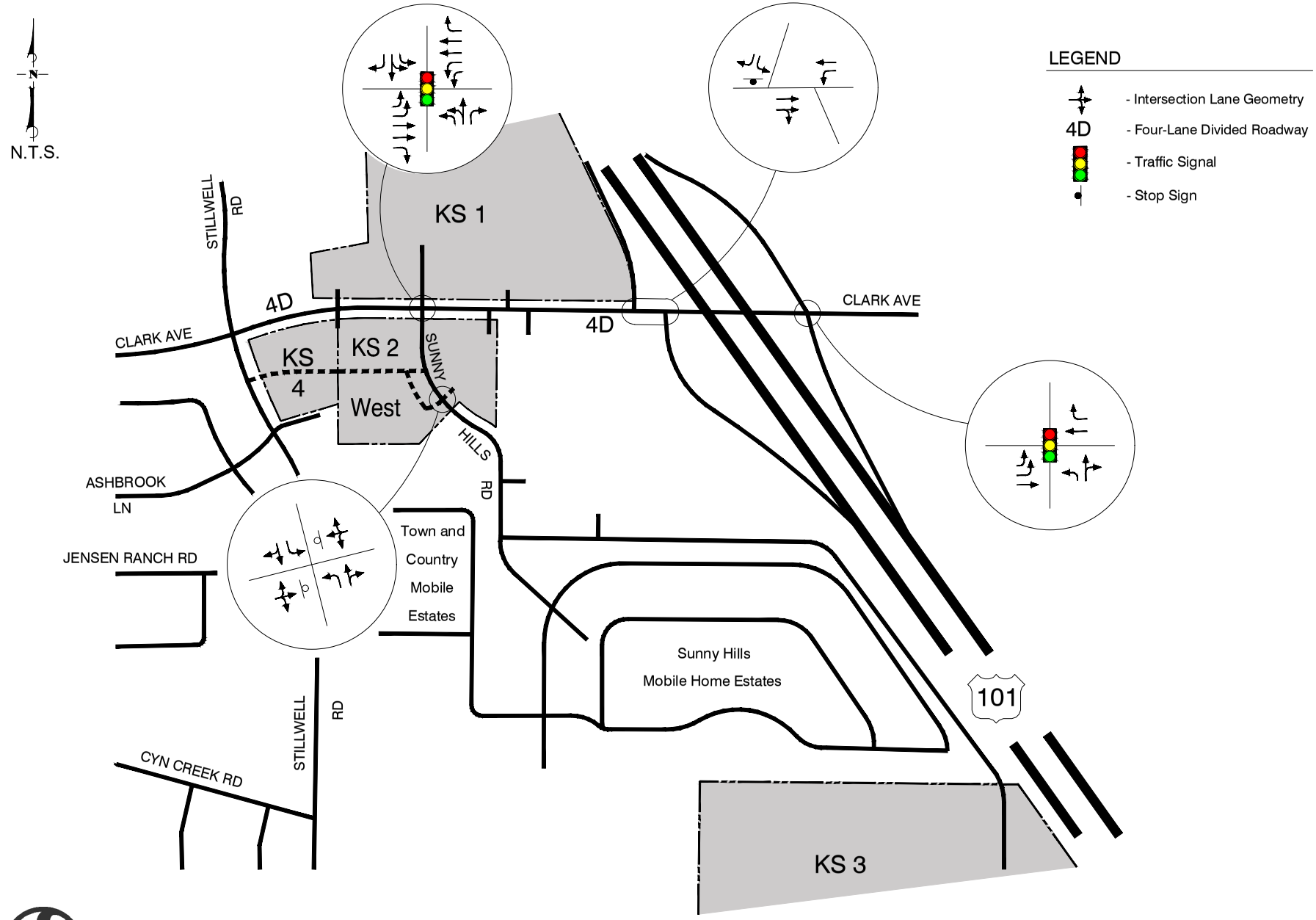

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EXHIBIT 7
CUMULATIVE CONDITIONS - ROADWAY AND INTERSECTION CHANGES
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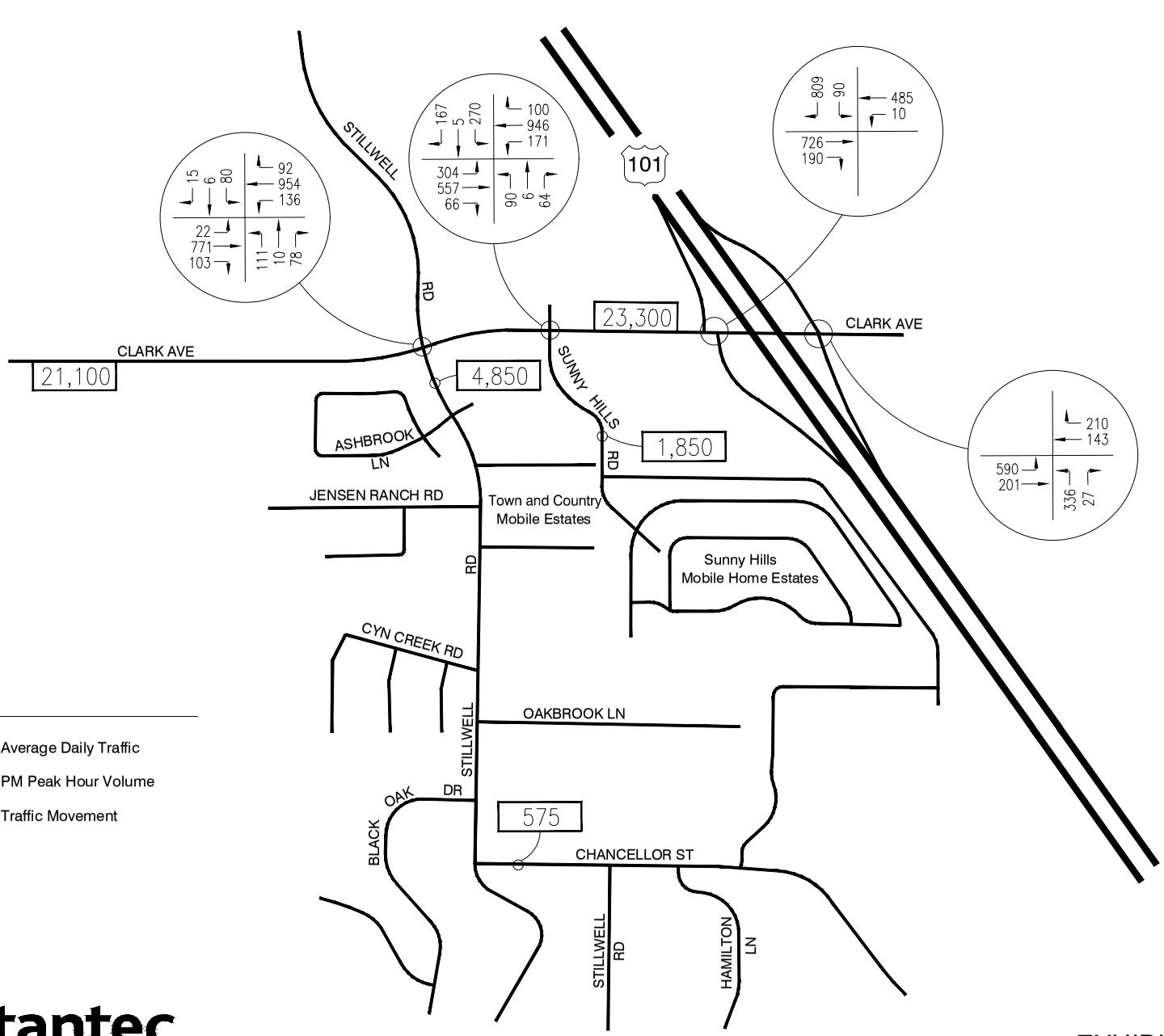

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EXHIBIT 8
CUMULATIVE TRAFFIC VOLUMES
KEY SITE 3, ORCUTT, CA

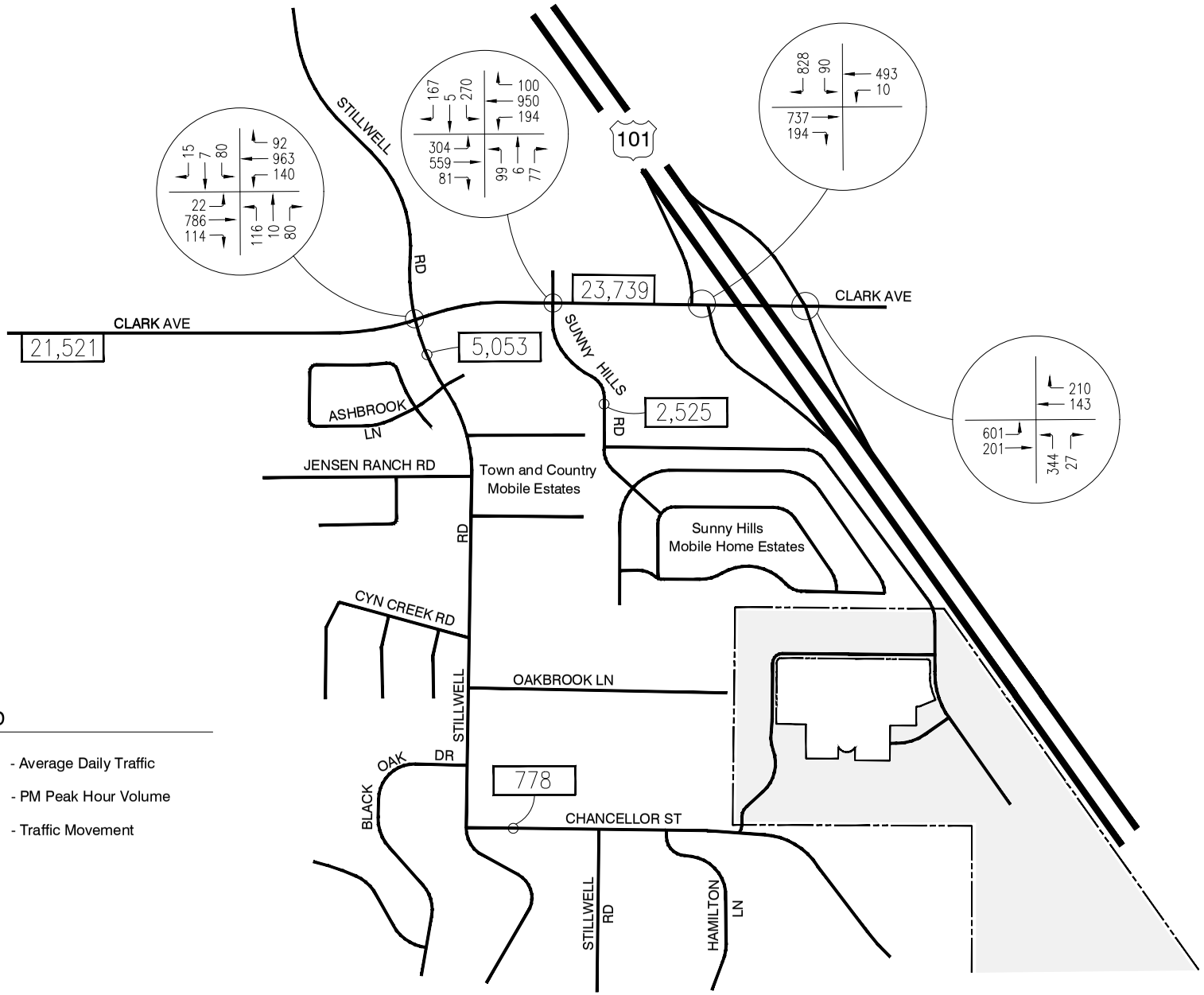

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EXHIBIT 9
CUMULATIVE + PROJECT TRAFFIC VOLUMES
KEY SITE 3, ORCUTT, CA

Table 9
Cumulative + Project Intersection Peak Hour Levels of Service

Intersection	Cumulative LOS	Cumulative + Project LOS	Change in V/C or Delay	Impact?
Clark Ave/Stillwell Rd	0.57/LOS A	0.58/LOS A	0.01	No
Clark Ave/Sunny Hills Rd[1]	0.71/LOS C	0.71/LOS C	0.004	No
Clark Ave/U.S. 101 SB Ramps	23.7 sec/LOS C	24.5 sec/LOS C	0.8 sec	No
Clark Ave/U.S. 101 NB Ramps[1]	0.62/LOS B 21.1 sec/LOS C	0.64/LOS B 21.5 sec/LOS C	0.02 0.4 sec	No

[1] Intersection widened and signalized under cumulative conditions.
Caltrans intersections analyzed using the HCM methodology.

Table 7 indicates that all study-area intersection are expected to operate at LOS C or better under cumulative and cumulative plus project conditions, which is considered acceptable based on County and Caltrans standards. The project would not generate any cumulative intersection impacts.

BUILDOUT CONDITIONS

County staff requested that an analysis be completed for the Clark Ave/Sunny Hills Rd and the Clark Avenue interchange that assumes buildout of undeveloped portions (e.g. remainder parcels) on KS 1 and KS 2, which are not included in the cumulative conditions analysis. Development of KS 1 includes a 7.55-acre parcel "reserved for future development." To be consistent with the OCP, the size of commercial development which could be accommodated on the remainder parcel was determined using an area coverage of 35.7%, which equates to a 117,400 SF shopping center. Similarly, KS 2 also includes a developable remainder parcel of approximately 8 acres. When applying an area coverage of 35.7%, the potential development would be a 124,400 SF shopping center.

Buildout Traffic Volumes

Trip generation estimates for the remainder parcels of KS 1 and KS 2 were derived from the *Orcutt Community Plan Key Sites 1-4 Buildout Traffic Analysis*[8] and are summarized in Table 8.

Table 10
Project Trip Generation – Buildout Conditions

Key Site	Size	PM Peak Hour Trips		
		In	Out	Total
Key Site 1				
Primary Trips	117,400 SF	115	125	240
Pass-by Trips		73	79	152
Key Site 2				
Primary Trips	124,400 SF	132	144	276
Pass-by Trips		78	84	162

[8] Orcutt Marketplace Project (OCP Key Site 1); Orcutt Community Plan Key Sites 1-4 Buildout Traffic Analysis Material, Pinnacle Traffic Engineering, September 2017

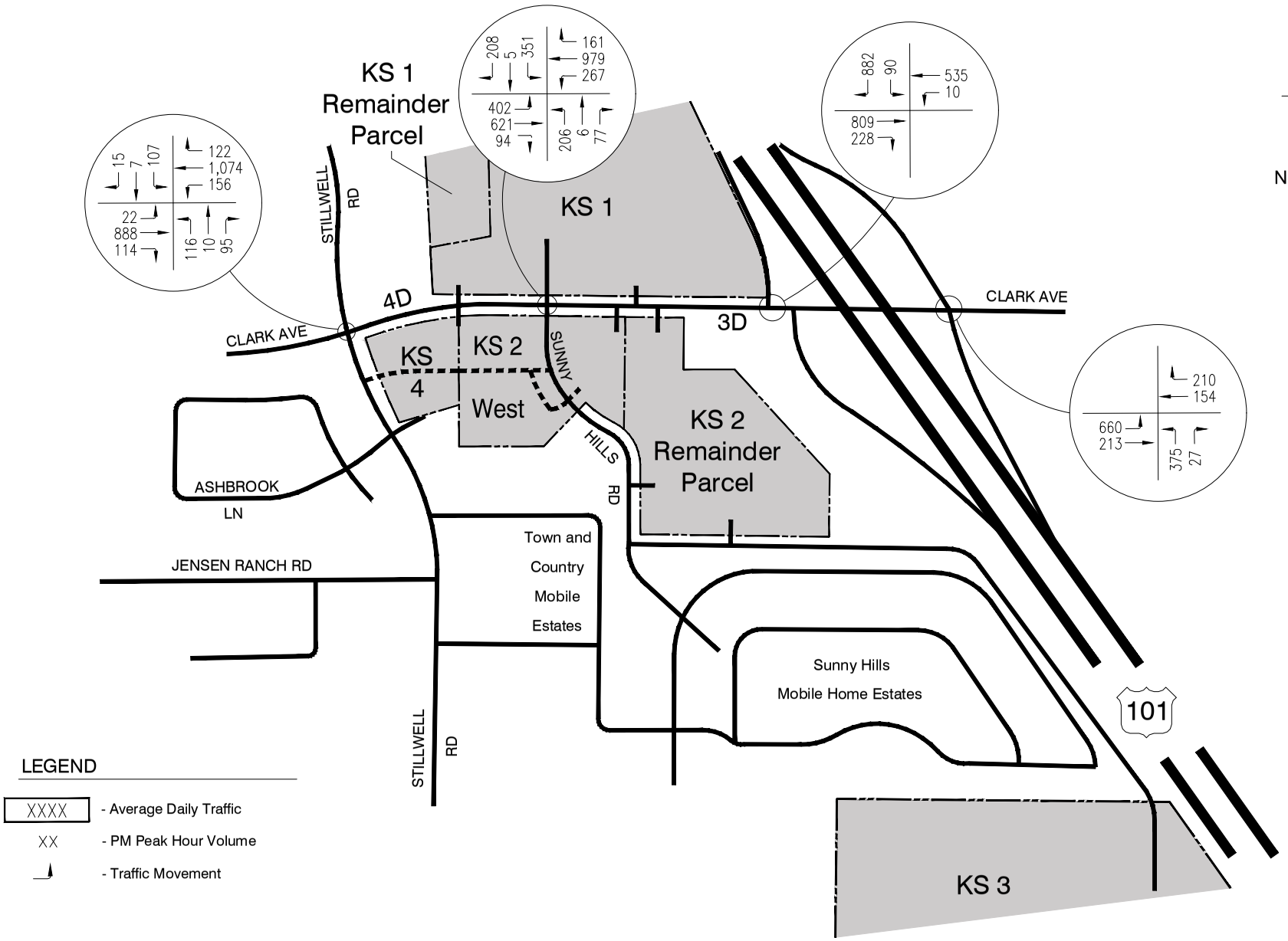

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EXHIBIT 10
BUILDOUT CONDITIONS TRAFFIC VOLUMES
KEY SITE 3, ORCUTT, CA

Traffic generated by the remainder parcels of KS 1 and KS 2 was assigned to the study-area roadway network based on distribution patters contained in the *Orcutt Community Plan Key Sites 1-4 Buildout Traffic Analysis,* and peak hour trips were added to the cumulative plus project volumes. The Buildout intersection turning volumes are illustrated in Exhibit 9.

Buildout Intersection Operations

Table 9 summarizes the level of service calculations for the Clark Ave/Sunny Hills Rd intersection and the Clark Avenue Interchange. The calculations for the Clark Ave/Sunny Hills Rd intersection were completed assuming dual eastbound and westbound left-turn lanes. To assess capacity and delays, the analysis was completed using both the ICU and HCM methodologies.

Table 11
Buildout Intersection Peak Hour Levels of Service

Intersection	Control	PM Peak Hour ICU V/C Ratio	PM Peak Hour HCM Delay
2. Sunny Hills Rd/Clark Ave	Signal	0.72/LOS C	33.0 sec/LOS C
3. US 101 SB Ramps/Clark Ave	One-Way Stop	-	30.6 sec/LOS D
4. US 101 NB Ramps/Clark Ave	Signal	0.67/LOS B	22.7 sec/LOS C

Intersections analyzed using both ICU and HCM methodologies.

The data in Table 9 indicates that Clark Avenue/U.S. 101 Southbound Ramps intersection is forecast to operate in the LOS D range under buildout conditions, which would exceed Caltrans' LOS C/D standard. Improvements that would improve operations are outlined in the Mitigations section of this report.

