

IV. PUBLIC FACILITIES & SERVICES

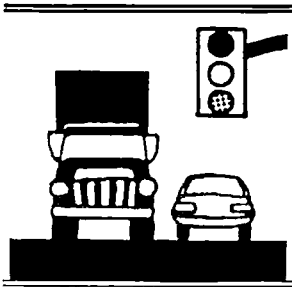
MONTECITO COMMUNITY PLAN

IV. PUBLIC FACILITIES & SERVICES

A. TRAFFIC AND CIRCULATION

1. EXISTING CONDITIONS

a. EXISTING ROADWAY NETWORK



The Montecito Planning Area is served by a street network that includes an interstate highway, a state highway, County two-lane major roadways, collector streets and local streets. The interstate highway is U.S. Highway 101, a four-lane freeway that runs through the southern portion of the Planning Area. The state highway is State Route 192 (East Valley Road) a two-lane major road which runs the length of the Planning Area, approximately two miles north of U.S. Highway 101, and travels east-west through Montecito's only commercial center (i.e. the Village). Other two lane major roads include Sycamore Canyon Road which is often used for non-local trips to

traverse the foothills; Hot Springs Road which has a high travel demand because of the Coast Village Road shopping area and San Ysidro Road which provides the main entrance to Montecito. The area's collector roads include Olive Mill Road which provides access for traffic generated by the Biltmore Hotel



Highway 101 at San Ysidro

and beachside residential community, and North Jameson Lane which serves as a frontage road along the north side of the