PROJECT SITE ACCESS

Primary access to Key Site 3 is proposed via Sunny Hills Road, which will be realigned to the west through Key Site 2 and connect to Clark Avenue opposite the future main entrance to Key Site 1. The new Clark Avenue/Sunny Hills Road intersection will serve as primary access for Key Sites 1, 2 and 3. Exhibit 7 illustrated the proposed roadway alignment of Sunny Hills Road.

Sunny Hills Road will be constructed to Secondary 1 roadway standards, with four travel lanes between Clark Avenue and the all-way stop controlled intersection at Key Site 2, and two travel lanes between Key Site 2 and Key Site 3.

Secondary access to the site is proposed via a connection to Chancellor Street, an east-west two-lane roadway which connects to Stillwell Road. Chancellor Street is a private road west of Hamilton Lane. The segment of Chancellor Street from the Key Site 3 easement to Stillwell Road will be improved according to County roadway standards. The project is expected to add 203 average daily trips to Chancellor Street, which is expected to carry approximately 500 ADT under project-specific conditions and 800 ADT under cumulative + project conditions.

ORCUTT COMMUNITY PLAN CONSISTENCY

The Orcutt Community Plan contains a number of policies, development standards, and actions for each Key Site to be used to guide development on the sites. The following table lists the traffic related development standards specific to Key Site 3 and where appropriate provides a discussion of how the project maintains consistency with these standards.

Table 12
Orcutt Community Plan Development Standards for Key Site 3

Development Standard	Development Standard	Consistent?
Development Standard KS3-7:	Primary access to the site shall be from the frontage road along U.S. Hwy 101. The existing easement over Site 2 shall be renegotiated to accommodate development of Site 3 and to align with the "preferred access point" intersection. The developer shall coordinate with P&D, Public Works Transportation Division and the Fire Department to ensure appropriate secondary access from Oakbrook Lane.	Yes
Development Standard KS3-8:	The developer shall construct access road improvements along the eastern boundary of Sunny Hills Mobile Home Park in coordination with development on Site 2. Improvements shall include standard County Roadway frontage improvements, landscape screening from U.S. Hwy 101, and a separated, public off road trail. The County shall establish a reimbursement mechanism to allow the costs of such improvements to be shared on a pro-rate basis with the developer Site 2 Once the access road to Site 3 enters the developable area, it should be located away from U.S. Hwy 101.	Yes

MITIGATION MEASURES

Project-Specific Mitigations

The project-specific conditions analysis found that the project would not generate any project-specific impacts at the study-area roadways and intersections. No project-specific mitigations are therefore required.

Cumulative Mitigations

The cumulative conditions analysis found that the project would not generate any cumulative impacts at the study-area roadways and intersections. No cumulative mitigations are therefore required.

Buildout Mitigations

The buildout analysis which includes traffic from the remainder parcels on KS 1 and KS 2 indicated that the Clark Avenue/U.S. 101 SB Ramps intersection is forecast to operate in the LOS D range under buildout conditions. As discussed, the current interchange project will widen Clark Avenue at the Southbound Ramps, restripe the overpass, and realign and signalize the Northbound Ramps. The Clark Avenue/U.S. 101 SB Ramps intersection will remain unsignalized.

Realignment and signalization of the Clark Avenue Interchange (both NB and SB Ramps) is included in the Orcutt Transportation Improvement Plan (OTIP), and is funded by development impact fees (OTIP). The buildout PM peak hour volumes satisfy Warrant 3 – Peak Hour (Part B) contained in the CAMUTCD[9]. Realignment of the SB On-Ramp and signalization of the intersection would result in LOS A operations. The project would pay development impact fees required as part of the standard regulatory process for all new developments to fund their fair share contribution toward OTIP improvements.

Table 13
Mitigated Buildout Intersection Peak Hour Levels of Service

Intersection	Buildout LOS	Buildout Mitigated LOS
Clark Ave/U.S. 101 SB Ramps	30.6 sec/LOS D	0.49/LOS A 7.4 sec/LOS A

■ ■ ■

[9] California Manual on Uniform Traffic Control Devices, 2014 Edition, Revision 4 (March 2019), Caltrans.

TECHNICAL APPENDIX

TABLE OF CONTENTS

Appendix 1

County Roadway Classifications and Levels of Service Standards

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.	19,900	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.

Appendix 2

PM Peak Hour Intersection Counts

Prepared by National Data & Surveying Services

Stillwell Rd & Clark Ave

Peak Hour Turning Movement Count

ID: 19-02001-002
City: Santa Maria

Day: Wednesday
Date: 01/23/2019

PEAK HOURS

AM: NONE
NOON: NONE
PM: 04:45 PM - 05:45 PM

COUNT PERIODS

AM: NONE
NOON: NONE
PM: 04:00 PM - 06:00 PM

Stillwell Rd — SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	15	4	35	0	79	PM

Clark Ave — EASTBOUND

AM	NOON	PM	
0	0	766	⇦
0	0	0	↰ 0
0	0	22	↑ 0
0	0	495	→ 0
0	0	78	↱ 0
AM	NOON	PM	

CONTROL

0

TEV	0 AM	0 NOON	1625 PM
PHF			0.94

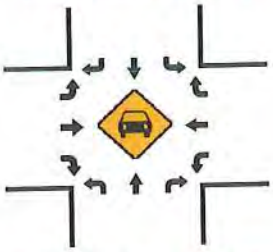
Clark Ave — WESTBOUND

PM	NOON	AM	
56	0	0	↰ 0
697	0	0	← 0
109	0	0	↶ 0
0	0	0	↶ 0
589	0	0	⇨
PM	NOON	AM	

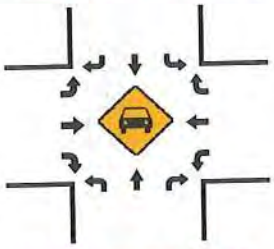
Stillwell Rd — NORTHBOUND

PM	191	0	54	1	59	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

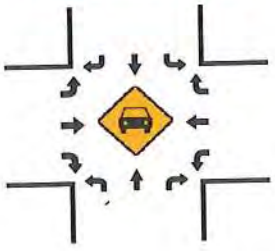
Total Vehicles (AM)



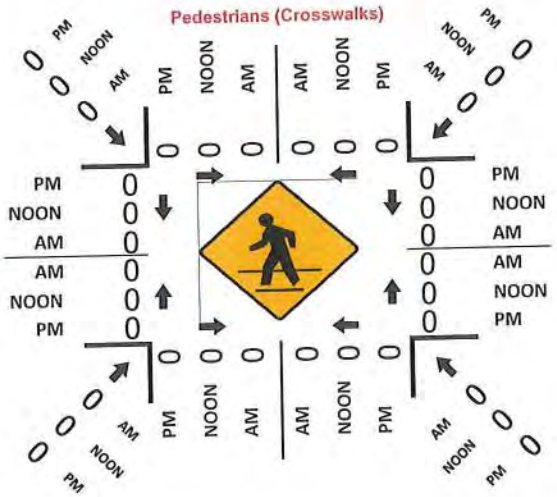
Total Vehicles (NOON)



Total Vehicles (PM)



Pedestrians (Crosswalks)



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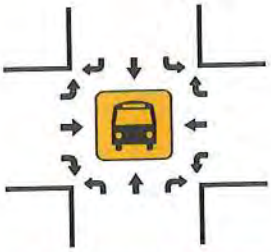
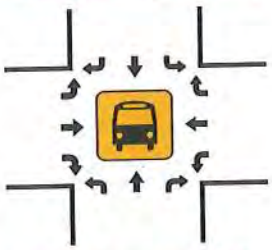
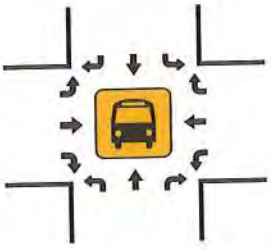


Total Vehicles (NOON)



Total Vehicles (PM)



Prepared by National Data & Surveying Services

Sunny Hills Dwy & Clark Ave

Peak Hour Turning Movement Count

ID: 19-02001-004
City: Santa Maria

Day: Wednesday
Date: 01/23/2019

PEAK HOURS

AM: NONE
NOON: NONE
PM: 04:30 PM - 05:30 PM

COUNT PERIODS

AM: NONE
NOON: NONE
PM: 04:00 PM - 06:00 PM

SOUTHBOUND — Sunny Hills Dwy

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

EASTBOUND — Clark Ave

AM	NOON	PM	
0	0	855	⇦
0	0	0	↰ 0
0	0	0	↱ 0
0	0	577	→ 0
0	0	15	↴ 0
AM	NOON	PM	

WESTBOUND — Clark Ave

PM	NOON	AM	
0	0	0	↰ 0
848	0	0	← 0
16	0	0	↶ 0
1	0	0	↩ 0
591	0	0	⇨
PM	NOON	AM	

NORTHBOUND — Sunny Hills Dwy

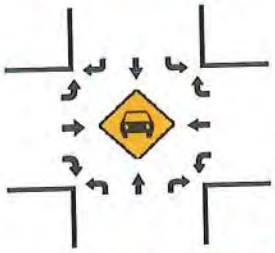
PM	31	0	7	0	13	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

CONTROL

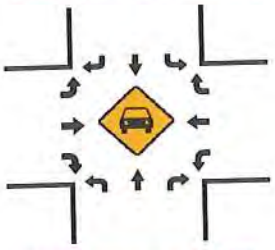
0

TEV	0 AM	0 NOON	1477 PM
PHF			0.94

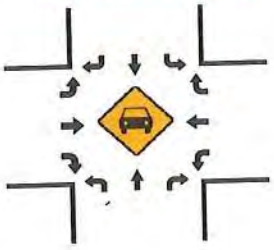
Total Vehicles (AM)



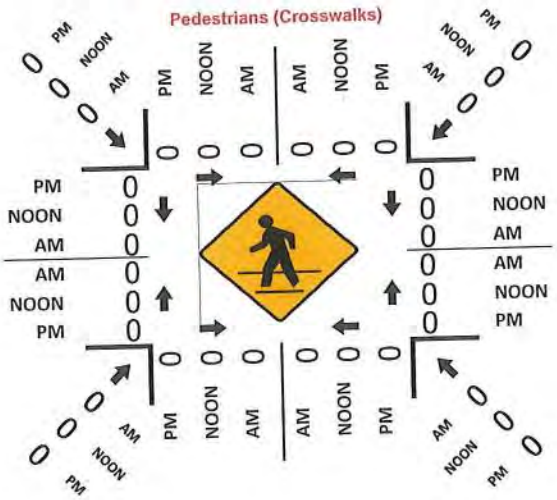
Total Vehicles (NOON)



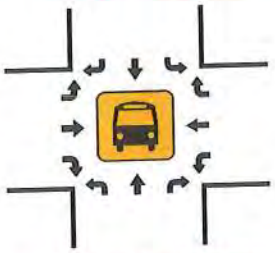
Total Vehicles (PM)



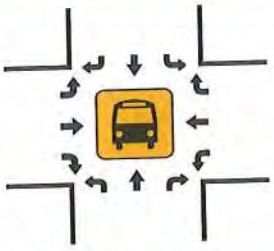
Pedestrians (Crosswalks)



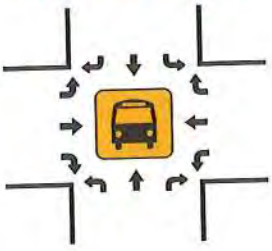
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)



Prepared by National Data & Surveying Services

US 101 SB Ramps & Clark Ave

Peak Hour Turning Movement Count

ID: 19-02001-005
City: Santa Maria

Day: Wednesday
Date: 01/23/2019

PEAK HOURS

AM: NONE
NOON: NONE
PM: 04:30 PM - 05:30 PM

COUNT PERIODS

AM: NONE
NOON: NONE
PM: 04:00 PM - 06:00 PM

US 101 SB Ramps — SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	577	0	86	0	0	PM

Clark Ave — EASTBOUND

AM	NOON	PM	
0	0	877	⇦
0	0	0	↰ 0
0	0	0	↱ 0
0	0	522	→ 0
0	0	64	↳ 0

CONTROL

0

	AM	NOON	PM
TEV	0	0	1559
PHF			0.95

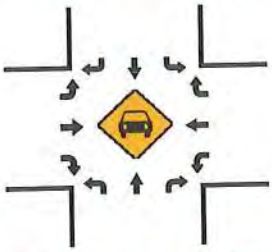
WESTBOUND — Clark Ave

PM	NOON	AM	
0	0	0	↰ 0
300	0	0	← 0
10	0	0	↲ 0
0	0	0	↲ 0
608	0	0	⇨

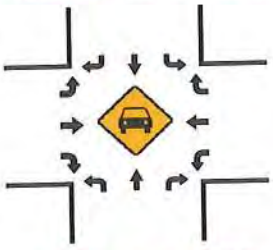
NORTHBOUND — US 101 SB Ramps

PM	74	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

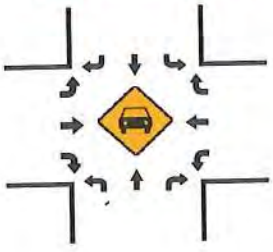
Total Vehicles (AM)



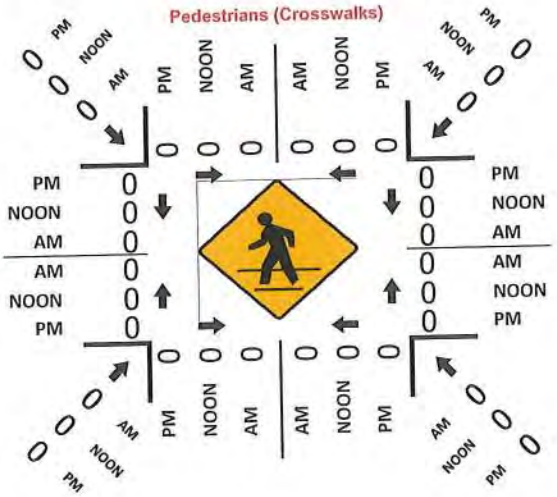
Total Vehicles (NOON)



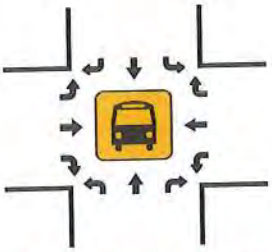
Total Vehicles (PM)



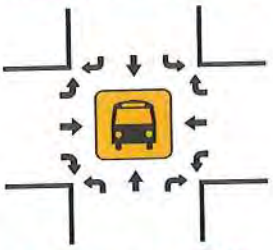
Pedestrians (Crosswalks)



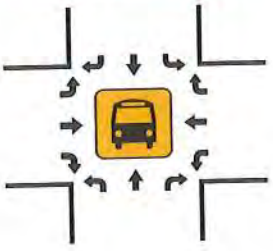
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)



INTERSECTION DELAY WORKSHEET
Santa Maria

PM PEAK HOUR: 4:30-5:30
43488 - Tuesday
15 SECOND INTERVALS
APPROACH: SOUTHBOUND LEFT

Time Ending	Vehicles in Queue																				Total Approach
4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:40 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	2	1	0	0	0	2	2	
4:45 PM	2	0	0	0	1	1	1	1	1	1	4	0	4	0	1	1	0	0	0	0	26
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	
4:55 PM	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2	0	
5:00 PM	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	16
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	0	0	
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
5:15 PM	1	1	2	3	0	1	2	0	0	0	0	0	1	1	0	0	1	0	0	1	21
5:20 PM	0	0	0	0	0	0	0	1	0	2	3	3	0	0	0	0	0	0	0	0	
5:25 PM	0	0	0	0	0	0	0	1	1	0	0	0	1	2	1	0	0	0	0	0	
5:30 PM	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	23
Subtotal:	5	3	3	5	2	3	3	3	2	3	7	5	8	5	4	3	3	3	4	6	86

Total Vehicles in Queue: 80

Total Delay = 80 vehicles x 15 seconds = 1200 seconds

Average Delay Per Vehicle = 1200 seconds / 86 vehicles

14.0 seconds per vehicle + 5.0 seconds control delay = 19.0 sec/veh delay

Prepared by National Data & Surveying Services

US 101 NB Ramps & Clark Ave

Peak Hour Turning Movement Count

ID: 19-02001-006
City: Santa Maria

Day: Wednesday
Date: 01/23/2019

PEAK HOURS

NONE
NONE
04:15 PM - 05:15 PM

COUNT PERIODS

NONE
NONE
04:00 PM - 06:00 PM

US 101 NB Ramps — SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	622	PM

Clark Ave — EASTBOUND

AM	NOON	PM	
0	0	294	⇦
0	0	0	↰ 0
0	0	412	↑ 0
0	0	171	→ 0
0	0	0	↱ 0
AM	NOON	PM	

CONTROL

0

	AM	NOON	PM
TEV	0	0	1112
PHF			0.91

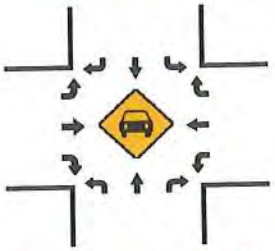
WESTBOUND — Clark Ave

PM	NOON	AM	
210	0	0	0 ↰
118	0	0	0 ←
0	0	0	0 ↰
0	0	0	0 ↰
196	0	0	⇨
PM	NOON	AM	

NORTHBOUND — US 101 NB Ramps

PM	0	0	176	0	25	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

Total Vehicles (AM)



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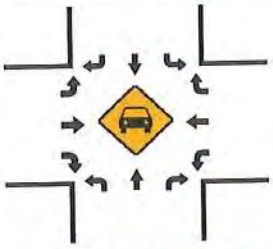

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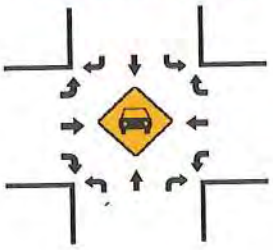
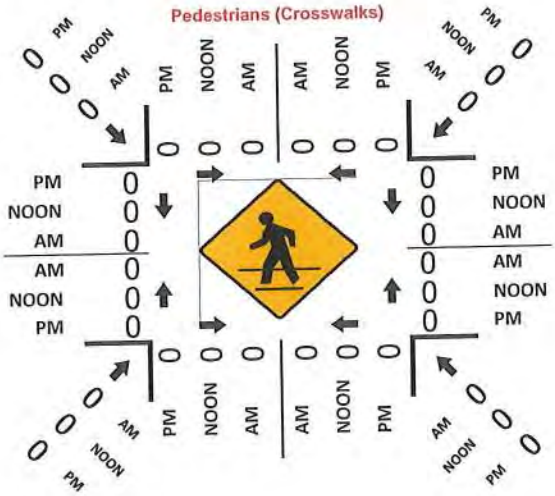
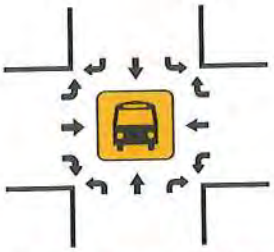


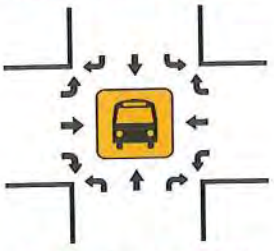
Pedestrians (Crosswalks)



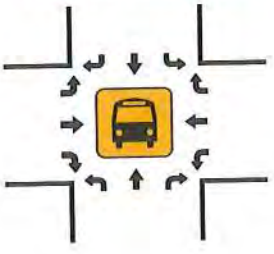
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)



Appendix 3

Cumulative Projects List

San Antonio Creek

continued ...

Orcutt Community Plan Cumulative Status Summaries:

Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.
Proposed				
In Process				
Approved				
Under Construction				
Built				
Totals				

San Antonio Creek Cumulative Status Summaries:

Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.
Proposed				
In Process	8	5,600	0	0
Approved				
Under Construction				
Built				
Totals	***8***	***5,600***	***0***	***0***

Santa Maria Valley

Not within a Community/Specific Plan Area

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Ag Development (excluding wineries)	06DVP-00000-00009 E. Briggs	OSR ENTERPRISES/NRG ENTERPRISES LP 128-096-001 128-096-004 128-096-005	Approved	0	0	0	237,636	0
Institutional (schools, churches, etc)	07GPA-00000-00011 J. Karamitsos	NORTH COUNTY JAIL GENERAL PLAN AMENDMENT 113-210-004 113-210-013	Approved	0	0	0	0	250465

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(e.g. project description, location, etc.), please visit the Citizens Access site at: https://aca.sbcountyplanning.org/CitizenAccess/

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Oil and Gas	12DVP-00000-00005 E. Briggs	ERG OIL & GAS PIPELINE DEVELOPMENT PLAN 129-080-006 129-080-007 129-090-016 129-090-021 129-090-032 129-090-033 129-090-037 129-090-038 129-100-014 129-100-015 129-100-025 129-100-034 129-100-035 129-100-036 129-180-007 129-180-008 129-180-013 129-180-015	In Process					2.9 Mile Oil Pipeline
Ag Development (excluding wineries)	15CUP-00000-00011 N. Campbell	CURLETTI FARM EMPLOYE HOUSING 113-240-009	Approved				50,000	
Oil and Gas	15PPP-00000-00001 K. Lehr	EAST CAT CANYON OIL FIELD REDEVELOPMENT 101-040-005	Proposed					

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(e.g. project description, location, etc.), please visit the Citizens Access site at: https://aca.sbcountyplanning.org/CitizenAccess/

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Oil and Gas	15PPP-00000-00002 J. Dargel	UCCB PRODUCTION PLAN 101-030-011 101-040-026 129-180-018 129-180-037 129-180-038	Proposed					
Oil and Gas	15TRM-00000-00003 K. Lehr	EAST CAT CANYON OIL FIELD REDEVELOPMENT (TRM 14,813) 101-040-005	Proposed					
Oil and Gas	16AMD-00000-00010 K. Lehr	NORTH GAREY OIL & GAS DRILLING PRODUCTION PLAN 129-180-007	Approved	0	0	0	0	56 wells
Oil and Gas	18EIR-00000-00002 K. Lehr	EAST CAT CANYON OIL FIELD REDEVELOPMENT (TRM 14,813) 101-040-005	Proposed					

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For specific information regarding each of these cases
(e.g. project description, location, etc.), please visit the Citizens Access site at: https://aca.sbcountyplanning.org/CitizenAccess/

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Oil and Gas	18ZCI-00000-00163 N. Minick	ERG OIL & GAS PIPELINE 129-040-010 129-040-015 129-080-006 129-080-007 129-090-016 129-090-021 129-090-032 129-090-033 129-090-037 129-090-038 129-100-015 129-100-025 129-100-036 129-180-007 129-180-008 129-180-015 129-180-039 129-180-040	In Process					2.9 Mile Oil Pipeline

Not within a Community/Specific Plan Area Cumulative Status Summaries:	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.
	Proposed				
	In Process				
	Approved	0	0	0	287,636
	Under Construction				
	Built				
	Totals	***0***	***0***	***0***	***287,636***

Old Town Orcutt & OCPlan

Note: To appear on this report, a CAP must have a primary parcel designated.

For specific information regarding each of these cases
(e.g. project description, location, etc.), please visit the Citizens Access site at: https://aca.sbcountyplanning.org/CitizenAccess/

Santa Maria Valley

continued ...

Old Town Orcutt & OCPlan

continued ...

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Commercial	16AMD-00000-00005 D. Eady	ORCUTT UNION PLAZA PHASE II AMENDMENT 105-121-006	Approved	19	16,880	0	0	0

Old Town Orcutt & OCPlan Cumulative Status Summaries:

Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.
Proposed				
In Process				
Approved	19	16,880	0	0
Under Construction				
Built				
Totals	***19***	***16,880***	***0***	***0***

Orcutt Community Plan

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Residential	02TRM-00000-00010 K. Probert	ADDAMO WINERY/DIAMANTE [TM 14,616] 129-151-042	Under Construction	5	0	0	0	0
Residential	03DVP-00000-00009 J. Zorovich	RICE RANCH DEVELOPMENT PLAN 101-010-013 101-020-004 105-140-016	Under Construction	725	0	0	0	
Commercial	09DVP-00000-00029 J. Gerber	CLARK AVENUE COMMERCIAL 103-750-038	Approved	0	12,875	0	0	0
Residential	10DVP-00000-00002 D. Eady	KEY SITE 30 DEVELOPMENT PLAN 107-250-008	Approved	69	0	0	0	0

Note: To appear on this report, a CAP must have a primary parcel designated.
For specific information regarding each of these cases
(e.g. project description, location, etc.), please visit the Citizens Access site at: https://aca.sbcountyplanning.org/CitizenAccess/

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Residential	10TRM-00000-00003 D. Eady	TERRACE VILLAS TRACT MAP 14,770 129-300-001 129-300-002 129-300-003 129-300-004 129-300-005 129-300-006 129-300-007 129-300-008 129-300-009 129-300-010 129-300-011 129-300-012 129-300-013 129-300-014 129-300-015 129-300-016 129-300-017 129-300-018 129-300-019 129-300-020	Approved	16	0	0	0	0
Residential	13DVP-00000-00010 D. Eady	KEY SITE 3 DEVELOPMENT PLANS 129-151-026	In Process	0	0	0	0	
Commercial	14GPA-00000-00020 N. Campbell	Oasis General Plan Amendment 105-020-063 105-020-064			15,333			
Commercial	15DVP-00000-00009 D. Eady	ORCUTT PUBLIC MARKETPLACE 129-120-024	Proposed	252	211,264			

Note: To appear on this report, a CAP must have a primary parcel designated.
For specific information regarding each of these cases
(e.g. project description, location, etc.), please visit the Citizens Access site at: https://aca.sbcountyplanning.org/CitizenAccess/

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Residential	15ZCI-00000-00031 D. Eady	KEY SITE 30 MR-O APARTMENTS AND FINE GRADING 107-250-008	Under Construction	214				
Commercial	16DVP-00000-00009 D. Eady	ORCUTT GATEWAY RETAIL CENTER (KEY SITE 2) 129-280-001	In Process		49,921			
Residential	16SPP-00000-00001 D. Eady	THE NEIGHBORHOODS OF WILLOW CREEK & HIDDEN CANYON SPECIFIC PLAN 113-250-015 113-250-016 113-250-017	Proposed	146				
Residential	16ZCI-00000-00002 D. Eady	KEY SITE 3 NEW MULTI-FAMILY RESIDENTIAL PROJECT 129-151-026	In Process	160				

Orcutt Community Plan Cumulative Status Summaries:

Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.
Proposed	398	211,264		
In Process	160	49,921	0	0
Approved	85	12,875	0	0
Under Construction	944	0	0	0
Built				
Totals	***1,587***	***289,393***	***0***	***0***

Note: To appear on this report, a CAP must have a primary parcel designated.
For specific information regarding each of these cases
(e.g. project description, location, etc.), please visit the Citizens Access site at: https://aca.sbcountyplanning.org/CitizenAccess/

Santa Maria Valley Cumulative Status Summaries:

Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.
Proposed	398	211,264		
In Process	160	49,921	0	0
Approved	104	29,755	0	287,636
Under Construction	944	0	0	0
Built				
Totals	***1,606***	***306,273***	***0***	***287,636***

Santa Ynez Valley

Not within a Community/Specific Plan Area

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Commercial	15DVP-00000-00012 J. Ritterbeck	NOJOQUI RANCH TIER II WINERY 081-020-024	Under Construction		12,500			

Not within a Community/Specific Plan Area Cumulative Status Summaries:

Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.
Proposed				
In Process				
Approved				
Under Construction		12,500		
Built				
Totals		***12,500***		

Santa Ynez Valley Plan Area

Use Type	Case Number/ Assigned Staff	Project Name/ APN(s)	Status	# Res. Units/Lots	Commr. Sq. Ft.	Industr. Sq. Ft.	Ag Dev. Sq. Ft.	Misc
Mines	03CUP-00001-00024 J. Dargel	GRANITE GARDNER RANCH MINING REVISIONS PROJECT 137-270-015 137-270-032	In Process	0	0	0	0	250,000 tons/yr

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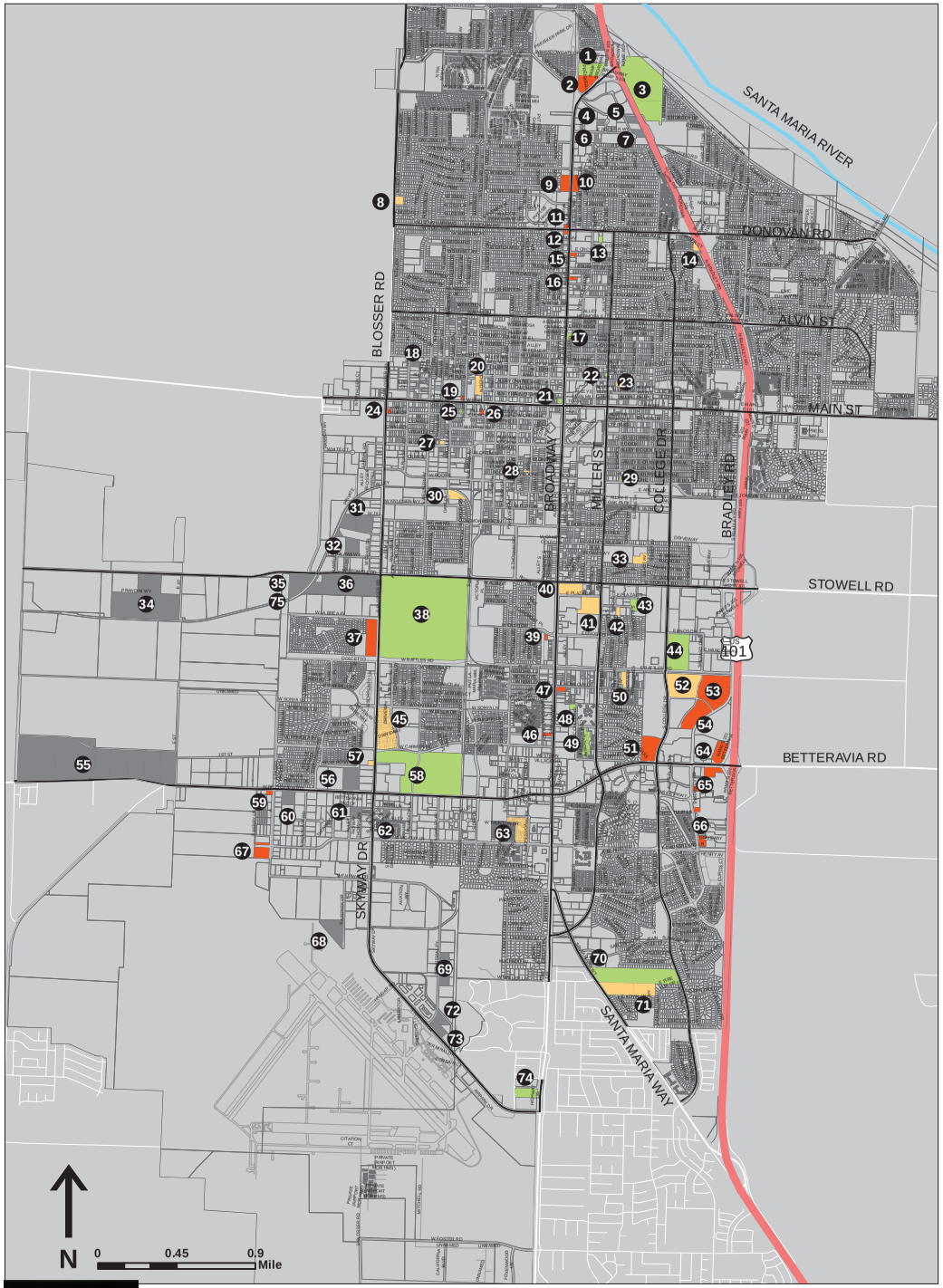
(e.g. project description, location, etc.), please visit the Citizens Access site at: https://aca.sbcountyplanning.org/CitizenAccess/



City of Santa Maria
MAJOR DEVELOPMENTS (JULY 2019)

RESIDENTIAL
COMMERCIAL
INDUSTRIAL
MIXED USE/OTHER

Residential

8 **Cox Bungalows**
1141 W Cox Ln
29 unit affordable apartments

14 **Biely Bradley Apartments**
1400 N Bradley Rd
8 unit apartments

20 **Residences at Depot Street**
301 N Depot St
80 unit affordable apartments

23 **School Mill Apartments**
424 E Mill St
5 unit apartments

27 **Casa Buena Court**
905 W Cook St
4 dwelling units

28 **Ormonde Apartments**
521 S Pine St
4 unit apartments

30 **Oakley Court Apartments**
600 Block S Oackley Ct
30 unit apartments

33 **Sierra Madre Cottages**
624 E Camino Colegio
39 unit affordable senior apartments

40 **Vandenberg Senior Residences**
1314 S Broadway
52 unit senior apartment addition

41 **Centennial Square**
Miller St at Plaza Dr
138 unit apartments

42 **Barcellus Senior Apartments**
502 E Barcellus Ave
80 unit senior apartments

45 **Harvest Glen Gardens**
Sonya Ln at Blosser Rd
126 single-family homes

50 **Newlove East Apartments**
575 E Newlove Dr
16 unit apartments

52 **Easton Apartments**
E Battles Rd at College Dr
318 unit apartments

57 **SerraMonte Townhomes**
2065 S Blosser Rd
81 unit townhomes

63 **Refugio**
W McCoy Ln at Professional Pkwy
125 unit townhomes

71 **Northman Residential**
Santa Maria Wy at E Dauphin St
63 single-family residences

Commercial

2 **Preisker Commercial Center**
N Broadway at Preisker Ln
108 rm hotel, drive thru rest, retail

9 **Broadway Commons**
1700 block of N Broadway
26,879 sq ft commercial center

10 **Dorion Map**
1790 N Broadway
Subdivide parcel into 2 comm lots

11 **Peppertree Chevron**
1601 N Broadway
1,675 sq ft retail & 12 fuel pumps

12 **Santa Maria Alliance**
1519 N Broadway
New canopy & site improvements

15 **Orchard St Corner Market**
1334 N Broadway
1,034 sq ft addition

16 **Superior Sound Systems**
1108 N Broadway
1,800 sq ft building

19 **76 Gas Station**
815 W Main St
1,160 sq ft retail & 8 fuel pumps

24 **Blosser Coin Laundry**
122 S Blosser Rd
4,410 sq ft coin laundry facility

26 **Hassin Retail Building**
711 W Church St
4,000 sq ft retail building

37 **Westgate Marketplace**
S Blosser Rd at W Battles Rd
68,000 sq ft commercial center

39 **Joshi Commercial**
116 W Enos Dr
3,200 sq ft retail

46 **Smile Santa Maria Dental**
1925 S Broadway
7,750 sq ft dental office

47 **McDonald's**
1710 S Broadway Ave
4,554 sq ft drive thru restaurant

51 **Enos Ranchos Mercado**
E Betteravia Rd at S College Dr
80,900 sq ft shopping center

53 **Enos Auto Center North**
Lots 2-7 of Enos Ranchos
Design/layout of auto center

53 **Lot 5 Auto**
Lot 5 Enos Ranchos
29,000 sq ft auto dealership

53 **Toyota**
Lot 4 Enos Ranchos
73,000 sq ft auto dealership

53 **Home Motors**
S Bradley Rd & E Battles Rd
52,000 sq ft auto dealership

54 **Enos Auto Center South**
Lots 8-11 Enos Ranchos
Design/layout of auto center

54 **Lot 11 Auto**
Lot 11 Enos Ranchos
28,000 sq ft auto dealership

54 **Honda**
Lot 10 Enos Ranchos
44,900 sq ft auto dealership

54 **Splash N Dash**
Lot 8 Enos Ranchos
8,200 sq ft car wash

59 **A Street Deli**
W Betteravia Rd at A St
4,420 sq ft retail bldg

64 **CoastHills Corporate Facility**
E Betteravia Rd at Highway 101
81,800 sq ft 3 story building

65 **Santa Maria Freeway Center**
1000 E Betteravia Rd
23,455 sq ft retail center

66 **Crossroads Expansion Pads**
2100-2300 S Bradley Rd
27,700 sq ft retail on 3 pads

67 **VTC Enterprises (Phase 2)**
2445 A St
6,187 sq ft vocational training bldg

Industrial

4 **Chavez Farming**
1965 Roemer Pl
16,000 sq ft office & warehouse

5 **Santa Maria Tire Company**
1900 block of N Preisker Ln
8,000 sq ft tire sales/service bldg

6 **SMOOTH Bus Wash**
240 E Roemer Wy
1,134 sq ft bus wash building

7 **Estrada Produce**
1900 block of N Preisker Ln
9,915 sq ft produce sales/distrib

18 **Candyman Shop**
320 N Russell Ave
6,670 sq ft multi-tenant bldg

31 **Gold Coast Packing**
1205 and 1211 W Craig Dr
101,167 sq ft facility

32 **Distribution Center**
1259 Furukawa Way
30,000 sq ft addition

34 **Bonita Packing Expansion**
1850 W Stowell Rd
173,270 sq ft addition

35 **Bishop Grande, LLC**
W Stowell Rd at SMV Railroad
12 industrial lots

36 **Lineage Logistics**
1315 S Blosser Rd
210,000 sq ft processing facility

55 **Windset Farms Greenhouse 7-9**
1650 Black Rd
4.3 mil sq ft greenhouse & 93k bldg

56 **Betteravia Self Storage**
1265 W Betteravia Rd
109,955 sq ft self storage facility

60 **CCLI Self Storage**
1400 Blk of W Betteravia Rd
122,000 sq ft self storage facility

60 **DMS Electric**
2224 S Westgate Rd
10,000 sq ft bldg

61 **Tava Corp**
2329 Thompson Way
33,000 sq ft mult-tenant complex

62 **Matress Xpress**
100 Tama Ln
22,917 sq ft office/warehouse bldg

68 **2811 Center**
2811 Airpark Dr
51,200 sq ft of office in 2 bldgs

69 **Platino Development**
2900 block Industrial Pkwy
48,717 sq ft in 4 bldgs on 4 lots

72 **The Gas Company**
3138 Industrial Pkwy
natural gas fueling station

73 **Skyway Office**
3200 Skyway Drive
19,800 sq ft office bldg

Mixed Use/Other

1 **Carpenter's Union Training**
2210 N Preisker Ln
30,000 sq ft vocational training

3 **Rivergate - Roemer Ranch**
N Broadway/Hwy 101 Intchg
General Plan Amend & Rezone

13 **Clean N Dash**
214 E Donovan Rd
2 res units, 6,720 sq ft com

17 **The Kitchen**
600 N Broadway
7,795 sq ft com/res mixed use

21 **Gateway Mixed Use**
101 N Broadway
33,700 sq ft 4 story mixed use bldg

22 **Bathia Mixed Use**
311 N Miller Street
1,533 sq ft comm & 6 res units

25 **D&J Sober Living Facility**
819 W Church, 113 S Benwiley
mixed-use w/trans housing & off

29 **Boone Street Market**
501 E Boone St
2,280 sq ft add to market & 2 units

38 **Blosser Southeast**
S Blosser Rd at W Battles Rd
Amend Blosser Southeast SP

43 **Skilled Nursing Center**
526 E Plaza Dr
99 bed skilled nursing facility

44 **First Christian Church**
1550 College Dr
78,454 sq ft church expansion

48 **Crucified Life Church**
NW/c S McClelland Street
11,700 sq ft church bldg

49 **Celebration I, II, III**
S Miller St at E Inger Dr
56 homes/33 senior/7,000 sqft comm

58 **Betteravia Plaza**
W Betteravia Rd at SMVRR
272 apts & 381,250 sq ft retail/off

70 **First Baptist Church Master Plan**
2970 Santa Maria Way
Site Master Plan

74 **Lakeview Mixed Use**
NW/c S Broadway & Skyway Dr
164 apts & 11,000 sq ft comm

75 **Central Cost Truck Center**
W Stowell Rd & Hanson Way
37,300 sq ft building

76 **Phillips 66**
Various Locations
Replacement of exisiting Line 300

Appendix 4

Clark Ave/Sunny Hills Rd Signal Plan & U.S. 101 Interchange Improvement Exhibit

PROJECT CONSTRUCTION NOTES (THIS SHEET)

1. ELECTRICAL SERVICE POINT. CONTRACTOR SHALL COORDINATE SERVICE CONNECTION WITH P.G.&E. TWO WEEKS PRIOR TO COMMENCING ANY INSTALLATION AND CONNECTION WORK. CONTRACTOR SHALL PROVIDE PG&E CONDUIT AND CONDUCTORS AS REQUIRED BY PG&E.
2. FURNISH AND INSTALL TYPE III-BF SERVICE PEDESTAL AND EQUIPMENT (DOOR SHALL FACE NORTH). REFER TO CALTRANS STD. PLAN ES-2E AND "120/240 V. SERVICE WIRING DIAGRAM" (PROVIDED BY COUNTY) ON SHEET E-2.
3. INSTALL COUNTY FURNISHED MODEL 2070E CONTROLLER ASSEMBLY AND AUXILIARY EQUIPMENT IN MODEL 332L CABINET (DOOR SHALL FACE WEST). REFER TO CALTRANS STD. ES-3C. INSTALL COUNTY FURNISHED BATTERY BACKUP SYSTEM (BBS). BBS CABINET SHALL BE MOUNTED ON THE TRAFFIC SIGNAL CONTROLLER CABINET.
4. INSTALL COUNTY FURNISHED VEHICLE DETECTION VIDEO CAMERA ON LUMINAIRE ARM.
5. VEHICLE VIDEO DETECTION ZONE (6'X35').
6. VEHICLE VIDEO DETECTION ZONE (6'X60').
7. VEHICLE VIDEO DETECTION ZONE (6'X6').
8. BICYCLE VIDEO DETECTION ZONE (4'X20').
9. FURNISH AND INSTALL NON-ILLUMINATED STREET NAME SIGN (NISNS) ON SIGNAL MAST ARM PER NISNS DETAILS ON SHEET E-3. REFER TO POLE AND EQUIPMENT SCHEDULE ON SHEET E-2 FOR SIGN LEGENDS.
10. CONTRACTOR SHALL MOUNT PHASE 2 SIGNAL HEAD ABOVE SIGNAL MAST ARM WITH SV-1-T BRACKET (H=18' MIN).
11. FURNISH AND INSTALL R73-5(CA) SIGN (36"X36") ON SIGNAL MAST ARM. MOUNT SIGN PER "DETAIL U" ON CALTRANS STD. PLAN ES-7N.
12. FURNISH AND INSTALL R73-6(CA) SIGN (36"X30") ON SIGNAL MAST ARM. MOUNT SIGN PER "DETAIL U" ON CALTRANS STD. PLAN ES-7N.
13. FURNISH AND INSTALL R61-15(CA) SIGN (48"X36") ON SIGNAL MAST ARM. MOUNT SIGN PER "DETAIL U" ON CALTRANS STD. PLAN ES-7N.
14. INSTALL 2-INCH CONDUIT AND SIGNAL INTERCONNECT CABLE (SIC) TO EXISTING CONTROLLER AT THE STILLWELL ROAD INTERSECTION (SEE DETAILS ON SHEET E-3).

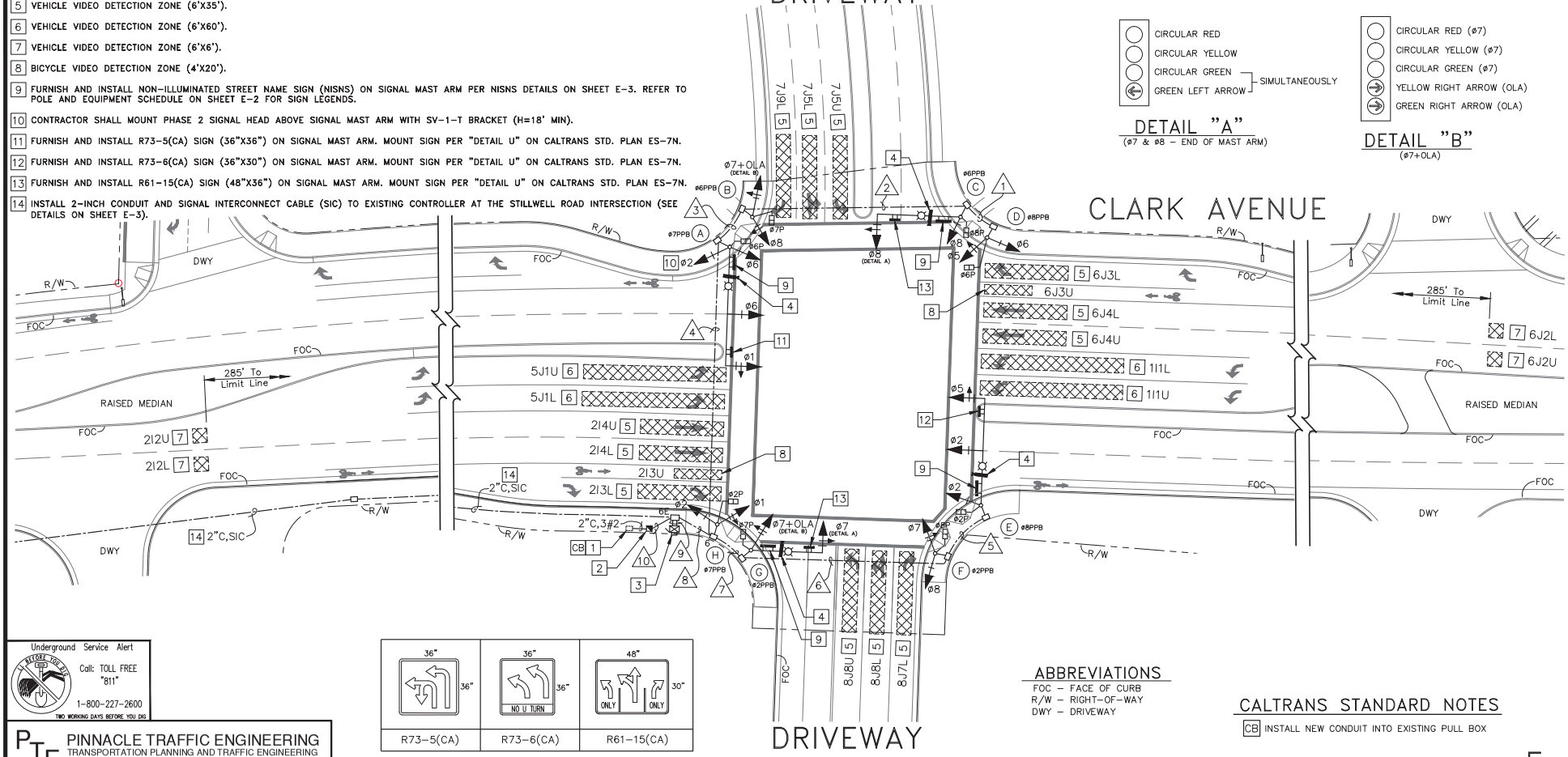
PHASE DIAGRAM

ø1 AND ø6	ø2 AND ø6	ø2 AND ø5	ø7	ø8

SCALE: 1"=20'

DETAIL "A" (ø7 & ø8 – END OF MAST ARM)
- CIRCULAR RED
- CIRCULAR YELLOW
- CIRCULAR GREEN — SIMULTANEOUSLY
- GREEN LEFT ARROW

DETAIL "B" (ø7+OLA)
- CIRCULAR RED (ø7)
- CIRCULAR YELLOW (ø7)
- CIRCULAR GREEN (ø7)
- YELLOW RIGHT ARROW (OLA)
- GREEN RIGHT ARROW (OLA)



R73-5(CA)	R73-6(CA)	R61-15(CA)
36" × 36"	36" × 36", NO U TURN	48" × 30", ONLY ONLY

ABBREVIATIONS
FOC – FACE OF CURB
R/W – RIGHT-OF-WAY
DWY – DRIVEWAY

CALTRANS STANDARD NOTES
CB INSTALL NEW CONDUIT INTO EXISTING PULL BOX

Underground Service Alert
Call: TOLL FREE "811"
1-800-227-2600
TWO WORKING DAYS BEFORE YOU DIG

PTE PINNACLE TRAFFIC ENGINEERING
TRANSPORTATION PLANNING AND TRAFFIC ENGINEERING
9452 TELEPHONE ROAD, #440 VENTURA, CA 93004
(805) 644-9260 / (831) 638-9260 PTE@SBCGLOBAL.NET

E-1

REV.	DESCRIPTION:	DATE:	APPD. BY:

PINNACLE TRAFFIC ENGINEERING
DESIGNED BY:

LARRY D. HAIL, P.E.
RCE 53,279

REGISTERED PROFESSIONAL ENGINEER — LARRY D. HAIL — No. 53,279 — Exp. 6-30-19 — CIVIL — STATE OF CALIFORNIA

DESIGNED BY	SCALE:
LDH	HORIZ. 1"=20'
DRAWN BY	
SM	DATE: 7/6/18
CHECKED BY	
LDH	

COUNTY OF SANTA BARBARA
DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION DIVISION

FOR REDUCED PLANS ORIGINAL SCALE IS IN INCHES 0 1 2 3

REVIEWED BY:
DIRECTOR OF PUBLIC WORKS DATE

APPROVED BY:
SANTA BARBARA COUNTY FLOOD CONTROL DATE

KEY SITE 1
ORCUTT MARKETPLACE
SIGNAL AND LIGHTING PLANS

PTE REF. NO.	COUNTY REF. NO.	SHEET:
#309-A	--	20 OF 22

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	82.18	32	44

REGISTERED CIVIL ENGINEER — 08/12/19 DATE

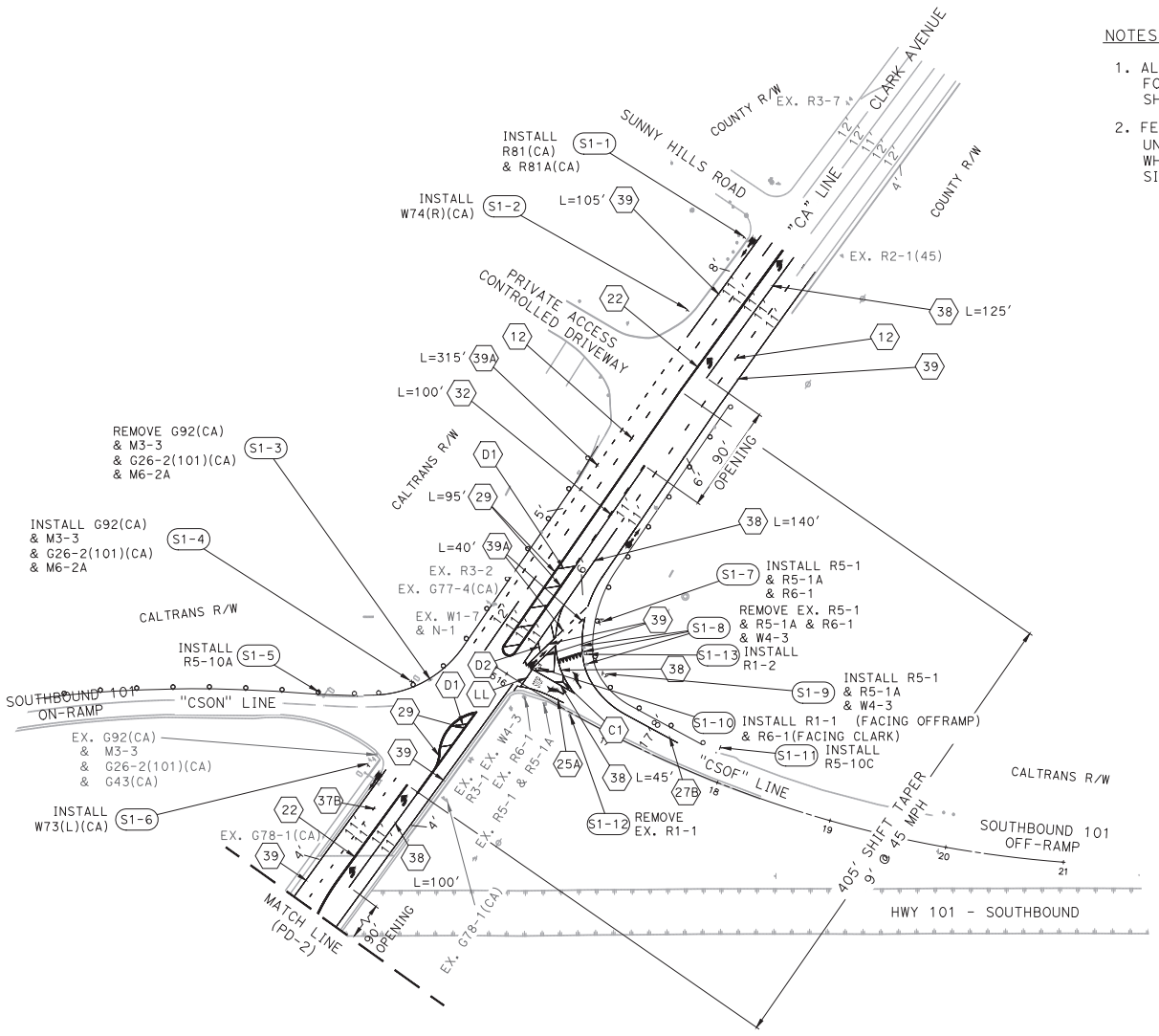
PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER — HEATHER GARDNER — No. 86989 — Exp. 03/31/21 — CIVIL — STATE OF CALIFORNIA

NOTES:

1. ALL EXISTING SIGNS NOT SHOWN FOR REMOVAL OR RELOCATION SHALL REMAIN IN PLACE
2. FEDERAL SIGN CODES ARE SHOWN UNLESS DESIGNATED BY (CA) WHICH INDICATES A CALIFORNIA SIGN CODE



LEGEND:

- (#) TRAFFIC STRIPE DETAIL NUMBER PER CALTRANS MODIFIED STANDARD PLANS A20A, A20B, A20C, A20D
- (C1) INSTALL 12" WHITE CHEVRON PAVEMENT MARKING AT 10' O.C.
- (C2) INSTALL 8" WHITE CHEVRON PAVEMENT MARKING AT 50' O.C.
- (CW) INSTALL 12" WHITE BASIC CROSSWALK PAVEMENT MARKING
- (D1) INSTALL 12" YELLOW DIAGONAL PAVEMENT MARKING AT 20' O.C.
- (D2) INSTALL 12" WHITE DIAGONAL PAVEMENT MARKING AT 20' O.C.
- (LL) INSTALL 12" LIMIT LINE PAVEMENT MARKING
- TYPE I 24'-0" ARROW
- TYPE II ARROW
- TYPE III ARROW
- TYPE IV ARROW
- BIKE LEGEND AND ARROW WITH A 6' GAP BETWEEN SYMBOL AND ARROW
- STOP STOP PAVEMENT MESSAGE
- SIGNAL AHEAD SIGNAL AHEAD PAVEMENT MESSAGE
- YIELD LINE
- (S#-#) ROADSIDE SIGN NUMBER

PAVEMENT DELINEATION AND SIGN PLAN

SCALE: 1" = 50'

PD-1

THIS PLANS ACCURATE FOR PAVEMENT DELINEATION AND SIGN WORK ONLY

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | FUNCTIONAL SUPERVISOR | CALCULATED-DESIGNED BY | CHECKED BY | REVISED BY | DATE REVISED

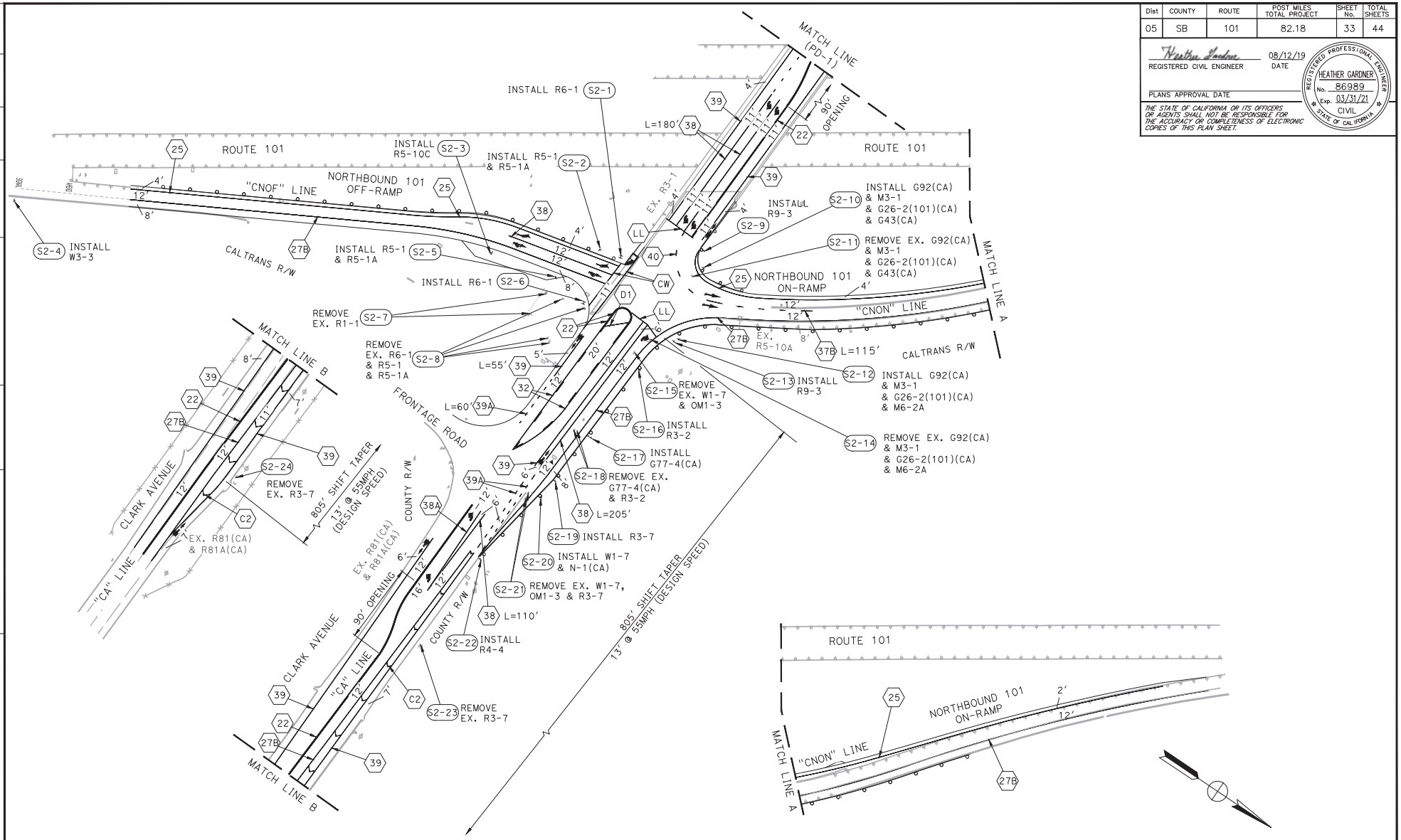
LAST REVISION 07-02-19 | DATE PLOTTED => 12-Aug-2019 | TIME PLOTTED => 16:37

BORDER LAS REVISED 7/2/2010

USERNAME => Hanbali, Maher
DGN FILE => Signing_Striping.dwg

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0000 | PROJECT NUMBER & PHASE | 05130000571



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	82.18	33	44

Heather Gardner
REGISTERED CIVIL ENGINEER

08/12/19
DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER
HEATHER GARDNER
No. 86989
Exp. 03/31/21
CIVIL
STATE OF CALIFORNIA

PAVEMENT DELINEATION AND SIGN PLAN

SCALE: 1" = 50'

THIS PLANS ACCURATE FOR PAVEMENT DELINEATION AND SIGN WORK ONLY

PD-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
FUNCTIONAL SUPERVISOR
CALCULATED-DESIGNED BY
CHECKED BY
REVISED BY
DATE REVISED

LAST REVISION
DATE PLOTTED => 12-Aug-2019
07-02-19 TIME PLOTTED => 16:38

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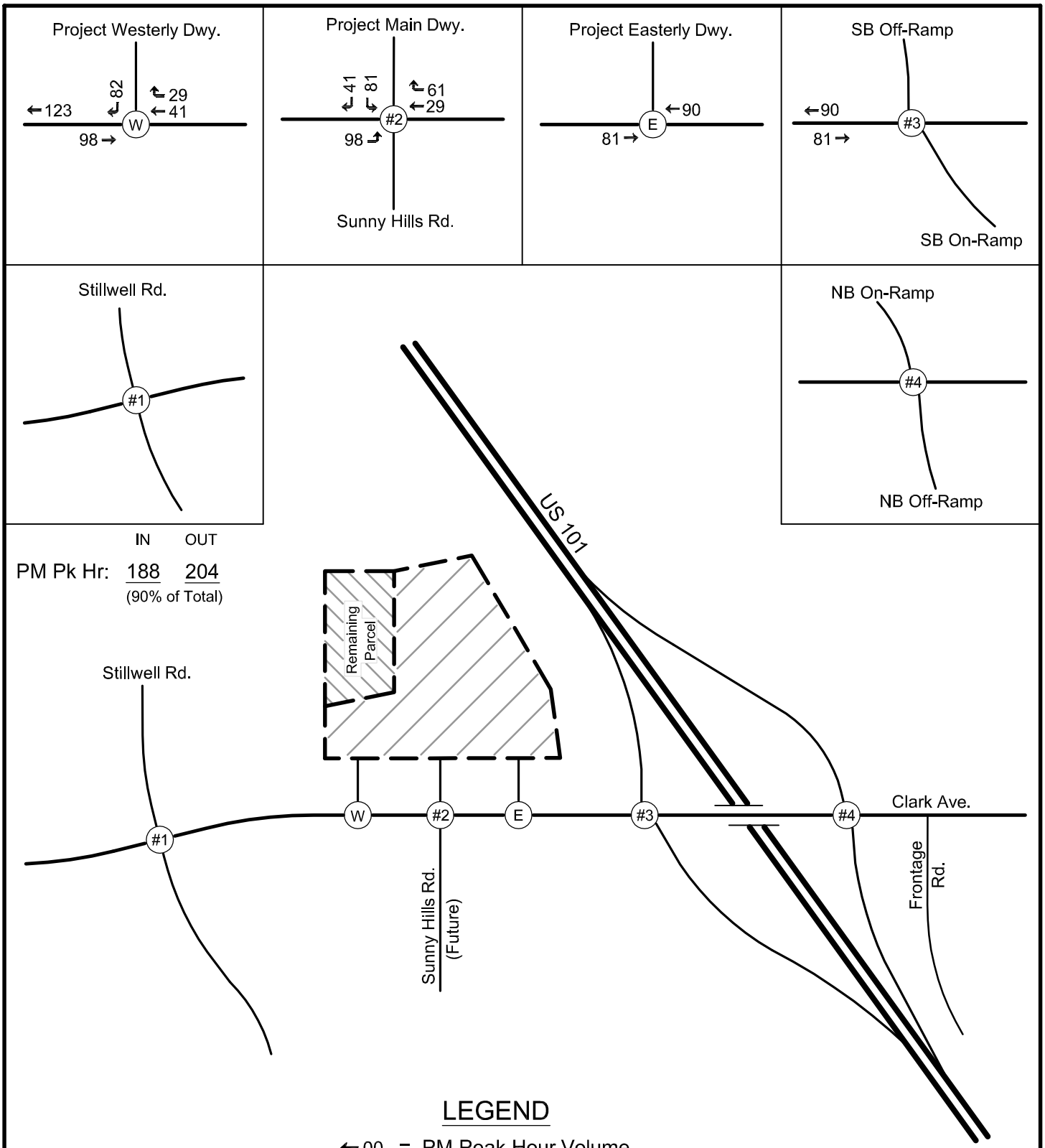
UNIT 0000

PROJECT NUMBER & PHASE 05130000571

Appendix 5

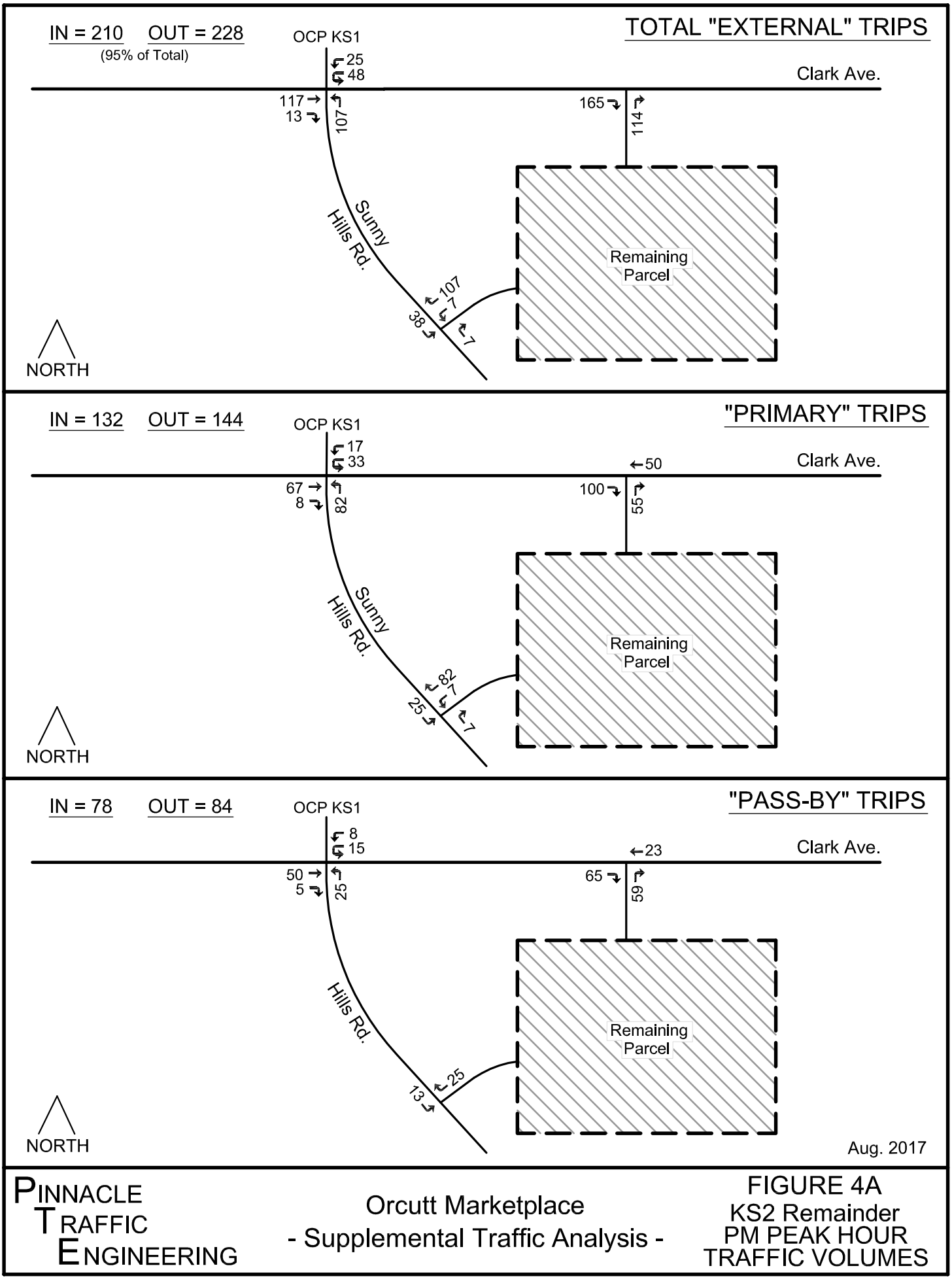
Key Sites 1 & 2 Remaining Parcels traffic Volumes



PINNACLE TRAFFIC ENGINEERING

Orcutt Marketplace
- Supplemental Traffic Analysis -

FIGURE 2C
KS1 Remainder
"EXTERNAL" TRIPS



PINNACLE TRAFFIC ENGINEERING

Orcutt Marketplace
- Supplemental Traffic Analysis -

FIGURE 4A
KS2 Remainder
PM PEAK HOUR
TRAFFIC VOLUMES

Appendix 6
Intersection Level of Service Calculation Worksheets

Existing and Existing + Project PM Peak Hour

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 1
NORTH/SOUTH STREET: Stillwell Road
EAST/WEST STREET: Clark Avenue
SCENARIO: Existing
TIME PERIOD: PM Peak Hour
COUNT DATE: January 2019
WORK ORDER #: 2064187400

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	54	1	59	35	4	15	22	495	78	109	697	56
Project Trips	5	0	2	0	1	0	0	15	10	4	9	0
GEOMETRY	L	TR		L	TR		L	T TR		L	T TR	

	Level of Service Calculations					
Move-	**Lanes**		**Volume**		**V/C Ratio**	
ment	Lane	Capacity	Base	Project	Base	Project
NBL	1.0	1,600	54	59	0.03	0.04
NBT	1.0	1,600	1	1	0.04 *	0.04 *
NBR	0.0	0	59	61	0.00	0.00
SBL	1.0	1,600	35	35	0.02 *	0.02 *
SBT	1.0	1,600	4	5	0.01	0.01
SBR	0.0	0	15	15	0.00	0.00
EBL	1.0	1,600	22	22	0.01 *	0.01
EBT	2.0	3,200	495	510	0.18	0.19 *
EBR	0.0	0	78	88	0.00	0.00
WBL	1.0	1,600	109	113	0.07	0.07 *
WBT	2.0	3,200	697	706	0.24 *	0.24
WBR	0.0	0	56	56	0.00	0.00
N/S Critical Movements					0.06	0.06
E/W Critical Movements					0.25	0.26
Clearance Interval					0.10	0.10
ICU					0.41	0.42
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio
Right Turn Conditions:

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	577	15	17	848	7	13
Future Vol, veh/h	577	15	17	848	7	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	85	125	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	627	16	18	922	8	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	643	0	1124	627
Stage 1	-	-	-	-	627	-
Stage 2	-	-	-	-	497	-
Critical Hdwy	-	-	4.13	-	6.63	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.83	-
Follow-up Hdwy	-	-	2.219	-	3.519	3.319
Pot Cap-1 Maneuver	-	-	940	-	213	483
Stage 1	-	-	-	-	531	-
Stage 2	-	-	-	-	578	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	940	-	209	483
Mov Cap-2 Maneuver	-	-	-	-	209	-
Stage 1	-	-	-	-	531	-
Stage 2	-	-	-	-	567	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	16.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	331	-	-	940	-
HCM Lane V/C Ratio	0.066	-	-	0.02	-
HCM Control Delay (s)	16.6	-	-	8.9	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	579	30	40	852	16	26
Future Vol, veh/h	579	30	40	852	16	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	85	125	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	629	33	43	926	17	28

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	662	0	1178	629
Stage 1	-	-	-	-	629	-
Stage 2	-	-	-	-	549	-
Critical Hdwy	-	-	4.13	-	6.63	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.83	-
Follow-up Hdwy	-	-	2.219	-	3.519	3.319
Pot Cap-1 Maneuver	-	-	925	-	197	481
Stage 1	-	-	-	-	530	-
Stage 2	-	-	-	-	543	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	925	-	188	481
Mov Cap-2 Maneuver	-	-	-	-	188	-
Stage 1	-	-	-	-	530	-
Stage 2	-	-	-	-	518	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	19
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	302	-	-	925	-
HCM Lane V/C Ratio	0.151	-	-	0.047	-
HCM Control Delay (s)	19	-	-	9.1	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

INTERSECTION DELAY WORKSHEET
Santa Maria

3. Clark Ave & U.S. 101 SB Ramps
Existing Conditions - Delay Study

PM PEAK HOUR: 4:30-5:30
43488 - Tuesday
15 SECOND INTERVALS
APPROACH: SOUTHBOUND LEFT

Time Ending	Vehicles in Queue																				Total Approach
4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:40 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	2	1	0	0	0	2	2	
4:45 PM	2	0	0	0	1	1	1	1	1	1	4	0	4	0	1	1	0	0	0	0	26
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	
4:55 PM	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2	0	
5:00 PM	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	16
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	0	0	
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
5:15 PM	1	1	2	3	0	1	2	0	0	0	0	0	1	1	0	0	1	0	0	1	21
5:20 PM	0	0	0	0	0	0	0	1	0	2	3	3	0	0	0	0	0	0	0	0	
5:25 PM	0	0	0	0	0	0	0	1	1	0	0	0	1	2	1	0	0	0	0	0	
5:30 PM	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	23
Subtotal:	5	3	3	5	2	3	3	3	2	3	7	5	8	5	4	3	3	3	4	6	86

Total Vehicles in Queue: 80

Total Delay = 80 vehicles x 15 seconds = 1200 seconds

Average Delay Per Vehicle = 1200 seconds / 86 vehicles

14.0 seconds per vehicle + 5.0 seconds control delay = 19.0 sec/veh HCM delay

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↰	↱
Traffic Vol, veh/h	0	586	300	0	86	577
Future Vol, veh/h	0	586	300	0	86	577
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	-	-	-	0	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	0	617	316	0	91	607

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	933	-
Stage 1	-	-	-	-	316	-
Stage 2	-	-	-	-	617	-
Critical Hdwy	-	-	-	-	6.44	-
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	-	-	3.536	-
Pot Cap-1 Maneuver	0	-	-	0	293	0
Stage 1	0	-	-	0	735	0
Stage 2	0	-	-	0	534	0
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	293	-
Mov Cap-2 Maneuver	-	-	-	-	293	-
Stage 1	-	-	-	-	735	-
Stage 2	-	-	-	-	534	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	22.7
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	293	-
HCM Lane V/C Ratio	-	-	0.309	-
HCM Control Delay (s)	-	-	22.7	0
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.3	-

Observed delay for SB LT = 19.0 sec/veh: HCM calculation = +3.7 sec/veh

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↰	↱
Traffic Vol, veh/h	0	601	308	0	86	596
Future Vol, veh/h	0	601	308	0	86	596
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	-	-	-	0	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	0	633	324	0	91	627

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	957	-
Stage 1	-	-	-	-	324	-
Stage 2	-	-	-	-	633	-
Critical Hdwy	-	-	-	-	6.44	-
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	-	-	3.536	-
Pot Cap-1 Maneuver	0	-	-	0	283	0
Stage 1	0	-	-	0	729	0
Stage 2	0	-	-	0	525	0
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	283	-
Mov Cap-2 Maneuver	-	-	-	-	283	-
Stage 1	-	-	-	-	729	-
Stage 2	-	-	-	-	525	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	23.6
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	283	-
HCM Lane V/C Ratio	-	-	0.32	-
HCM Control Delay (s)	-	-	23.6	0
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.3	-

HCM calculation = +3.7 sec: Adjusted HCM Control Delay = 19.9 sec/veh

Intersection	
Int Delay, s/veh	3.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	171	0	0	328	176	25
Future Vol, veh/h	171	0	0	328	176	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	186	0	0	357	191	27

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	365	186
Stage 1	-	-	-	-	186	-
Stage 2	-	-	-	-	179	-
Critical Hdwy	-	-	-	-	6.66	6.26
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.86	-
Follow-up Hdwy	-	-	-	-	3.538	3.338
Pot Cap-1 Maneuver	-	0	0	-	616	850
Stage 1	-	0	0	-	840	-
Stage 2	-	0	0	-	829	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	616	850
Mov Cap-2 Maneuver	-	-	-	-	616	-
Stage 1	-	-	-	-	840	-
Stage 2	-	-	-	-	829	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	638	-	-
HCM Lane V/C Ratio	0.342	-	-
HCM Control Delay (s)	13.6	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	1.5	-	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	171	0	0	328	184	25
Future Vol, veh/h	171	0	0	328	184	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	206	0	0	395	222	30

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	404	206
Stage 1	-	-	-	-	206	-
Stage 2	-	-	-	-	198	-
Critical Hdwy	-	-	-	-	6.66	6.26
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.86	-
Follow-up Hdwy	-	-	-	-	3.538	3.338
Pot Cap-1 Maneuver	-	0	0	-	584	828
Stage 1	-	0	0	-	822	-
Stage 2	-	0	0	-	811	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	584	828
Mov Cap-2 Maneuver	-	-	-	-	584	-
Stage 1	-	-	-	-	822	-
Stage 2	-	-	-	-	811	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	15.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	605	-	-
HCM Lane V/C Ratio	0.416	-	-
HCM Control Delay (s)	15.1	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	2	-	-

Cumulative and Cumulative + Project PM Peak Hour

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 1
NORTH/SOUTH STREET: Stillwell Road
EAST/WEST STREET: Clark Avenue
SCENARIO: Cumulative Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: January 2019
WORK ORDER #: 2064187400

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	111	10	78	80	6	15	22	771	103	136	954	92
Project Trips	5	0	2	0	1	0	0	15	10	4	9	0
GEOMETRY	L	TR		L	TR		L	T TR		L	T TR	

	Level of Service Calculations					
Move-	**Lanes**		**Volume**		**V/C Ratio**	
ment	Lane	Capacity	Base	Project	Base	Project
NBL	1.0	1,600	111	116	0.07	0.07
NBT	1.0	1,600	10	10	0.06 *	0.06 *
NBR	0.0	0	78	80	0.00	0.00
SBL	1.0	1,600	80	80	0.05 *	0.05 *
SBT	1.0	1,600	6	7	0.01	0.01
SBR	0.0	0	15	15	0.00	0.00
EBL	1.0	1,600	22	22	0.01	0.01
EBT	2.0	3,200	771	786	0.27 *	0.28 *
EBR	0.0	0	103	113	0.00	0.00
WBL	1.0	1,600	136	140	0.09 *	0.09 *
WBT	2.0	3,200	954	963	0.33	0.33
WBR	0.0	0	92	92	0.00	0.00
N/S Critical Movements					0.11	0.11
E/W Critical Movements					0.36	0.37
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.10	0.10
ICU					0.57	0.58
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio
Right Turn Conditions:

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 2
NORTH/SOUTH STREET: Sunny Hills Road
EAST/WEST STREET: Clark Avenue
SCENARIO: Cumulative Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: January 2019
WORK ORDER #: 2064187400

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	90	6	64	270	5	167	304	557	66	171	946	100
Project Trips	9	0	13	0	0	0	0	2	15	23	4	0
GEOMETRY	L	LT	R	L	LT	R	L	TT	R	L	TT	R

	Level of Service Calculations					
Move-	**Lanes**		**Volume**		**V/C Ratio**	
ment	Lane	Capacity	Future	Project	Future	Project
NBL	0.0	0	90	99	0.00	0.00
NBT	2.0	3,200	6	6	0.03 *	0.03 *
NBR	1.0	1,600	64	77	0.04	0.05
SBL	0.0	0	270	270	0.00	0.00
SBT	2.0	3,200	5	5	0.09 *	0.09 *
SBR	1.0 (a)	1,600	167	167	0.10	0.10
EBL	1.0	1,600	304	304	0.19 *	0.19 *
EBT	2.0	3,200	557	559	0.17	0.17
EBR	1.0	1,600	66	81	0.04	0.05
WBL	1.0	1,600	171	194	0.11	0.12
WBT	2.0	3,200	946	950	0.30 *	0.30 *
WBR	1.0	1,600	100	100	0.06	0.06
N/S Critical Movements					0.12	0.12
E/W Critical Movements					0.49	0.49
Clearance Interval					0.10	0.10
ICU					0.71	0.71
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio
Right Turn Conditions:
(a) not critical due to RTOR

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑		↰	↱
Traffic Vol, veh/h	0	916	485	0	90	809
Future Vol, veh/h	0	916	485	0	90	809
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	-	-	-	0	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	0	964	511	0	95	852

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	993	-
Stage 1	-	-	-	-	511	-
Stage 2	-	-	-	-	482	-
Critical Hdwy	-	-	-	-	6.66	-
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.86	-
Follow-up Hdwy	-	-	-	-	3.538	-
Pot Cap-1 Maneuver	0	-	-	0	254	0
Stage 1	0	-	-	0	596	0
Stage 2	0	-	-	0	583	0
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	254	-
Mov Cap-2 Maneuver	-	-	-	-	254	-
Stage 1	-	-	-	-	596	-
Stage 2	-	-	-	-	583	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	27.4
HCM LOS			D

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	254	-
HCM Lane V/C Ratio	-	-	0.373	-
HCM Control Delay (s)	-	-	27.4	0
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	1.6	-

HCM calculation = +3.7 sec: Adjusted HCM Control Delay = 23.7 sec/veh

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑		↰	↱
Traffic Vol, veh/h	0	931	493	0	90	828
Future Vol, veh/h	0	931	493	0	90	828
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	-	-	-	0	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	0	980	519	0	95	872

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1009	-
Stage 1	-	-	-	-	519	-
Stage 2	-	-	-	-	490	-
Critical Hdwy	-	-	-	-	6.66	-
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.86	-
Follow-up Hdwy	-	-	-	-	3.538	-
Pot Cap-1 Maneuver	0	-	-	0	248	0
Stage 1	0	-	-	0	591	0
Stage 2	0	-	-	0	577	0
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	248	-
Mov Cap-2 Maneuver	-	-	-	-	248	-
Stage 1	-	-	-	-	591	-
Stage 2	-	-	-	-	577	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	28.2
HCM LOS			D

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	248	-
HCM Lane V/C Ratio	-	-	0.382	-
HCM Control Delay (s)	-	-	28.2	0
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	1.7	-

HCM calculation = +3.7 sec: Adjusted HCM Control Delay = 24.5 sec/veh

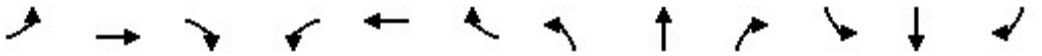
INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 4
NORTH/SOUTH STREET: U.S. 101 NB Ramps
EAST/WEST STREET: Clark Avenue
SCENARIO: Cumulative + Project
TIME PERIOD: PM Peak Hour
COUNT DATE: January 2019
WORK ORDER #: 2064187400

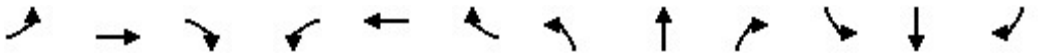
VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	336	0	27	0	0	0	590	201	0	0	143	210
Project Trips	8	0	0	0	0	0	11	0	0	0	0	0
GEOMETRY	L	TR					LL	T			T	R

	Level of Service Calculations					
Move-	**Lanes**		**Volume**		**V/C Ratio**	
ment	Lane	Capacity	Base	Project	Base	Project
NBL	1.0	1,600	336	344	0.21 *	0.22 *
NBT	1.0	1,600	0	0	0.02	0.02
NBR	0.0	0	27	27	0.00	0.00
SBL	0.0	0	0	0	0.00	0.00
SBT	0.0	0	0	0	0.00 *	0.00 *
SBR	0.0	0	0	0	0.00	0.00
EBL	2.0	3,200	590	601	0.18 *	0.19 *
EBT	1.0	1,600	201	201	0.13	0.13
EBR	0.0	0	0	0	0.00	0.00
WBL	0.0	0	0	0	0.00	0.00
WBT	1.0	1,600	143	143	0.09	0.09
WBR	1.0	1,600	210	210	0.13 *	0.13 *
N/S Critical Movements					0.21	0.22
E/W Critical Movements					0.31	0.32
Clearance Interval					0.10	0.10
ICU					0.62	0.64
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	590	201	0	0	143	210	336	0	27	0	0	0
Future Volume (veh/h)	590	201	0	0	143	210	336	0	27	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1841	1841	0	0	1841	1841	1870	1870	1870			
Adj Flow Rate, veh/h	641	218	0	0	155	228	365	0	29			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	4	4	0	0	4	4	2	2	2			
Cap, veh/h	1287	1162	0	0	343	290	419	0	373			
Arrive On Green	0.38	0.63	0.00	0.00	0.19	0.19	0.24	0.00	0.24			
Sat Flow, veh/h	3401	1841	0	0	1841	1560	1781	0	1585			
Grp Volume(v), veh/h	641	218	0	0	155	228	365	0	29			
Grp Sat Flow(s),veh/h/ln	1700	1841	0	0	1841	1560	1781	0	1585			
Q Serve(g_s), s	8.7	3.0	0.0	0.0	4.5	8.4	11.8	0.0	0.9			
Cycle Q Clear(g_c), s	8.7	3.0	0.0	0.0	4.5	8.4	11.8	0.0	0.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	1287	1162	0	0	343	290	419	0	373			
V/C Ratio(X)	0.50	0.19	0.00	0.00	0.45	0.79	0.87	0.00	0.08			
Avail Cap(c_a), veh/h	1287	1162	0	0	491	416	475	0	423			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	14.3	4.6	0.0	0.0	21.7	23.3	22.1	0.0	17.9			
Incr Delay (d2), s/veh	0.3	0.4	0.0	0.0	0.9	6.2	14.7	0.0	0.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.9	0.9	0.0	0.0	1.9	3.3	6.2	0.0	0.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.6	5.0	0.0	0.0	22.6	29.5	36.7	0.0	18.0			
LnGrp LOS	B	A	A	A	C	C	D	A	B			
Approach Vol, veh/h		859			383			394				
Approach Delay, s/veh		12.1			26.7			35.3				
Approach LOS		B			C			D				
Timer - Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		18.1		41.9			26.7	15.2				
Change Period (Y+Rc), s		4.0		4.0			4.0	4.0				
Max Green Setting (Gmax), s		16.0		36.0			16.0	16.0				
Max Q Clear Time (g_c+I1), s		13.8		5.0			10.7	10.4				
Green Ext Time (p_c), s		0.3		1.2			1.3	0.8				
Intersection Summary												
HCM 6th Ctrl Delay			21.1									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	601	201	0	0	143	210	344	0	27	0	0	0
Future Volume (veh/h)	601	201	0	0	143	210	344	0	27	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1841	1841	0	0	1841	1841	1870	1870	1870			
Adj Flow Rate, veh/h	653	218	0	0	155	228	374	0	29			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	4	4	0	0	4	4	2	2	2			
Cap, veh/h	1272	1154	0	0	343	290	427	0	380			
Arrive On Green	0.37	0.63	0.00	0.00	0.19	0.19	0.24	0.00	0.24			
Sat Flow, veh/h	3401	1841	0	0	1841	1560	1781	0	1585			
Grp Volume(v), veh/h	653	218	0	0	155	228	374	0	29			
Grp Sat Flow(s),veh/h/ln	1700	1841	0	0	1841	1560	1781	0	1585			
Q Serve(g_s), s	8.9	3.0	0.0	0.0	4.5	8.4	12.1	0.0	0.8			
Cycle Q Clear(g_c), s	8.9	3.0	0.0	0.0	4.5	8.4	12.1	0.0	0.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	1272	1154	0	0	343	290	427	0	380			
V/C Ratio(X)	0.51	0.19	0.00	0.00	0.45	0.79	0.88	0.00	0.08			
Avail Cap(c_a), veh/h	1272	1154	0	0	491	416	475	0	423			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	14.6	4.7	0.0	0.0	21.7	23.3	21.9	0.0	17.7			
Incr Delay (d2), s/veh	0.4	0.4	0.0	0.0	0.9	6.2	15.4	0.0	0.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.0	0.9	0.0	0.0	1.9	3.3	6.5	0.0	0.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.9	5.1	0.0	0.0	22.6	29.5	37.4	0.0	17.7			
LnGrp LOS	B	A	A	A	C	C	D	A	B			
Approach Vol, veh/h		871			383			403				
Approach Delay, s/veh		12.5			26.7			36.0				
Approach LOS		B			C			D				
Timer - Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		18.4		41.6			26.4	15.2				
Change Period (Y+Rc), s		4.0		4.0			4.0	4.0				
Max Green Setting (Gmax), s		16.0		36.0			16.0	16.0				
Max Q Clear Time (g_c+I1), s		14.1		5.0			10.9	10.4				
Green Ext Time (p_c), s		0.3		1.2			1.2	0.8				
Intersection Summary												
HCM 6th Ctrl Delay			21.5									
HCM 6th LOS			C									

Buildout and Buildout + Project PM Peak Hour

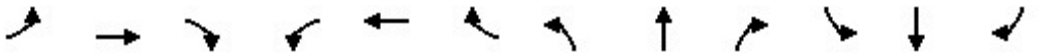
INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 2
NORTH/SOUTH STREET: Sunny Hills Road
EAST/WEST STREET: Clark Avenue
SCENARIO: Buildout Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: January 2019
WORK ORDER #: 2064187400

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	197	6	64	351	5	208	402	621	94	267	979	161
Project Trips	9	0	13	0	0	0	0	2	15	23	4	0
GEOMETRY	L	LT	R	L	LT	R	LL	TT	R	LL	TT	R

	Level of Service Calculations					
Move-	**Lanes**		**Volume**		**V/C Ratio**	
ment	Lane	Capacity	Future	Project	Future	Project
NBL	0.0	0	197	206	0.00	0.00
NBT	2.0	3,200	6	6	0.06 *	0.07 *
NBR	1.0	1,600	64	77	0.04	0.05
SBL	0.0	0	351	351	0.00	0.00
SBT	2.0	3,200	5	5	0.11 *	0.11 *
SBR	1.0	(a) 1,600	208	208	0.13	0.13
EBL	2.0	3,200	402	402	0.13 *	0.13 *
EBT	2.0	3,200	621	623	0.19	0.19
EBR	1.0	1,600	94	109	0.06	0.07
WBL	2.0	3,200	267	290	0.08	0.09
WBT	2.0	3,200	979	983	0.31 *	0.31 *
WBR	1.0	1,600	161	161	0.10	0.10
N/S Critical Movements					0.17	0.18
E/W Critical Movements					0.44	0.44
Clearance Interval					0.10	0.10
ICU					0.71	0.72
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio
Right Turn Conditions:
(a) not critical due to RTOR



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	402	621	94	267	979	161	206	6	77	351	5	208
Future Volume (veh/h)	402	621	94	267	979	161	206	6	77	351	5	208
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1870	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	437	675	102	290	1064	175	229	0	84	386	0	226
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0	0	2	0	0	0	0	0	0	0
Cap, veh/h	471	1290	871	364	1182	822	643	0	286	643	0	502
Arrive On Green	0.27	0.73	0.73	0.10	0.33	0.33	0.18	0.00	0.18	0.18	0.00	0.18
Sat Flow, veh/h	3510	3554	1610	3510	3554	1610	3619	0	1610	3619	0	1610
Grp Volume(v), veh/h	437	675	102	290	1064	175	229	0	84	386	0	226
Grp Sat Flow(s),veh/h/ln	1755	1777	1610	1755	1777	1610	1810	0	1610	1810	0	1610
Q Serve(g_s), s	10.9	7.6	1.3	7.3	25.7	5.4	5.0	0.0	4.1	8.8	0.0	0.0
Cycle Q Clear(g_c), s	10.9	7.6	1.3	7.3	25.7	5.4	5.0	0.0	4.1	8.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	471	1290	871	364	1182	822	643	0	286	643	0	502
V/C Ratio(X)	0.93	0.52	0.12	0.80	0.90	0.21	0.36	0.00	0.29	0.60	0.00	0.45
Avail Cap(c_a), veh/h	471	1290	871	390	1224	841	643	0	286	643	0	502
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.5	8.9	4.2	39.4	28.6	12.1	32.5	0.0	32.1	34.1	0.0	24.8
Incr Delay (d2), s/veh	24.9	1.5	0.3	10.4	9.1	0.1	1.5	0.0	2.6	4.1	0.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	2.3	0.7	3.6	12.0	2.7	2.3	0.0	1.8	4.2	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.4	10.4	4.5	49.8	37.7	12.2	34.0	0.0	34.7	38.2	0.0	27.7
LnGrp LOS	E	B	A	D	D	B	C	A	C	D	A	C
Approach Vol, veh/h		1214			1529			313			612	
Approach Delay, s/veh		26.8			37.1			34.2			34.3	
Approach LOS		C			D			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		20.0	13.3	36.7		20.0	16.1	33.9				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		16.0	10.0	32.0		16.0	11.0	31.0				
Max Q Clear Time (g_c+I1), s		7.0	9.3	9.6		10.8	12.9	27.7				
Green Ext Time (p_c), s		0.7	0.1	5.2		1.1	0.0	2.3				

Intersection Summary	
HCM 6th Ctrl Delay	33.0
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1037	535	0	90	882
Future Vol, veh/h	0	1037	535	0	90	882
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	-	-	-	0	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	0	1092	563	0	95	928

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1109	-
Stage 1	-	-	-	-	563	-
Stage 2	-	-	-	-	546	-
Critical Hdwy	-	-	-	-	6.66	-
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.86	-
Follow-up Hdwy	-	-	-	-	3.538	-
Pot Cap-1 Maneuver	0	-	-	0	215	0
Stage 1	0	-	-	0	564	0
Stage 2	0	-	-	0	541	0
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	215	-
Mov Cap-2 Maneuver	-	-	-	-	215	-
Stage 1	-	-	-	-	564	-
Stage 2	-	-	-	-	541	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	34.3
HCM LOS			D

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	215	-
HCM Lane V/C Ratio	-	-	0.441	-
HCM Control Delay (s)	-	-	34.3	0
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	2.1	-

HCM calculation = +3.7 sec: Adjusted HCM Control Delay = 30.6 sec/veh

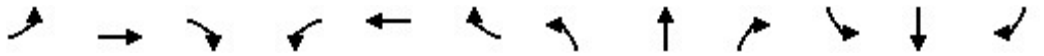
INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 3 **MITIGATED INTERSECTION**
NORTH/SOUTH STREET: U.S. 101 SB Ramps
EAST/WEST STREET: Clark Avenue
SCENARIO: Buildout Mitigated
TIME PERIOD: PM Peak Hour
COUNT DATE:
WORK ORDER #: 2064187400

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	0	0	0	90	0	863	0	798	224	10	527	0
Project Trips	0	0	0	0	0	19	0	11	4	0	8	0
GEOMETRY					LT	R		T TR		L	T	

	Level of Service Calculations					
Move-	**Lanes**		**Volume**		**V/C Ratio**	
ment	Lane	Capacity	Base	Project	Base	Project
NBL	0.0	0	0	0	0.00	0.00
NBT	0.0	0	0	0	0.00	0.00
NBR	0.0	0	0	0	0.00	0.00
SBL	0.0	0	90	90	0.00	0.00
SBT	1.0	1,600	0	0	0.06 *	0.06 *
SBR	1.0 (a)	1,600	863	882	0.00	0.00
EBL	0.0	0	0	0	0.00	0.00
EBT	2.0	3,200	798	809	0.32 *	0.32 *
EBR	0.0	0	224	228	0.00	0.00
WBL	1.0	1,600	10	10	0.01 *	0.01 *
WBT	1.0	1,600	527	535	0.33	0.33
WBR	0.0	0	0	0	0.00	0.00
N/S Critical Movements					0.06	0.06
E/W Critical Movements					0.33	0.33
Right Turn Critical Movement					0.00	0.00
Clearance Interval					0.10	0.10
ICU					0.49	0.49
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio
(a) Free right-turn lane



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	809	228	10	535	0	0	0	0	90	0	882
Future Volume (veh/h)	0	809	228	10	535	0	0	0	0	90	0	882
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1841	1841	1870	1841	0				1841	0	1914
Adj Flow Rate, veh/h	0	852	228	10	563	0				95	0	0
Peak Hour Factor	0.95	0.95	1.00	1.00	0.95	0.95				0.95	1.00	0.95
Percent Heavy Veh, %	0	4	4	2	4	0				4	0	4
Cap, veh/h	0	1394	373	274	1388	0				120	0	
Arrive On Green	0.00	0.68	0.68	0.15	0.75	0.00				0.07	0.00	0.00
Sat Flow, veh/h	0	2820	730	1781	1841	0				1753	0	1622
Grp Volume(v), veh/h	0	546	534	10	563	0				95	0	0
Grp Sat Flow(s),veh/h/ln	0	1749	1709	1781	1841	0				1753	0	1622
Q Serve(g_s), s	0.0	7.7	7.7	0.2	4.9	0.0				2.4	0.0	0.0
Cycle Q Clear(g_c), s	0.0	7.7	7.7	0.2	4.9	0.0				2.4	0.0	0.0
Prop In Lane	0.00		0.43	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	894	874	274	1388	0				120	0	
V/C Ratio(X)	0.00	0.61	0.61	0.04	0.41	0.00				0.79	0.00	
Avail Cap(c_a), veh/h	0	894	874	274	1388	0				234	0	
HCM Platoon Ratio	1.00	1.33	1.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	4.8	4.8	16.2	2.0	0.0				20.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.1	3.2	0.1	0.2	0.0				11.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.9	1.9	0.1	0.1	0.0				1.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	7.9	7.9	16.3	2.2	0.0				31.7	0.0	0.0
LnGrp LOS	A	A	A	B	A	A				C	A	
Approach Vol, veh/h		1080			573						95	A
Approach Delay, s/veh		7.9			2.4						31.7	
Approach LOS		A			A						C	

Timer - Assigned Phs		3	4		6		8					
Phs Duration (G+Y+Rc), s		10.9	27.0		7.1		37.9					
Change Period (Y+Rc), s		4.0	4.0		4.0		4.0					
Max Green Setting (Gmax), s		4.0	23.0		6.0		31.0					
Max Q Clear Time (g_c+I1), s		2.2	9.7		4.4		6.9					
Green Ext Time (p_c), s		0.0	5.4		0.0		3.4					

Intersection Summary	
HCM 6th Ctrl Delay	7.4
HCM 6th LOS	A

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

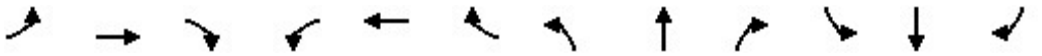
INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 4
NORTH/SOUTH STREET: U.S. 101 NB Ramps
EAST/WEST STREET: Clark Avenue
SCENARIO: Buildout
TIME PERIOD: PM Peak Hour
COUNT DATE: January 2019
WORK ORDER #: 2064187400

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	367	0	27	0	0	0	649	213	0	0	154	210
Project Trips	8	0	0	0	0	0	11	0	0	0	0	0
GEOMETRY	L	TR					LL	T			T	R

	Level of Service Calculations					
Move-	**Lanes**		**Volume**		**V/C Ratio**	
ment	Lane	Capacity	Base	Project	Base	Project
NBL	1.0	1,600	367	375	0.23 *	0.23 *
NBT	1.0	1,600	0	0	0.02	0.02
NBR	0.0	0	27	27	0.00	0.00
SBL	0.0	0	0	0	0.00	0.00
SBT	0.0	0	0	0	0.00 *	0.00 *
SBR	0.0	0	0	0	0.00	0.00
EBL	2.0	3,200	649	660	0.20 *	0.21 *
EBT	1.0	1,600	213	213	0.13	0.13
EBR	0.0	0	0	0	0.00	0.00
WBL	0.0	0	0	0	0.00	0.00
WBT	1.0	1,600	154	154	0.10	0.10
WBR	1.0	1,600	210	210	0.13 *	0.13 *
N/S Critical Movements					0.23	0.23
E/W Critical Movements					0.33	0.34
Clearance Interval					0.10	0.10
ICU					0.66	0.67
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	660	213	0	0	154	210	375	0	27	0	0	0
Future Volume (veh/h)	660	213	0	0	154	210	375	0	27	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1841	1841	0	0	1841	1841	1870	1870	1870			
Adj Flow Rate, veh/h	717	232	0	0	167	228	408	0	29			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	4	4	0	0	4	4	2	2	2			
Cap, veh/h	1214	1123	0	0	344	291	457	0	406			
Arrive On Green	0.36	0.61	0.00	0.00	0.19	0.19	0.26	0.00	0.26			
Sat Flow, veh/h	3401	1841	0	0	1841	1560	1781	0	1585			
Grp Volume(v), veh/h	717	232	0	0	167	228	408	0	29			
Grp Sat Flow(s),veh/h/ln	1700	1841	0	0	1841	1560	1781	0	1585			
Q Serve(g_s), s	10.3	3.4	0.0	0.0	4.9	8.4	13.3	0.0	0.8			
Cycle Q Clear(g_c), s	10.3	3.4	0.0	0.0	4.9	8.4	13.3	0.0	0.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	1214	1123	0	0	344	291	457	0	406			
V/C Ratio(X)	0.59	0.21	0.00	0.00	0.49	0.78	0.89	0.00	0.07			
Avail Cap(c_a), veh/h	1214	1123	0	0	491	416	475	0	423			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	15.7	5.2	0.0	0.0	21.8	23.2	21.5	0.0	16.9			
Incr Delay (d2), s/veh	0.8	0.4	0.0	0.0	1.1	6.1	18.5	0.0	0.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.6	1.0	0.0	0.0	2.0	3.3	7.4	0.0	0.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.5	5.6	0.0	0.0	22.9	29.4	40.1	0.0	17.0			
LnGrp LOS	B	A	A	A	C	C	D	A	B			
Approach Vol, veh/h		949			395			437				
Approach Delay, s/veh		13.8			26.6			38.5				
Approach LOS		B			C			D				
Timer - Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		19.4		40.6			25.4	15.2				
Change Period (Y+Rc), s		4.0		4.0			4.0	4.0				
Max Green Setting (Gmax), s		16.0		36.0			16.0	16.0				
Max Q Clear Time (g_c+I1), s		15.3		5.4			12.3	10.4				
Green Ext Time (p_c), s		0.1		1.3			1.1	0.8				
Intersection Summary												
HCM 6th Ctrl Delay			22.7									
HCM 6th LOS			C									

Appendix 7
CAMUTCD Traffic Signal Warrant Worksheets

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More					Hour
Both Approaches - Major Street							
Higher Approach - Minor Street							

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐	No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐	No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☒ NO ☐**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☒**

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐	No ☒
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☐	No ☒
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☒	No ☐

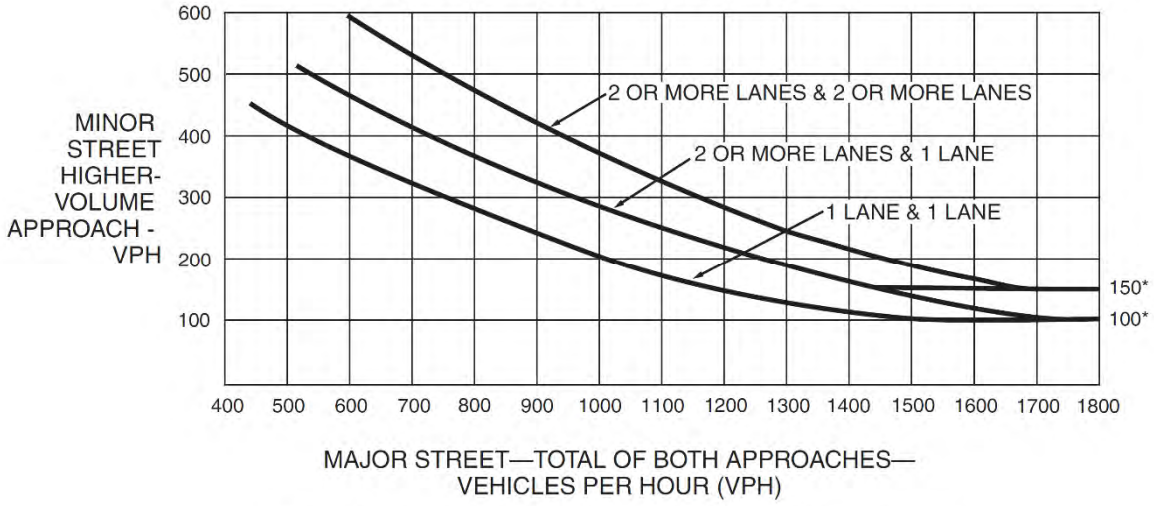
PART B **SATISFIED YES ☒ NO ☐**

APPROACH LANES	One	2 or More	PM	Hour
Both Approaches - Major Street		X	1572	
Higher Approach - Minor Street	X		90	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐	No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☒	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

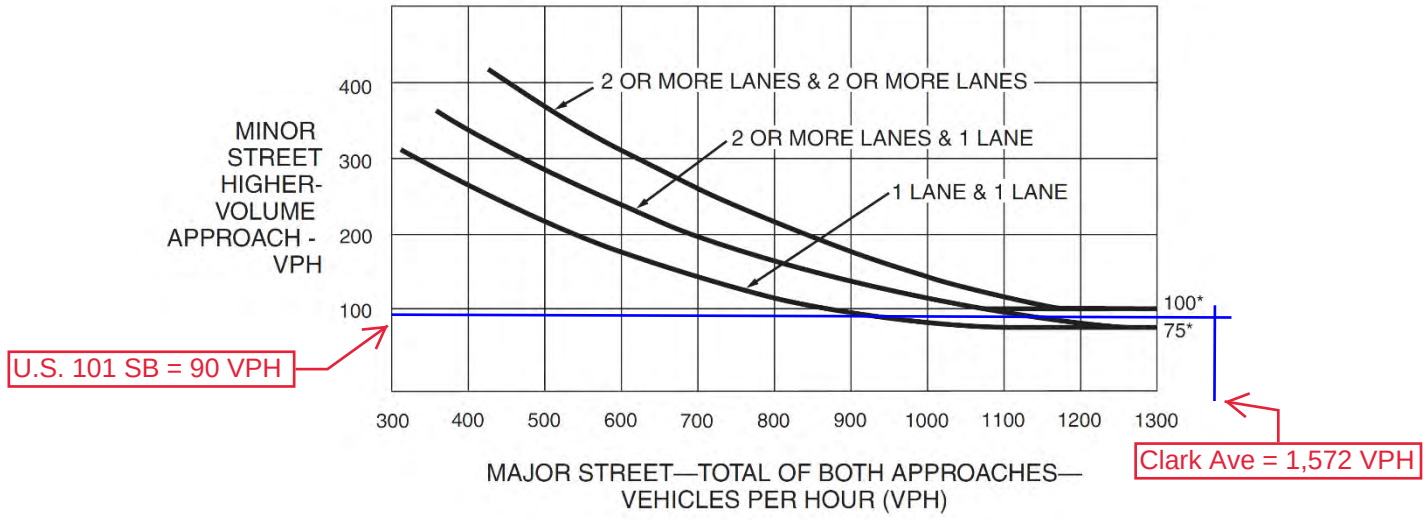
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Attachment 4 Key Site 3 Revised Final SEIR Project Description

2.0 PROJECT DESCRIPTION

Summary. The proposed project involves a Vesting Tentative Tract Map, Comprehensive Plan Amendment, Rezone, and Development Plan entitlements to subdivide an existing 138.6-acre parcel into ~~138~~ **134** lots and develop ~~125~~ **119** single-family residential units on the northern portion of the site. Approximately ~~106~~ **113.5** acres (~~76~~ **82**%) of the site is proposed as open space. The property is identified as Assessor's Parcel Number (APN) 129-151-026. It is within the Orcutt Community Plan (OCP) area and is referred to as Key Site 3.

2.1 PROJECT APPLICANT

~~John Franklin~~
~~Franklin Real Estate Development, LLC~~
~~3159 Eaglewood Avenue~~
~~Thousand Oaks, California 91362~~

Matt Mansi
Aldersgate Investment, LLC
300 E. Esplanade Drive, Suite 1550
Oxnard, CA 93036

2.2 CURRENT PROPERTY OWNER

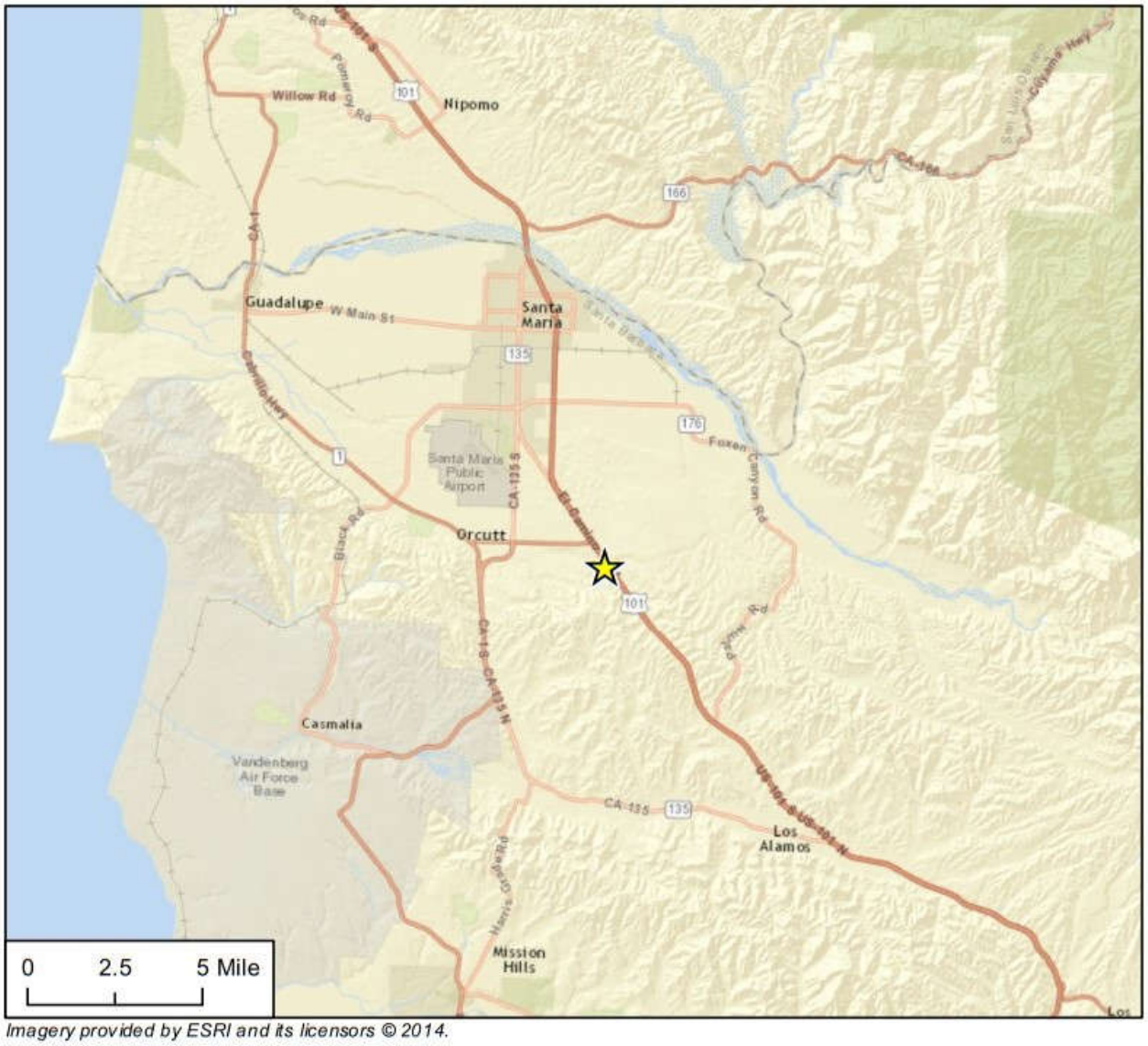
SB Clark, LLC
300 Esplanade Drive, Suite 1550
Oxnard, California 93030

2.3 PROJECT LOCATION

The 138.6-acre Orcutt Key Site 3 project site is located on the west side of U.S. Highway 101 (U.S. 101), approximately ¼ mile south of the Clark Avenue/U.S. Highway 101 intersection in the southeastern section of the Orcutt Planning Area, in unincorporated Santa Barbara County. The site is bounded by U.S. 101 on the east, which runs in a northwest-southeast direction adjacent to the site. The Sunny Hills Mobile Home Park borders the site on the north; agriculture borders the site to the northeast and east across U.S. 101; rural density ranchettes border the site to the west; and the undeveloped Solomon Hills and grazing land border the site to the south. Figure 2-1 shows the regional location of the project site, while Figure 2-2 shows the site within its local context.

2.4 EXISTING SITE CHARACTERISTICS

The project site is currently undeveloped, and a portion of it is used for cattle and horse grazing. The predominant land use surrounding the property is agriculture, as property to the northeast and east across U.S. 101 is planted in rotational crops, and property to the south is used for grazing. Other surrounding uses consist of medium density residential, general commercial and U.S. 101 to the north; and low density residential development and 5-20 acre ranchettes to the west. Existing site topography includes approximately 43 acres in the upper mesa where elevations vary between 570 and 605 feet, approximately 45 acres in the central



Regional Location Figure 2-1

Imagery provided by Google and its licensors © 2014.

Vicinity Map Figure 2-2

plain area where elevations vary from 548 to 590 feet, and approximately 50 acres located south of the central plain area where elevations vary from 590 to 720 feet. Predominant slopes include a south- and southwest-facing bluff between the upper mesa and the central plain area, and north-facing slopes in the southern portion of the side to the south of Orcutt Creek, which trends southeast to northwest across the southern and southwestern portions of the site.

The majority of the Key Site 3 property and the entirety of the project site is designated Residential Ranchette under the Orcutt Community Plan, with corresponding Zoning of RR-10 (Residential Ranchette, 1 unit per 10 acres) under the County's Land Use and Development Code. In February 2009, the County Board of Supervisors approved the Housing Element Focused Rezone Program[1] and amended the OCP, the Land Use Development Code, and Santa Barbara County Zoning Map to change an approximately 8-acre portion of Key Site 3 to Residential-20 land use designation with Multifamily Residential-Orcutt (MR-O) zoning for the future development of 160 high-density multi-family townhome units as part of the Focused Rezone Program. The 160 units in the MR-O portion of the property are not part of the proposed project evaluated in this SEIR; however, the subdivision of the MR-O area into two lots is part of the current proposed project, for financial and phasing purposes. Figure 2-3 illustrates the preliminary site plan for Key Site 3, including the MR-O designated portion of the site. The RR-10 zone is located on the approximately 131 remaining acres. Table 2-1 summarizes the existing land use and regulatory characteristics of the site.

Table 2-1 Existing Key Site 3 Property Information

Site Characteristic	Description
APN	129-151-026
Land Use Designation	Residential Ranchette, Residential (10-acre minimum), and Residential-20
Zoning	Residential Ranchette (RR-10), 1 unit per 10 acres; and Multifamily Residential-Orcutt (MR-O), 20 units per acre
Size	138.6 acres
Existing Land Use	Grazing/Vacant
Surrounding Land Use	***North:*** Sunny Hills mobile home park ***South:*** Undeveloped Solomon Hills and grazing ***East:*** U.S. 101 and row crops ***West:*** Five 20-acre ranchettes
Access	Primary access would be via a new private road off Clark Avenue and through Key Site 2 to the north. Secondary access would be via Stillwell Road and Chancellor Street (private road).

2.5 PROJECT CHARACTERISTICS

The proposed project is a request by Franklin Real Estate Development, LLC, as agent for the owners, for approval of a Vesting Tentative Tract Map (VTTM), Comprehensive Plan Amendment, Rezone, and Development Plan entitlements for the 138.6-acre Key Site 3. The VTTM request includes two parcels for the 8-acre portion of the site that was rezoned MR-O in February 2009 as part of the Housing Element Focused Rezone Program. However, development of the potential 160 units in the MR-O portion of the property is not part of the

[1] The environmental impacts associated with the development for the 8-acre portion of Key Site 3 under the MR-O zoning was evaluated in the Focused Rezone Program EIR (State Clearinghouse #2008061139, Santa Barbara County, 2008) and is part of the cumulative development analyzed in this EIR.

Source: LC Engineering, 2015.

Site Plan Figure 2-3

proposed project evaluated in this SEIR. The project proposes to develop ~~125~~ **119** single-family units ~~in a variety of~~ **with a small lot detached cluster home** product ~~(small lot, detached cluster homes, and larger single family residences)~~ on the northern portion of the site. Figure 2-3 illustrates the preliminary site plan, as well as the MR-O designated portion of Key Site 3. Landscaping, including street trees and an entry monument at the primary entrance to the development, is proposed, as are decorative street lights. In addition, approximately ~~106~~ **113.5** acres (~~76~~ **82**%) of the site is proposed as open space. The open space area includes the upper mesa bluff area, Orcutt Creek, private parks and trails, public multi-use and hiking trails, landscaped basins, and natural and restored habitat on hillsides and along the creek.

The VTM proposes a total of ~~138~~ **134** lots to be created on the site, as shown in Table 2-2. Two of these lots are for the MR-O zoned portion of the Key Site 3 property, and are not part of the proposed project evaluated in this SEIR. However, the subdivision of the MR-O area is part of the proposed project.

Table 2-2 Vesting Tentative Tract Map Proposed Lots

Use	Number of Lots
Roadway	~~3~~ **4**
Private Open Space	~~7~~ **8**
Public Open Space	1
Condominium (MR-O)[1]	2
Single-family Cluster Homes	~~125~~ **119**
Total	~~**138**~~ **134**

1. *MR-O portion of the Key Site 3 property, with impacts evaluated in the Focused Rezone Program EIR (Santa Barbara County, 2008).*

The Comprehensive Plan Amendment for the proposed project would change the Land Use Designation of Residential Ranchette with corresponding Zoning of RR-10 to Planned Development with corresponding Zoning of Planned Residential Development (PRD-~~125~~ **119**). The Rezone application proposes to establish a PRD zone on 131 acres. The proposed Key Site 3 Planned Residential Development Zone Standards are summarized in Table 2-3.

Table 2-3 Proposed PRD Development Standards

Development Feature	Mesa Clustered Homes
Area of Neighborhood/Number of Units Planned[1]	35 acres/~~125~~ **119** units
Minimum Lot Size	3,200 S.F.
Setbacks: *Front*	Average 13 feet Minimum 2 feet
Side	Minimum One Side 7 feet Minimum Opposite Side 0 feet
Rear	Minimum 9 feet
Accessory Structures	CC&Rs to be consistent w/ Co LUDC Sect 35.42.020[2]
Building Separation	Minimum 10 feet
Site Coverage	45% maximum
Height Limit[2]	35 feet
Parking	Covered Parking 2 spaces/unit Visitor Parking on Street
Road Network	Primary access to Clark Avenue; secondary access to Stillwell/Chancellor Street (connection points shown in Figure 2-3)
Utility Service	Water - Golden State Water Company Sewer – Laguna County Sanitation District (LCSD) Cable TV-Comcast Phone-Verizon Power-PG&E

1. *Overall site area excluding MR-O zone is 131 acres and ~~125~~ **119** units are proposed*
2. *Units limited to Single Story immediately adjacent to Northerly and Westerly perimeter of Mesa, Mesa Bluff and along Highway 101 frontage.*

The applicant also requests to amend three OCP policies and development standards to meet the intent of the OCP regarding increased density and clarify the secondary access location. The requested OCP amendments are presented in Table 2-4, below.

Table 2-4 Proposed Orcutt Community Plan Amendments

OCP Policy	Proposed Text Amendment
Policy KS3-1	Key Site 3 (APN 129-151-26) is designated PD, Residential 20.0, and Open Space and zoned PRD-~~125~~ **119**, MR-O. Any proposed development on Key Site 3 shall comply with the following development standards.
DevStd KS3-6	No development, other than a secondary access road to Chancellor Street, shall occur within 100 feet of the dripline of the vegetation in the southwest corner of the northern mesa, or within a 25 foot-buffer from the top of bluff of the canyon in the northwest corner of the site.
DevStd KS3-7	Primary access to the site shall be from the frontage road along US Hwy 101. The existing easement over Site 2 shall be renegotiated to accommodate development of Site 2 and to align with the "preferred access point" intersection. The developer shall coordinate with P&D, Public Works Transportation Division, and the Fire Department to ensure appropriate secondary access from Chancellor Street using developer's existing Chancellor Street easement.

[2] *Covenants, Conditions and Restrictions (CC&Rs) for accessory structures would be consistent with development standards set forth in Santa Barbara County Code Land Use and Development Code (LUDC) Section 35.42.020, such as height and use restrictions, setback requirements, and gross floor area and footprint limitations.*

a. Project Components. This section describes the proposed Orcutt Key Site 3 project components, including Mesa Neighborhood, parks and trails, affordable housing, and fencing.

Mesa Neighborhood. The existing MR-O zone on the upper mesa, the northern portion of the site, adjacent to Sunny Hills Mobile Home Park, is retained as previously approved. The project proposes to design the remaining upper mesa for the development of a total of ~~125~~ **119** single family detached homes along with parks, trails, and other supporting improvements. Of the ~~125~~ **119** homes, ~~45~~ **15** would be single story homes located on the project perimeter adjacent to the existing mobile home park to the north~~,~~ **and** single family homes to the west~~, bluff edge to the south and adjacent to Highway 101 on the east~~. The remaining ~~80~~ **104** homes would be one- and two-story homes ranging in size from about ~~1,460~~ **1,100** square feet to ~~3,200~~ **1,610** square feet. All of the single family homes would have enclosed garage parking for two vehicles and meet all current parking standards.

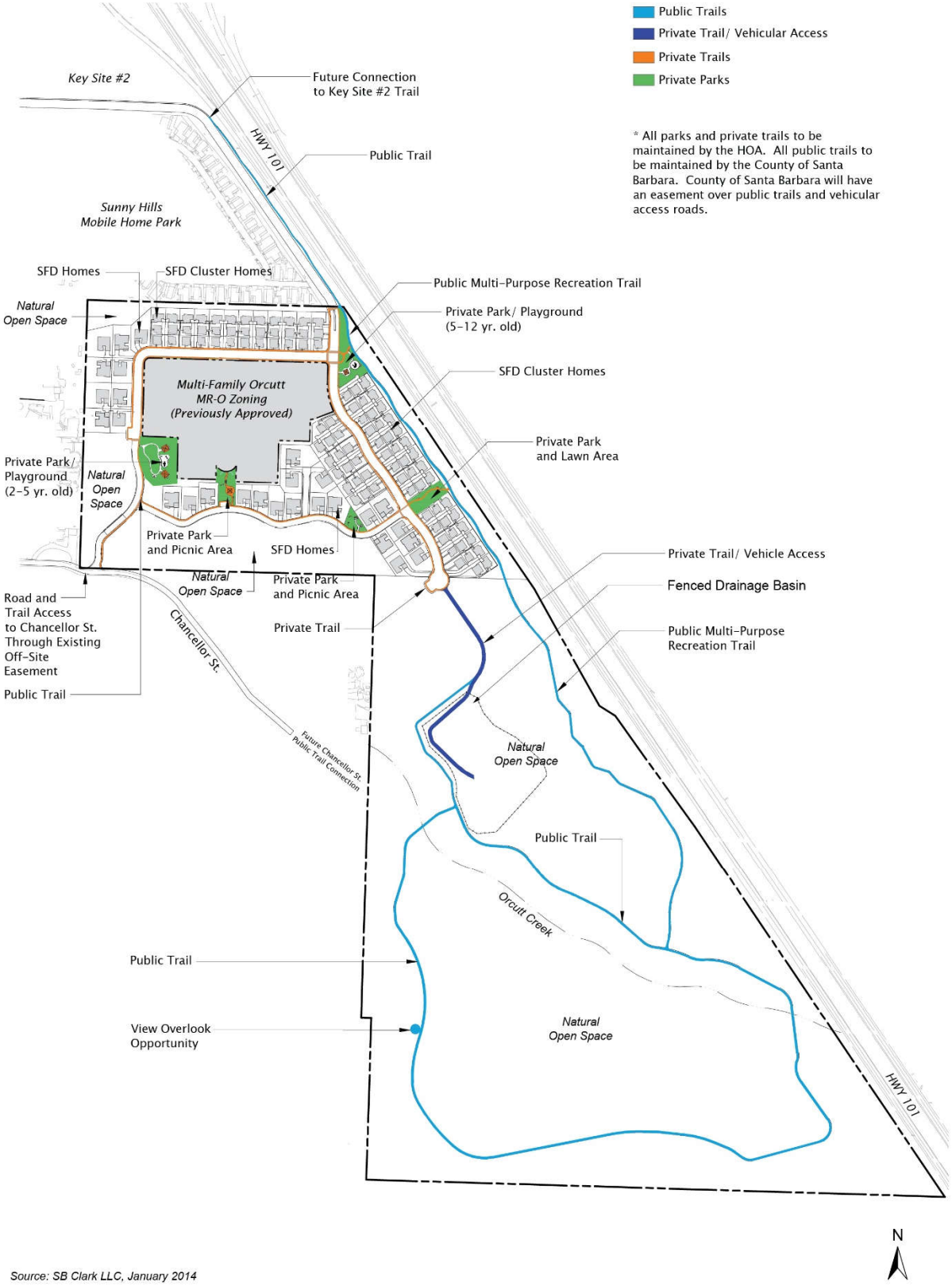
Parks and Trails. The proposed project includes recreational amenities, such as ~~an entrance park,~~ bluff top parks and trails, dual use park/detention basins, and the portion of the OCP trail system within the project boundary, including a public trail that would follow primary access to Key Site 2 to the north and connect to a future trail on Key Site 2 (refer to Figure 2-4). The applicant would construct all the trails depicted on the project site, including those proposed in the open space areas. The project as designed would meet and exceed the public multi-purpose trail requirements of the OCP. Additional features for the public would include a bicycle and vehicle parking and trail head staging area. All public trails, bike paths, and the public multi-purpose recreational trail would be owned and maintained by the County. A perpetual public access easement over the private trails and roads necessary for the public to access the public trails, paths and parking areas is proposed to be dedicated to the County.

Affordable Housing. The proposed project would fully comply with County Affordable Housing requirements by paying affordable housing In-Lieu Fees.

Fencing. The proposed project would use a number of different fencing design and materials. ~~The sound wall along the eastern edge of the project would be constructed of split-face concrete block.~~ Privacy fencing along the rears and side yards of the homes would be wood. Tubular steel fences would be placed in park areas along tops of slopes. A post and rail fence with wire mesh would be used around the drainage basins.

b. Infrastructure/Access Components. This section describes infrastructure (including roadways and grading) proposed within the project area.

Roadway Access. Primary access to the project site would be provided via a new private road off of Clark Avenue and through Key Site 2 to the north (see Figures 2-5 and 2-6). In addition, a second access road into the site would be linked to Chancellor Street (a private road), which connects to Stillwell Road. The proposed project has an easement over Chancellor Street for public access and public utility purposes. The existing intersection of Chancellor Street and Stillwell Road would be improved to include a 'knuckle' at the southwest corner of the intersection to increase vehicle sight lines. All grading at this location would be confined to the existing right-of-way. Beyond the curb knuckle, proposed improvements along Stillwell Road would transition back to the existing pavement.



Source: SB Clark LLC, January 2014

Parks and Trails Plan Figure 2-4

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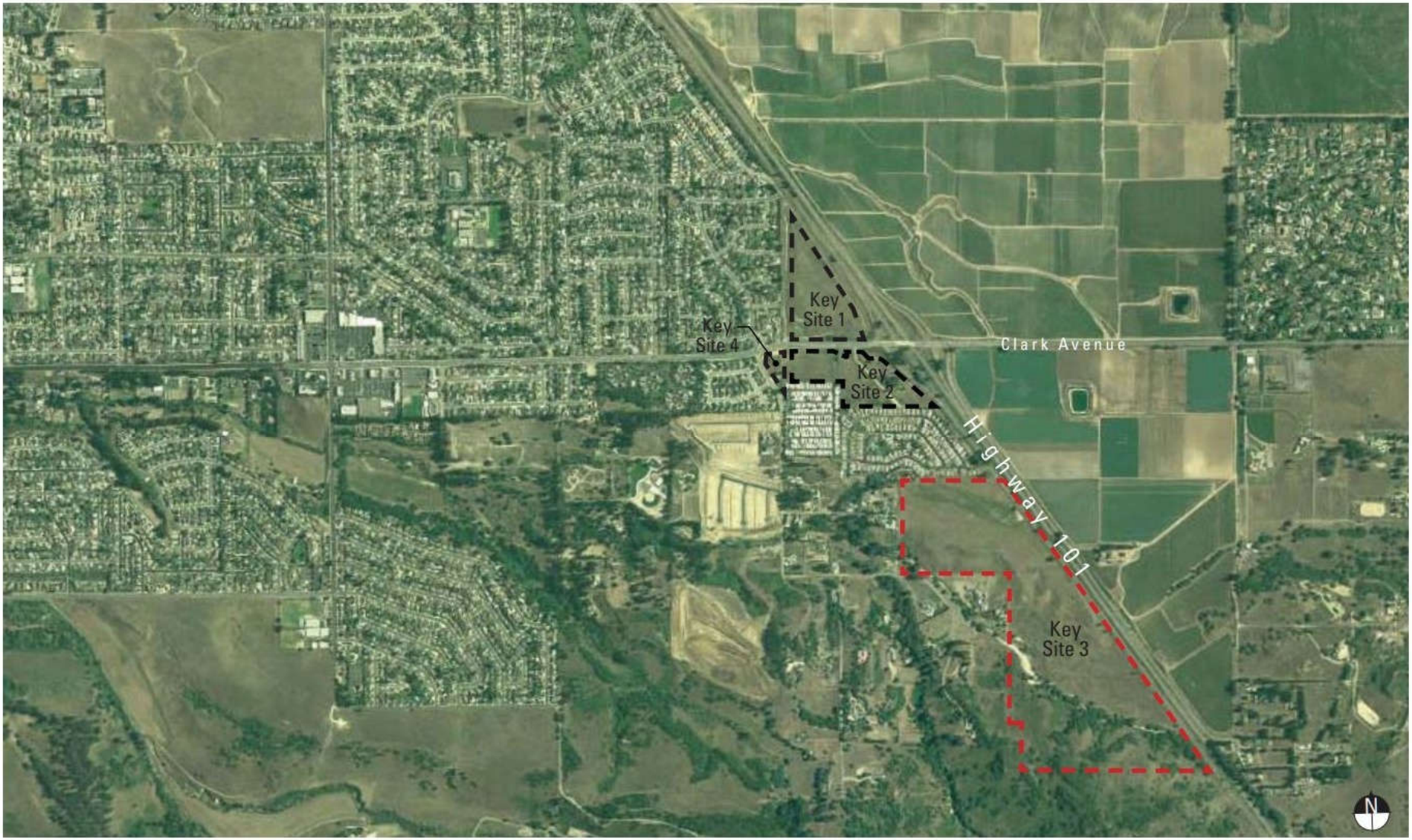

Source: SB Clark LLC, January 2014

Orcutt Community Plan Key Site Locations Figure 2-5

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Source: Penfield and Smith, February 2014

Infrastructure and Access Components

Figure 2-6

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The access to the site off of Chancellor Street would require a bridge over Orcutt Creek. The access to the site off of Chancellor Street would require a clear-span bridge over Orcutt Creek. Chancellor would require minor widening along its northerly edge of approximately two feet. The intersection of Chancellor and Stillwell Road would require minor grading and widening in the right of way to accommodate proposed vehicles. The gate on Chancellor would remain.

The Mesa neighborhood would be served by a looped road. All roads would be two-lane roads with right of ways (ROWs) varying from 28 feet to 52 feet in width. Roads would have a 24-foot pavement width, with sidewalks or a trail on either or both sides of the road, in most cases. Shared driveways serving the Mesa area cluster homes would be between 20 and 26 feet in width, and sidewalks would be provided in the courtyard areas for the **119** small lot detached cluster homes.

Subsurface improvements would include the construction of a sanitary sewer to service connect to Key Site 3. All roads in the project would be private roads maintained by the project homeowner association (HOA).

Parking. All of the single family homes would have enclosed garage parking for two vehicles and would meet existing County parking standards. On street visitor parking would be available. In addition, public parking areas to allow access to public trails and paths are proposed via dedication of a perpetual public access easement to the County.

Water Infrastructure. There is no existing water infrastructure on Key Site 3. Water utility connections to the existing Golden State Water Company off-site infrastructure would be constructed in two places along the project's western boundary (at Oakbrook Lane and Chancellor Street).

The proposed water system for the project would consist of a 12-inch diameter supply main through the northern portion of the project site, effectively completing an 8-inch diameter piping system for residential service. All water lines would be located under the public right-of-way, residential streets, or contained within public utility easements traversing the property.

Wastewater Infrastructure. There is no existing wastewater infrastructure on Key Site 3. Existing nearby infrastructure includes the 10-inch diameter Solomon Creek Trunk Sewer. Sewer service for the project would be supplied to the proposed project through a connection to existing Laguna County Sanitation District (LCSD) facilities.

The proposed sewer collection system would consist of 6-inch and 8-inch PVC pipes and routed to a 10-inch PVC pipe which would carry all site flow ~~across Orcutt Creek to Chancellor Street. Offsite flow would continue along Chancellor Street via a new 10-inch PVC pipe. This 10-inch collector pipe would then connect to the 10-inch Solomon Creek Trunk Sewer at Stillwell Road and Orcutt Creek.~~ **to the easterly termination of Oakbrook Lane in between Lots 71 and 74. Off-site flow would be conveyed westerly through an easement across Oakbrook Lane to an existing 10-inch stub north of the intersection of Orcutt Creek and Stillwell Road. The majority of the project sewer would be conveyed via gravity. Up to 18 of the single-family units would be served via pump station. If deemed feasible by the County individual ejector pumps may be utilized for said lots in lieu of a pump station.**

The proposed collection system would conform to LCSD Standard Specifications for the Construction of Sanitary Sewers. Proposed improvements would be dedicated to LCSD for management and future maintenance.

Drainage Infrastructure. The vast majority of the site drains to the basin near the center of the property, while a small portion at the westerly edge drains to the basin near Chancellor Street (refer to Figure 2-3). All drainage from the site would be collected with catch basins, routed with storm drain pipes and stored in the basins. All drainage from the site would ultimately be directed to Orcutt Creek, similar to the current largely undeveloped drainage pattern. In accordance with Santa Barbara County Flood Control Standards, drainage generated from development on the site would be attenuated through two detention basins and/or catch basins prior to discharging to Orcutt Creek. Additionally, basins have been designed to infiltrate the 95th percentile storm event for water quality purposes as suggested by the Regional Water Control Board.

Grading. The proposed project would require extensive grading operations. Nearly all areas within the project site that would be developed with either access roads or residences would require some level of grading. Grading would also be required for the new primary access road through Key Site 2, and at the Stillwell Road/Chancellor Street intersection. On a development-wide basis, grading operations would result in approximately ~~290,950~~ **436,648** cubic yards (~~168,450~~ **217,043** cubic yards of cut and ~~122,500~~ **219,605** cubic yards of fill). The ~~excess cut generated from the grading would be used as additional fill to offset the anticipated shrinkage and compaction of cut material~~ **additional fill required would be generated from excess material as a result of the trenching for storm drain, sewer and water lines, and utility lines**. No offsite ~~hauling of excess~~ **import or export of** material is anticipated.

2.6 PROJECT OBJECTIVES

The primary objectives of the Orcutt Key Site 3 project are as follows:

- To develop the site consistent with the Orcutt Community Plan's designation of the property as one of 43 key sites identified for future development.
- To develop the site in a manner that is responsive to the Orcutt Community Plan, the County Housing Element, State planning goals and requirements, current environmental requirements and the physical characteristics of the diverse site.
- To provide up to ~~125~~ **119** residential units on the site ~~in a variety of housing types and~~ **within** densities appropriate with the surrounding neighborhood and previously approved zoning that will help meet ~~a cross-section of~~ the housing needs of the Orcutt community.
- To develop the property to achieve a more compact, walkable community taking advantage of the proximity to existing and future commercial and retail areas, existing and future transit opportunities, proximity to major highways, and support alternative transportation opportunities such as carpools, biking and walking.

- To develop the site in a manner which meets the intent of the Orcutt Community Plan by preserving the majority of the site as open space, consisting private parks and trails, public multi-use and hiking trails, landscaped basins, and natural and restored habitat.
- To assist the County, region, and the Orcutt area, to better meet its future housing needs and reduce pressure to expand development in other areas currently not designated for residential use, thereby reducing the need for urban sprawl.

2.7 REQUIRED APPROVALS

Implementation of the proposed project would require the following discretionary approvals from the County of Santa Barbara:

- Comprehensive Plan Amendment and Rezone from Residential Ranchette, 10 acre minimum parcel size (RR-10) to Planned Residential Development, ~~125~~ **119** units (~~PRD-125~~ **PRD-119**);
- Text amendments to certain policies and development standards of the Orcutt Community Plan: Policies KS3-1 and Development Standards KS3-6 and KS3-7 (refer to Table 2-4).
- Vesting Tentative Tract Map (VTTM) to subdivide the property into 138 lots;
- Development Plan entitlements to allow for development of ~~125~~ **119** residences and associated improvements.

In addition, the Regional Water Quality Control Board (RWQCB) will be a responsible agency for review of National Pollutant Discharge Elimination System (NPDES) permit requests. The County Flood Control District will be a responsible agency for review of the proposed detention basin system

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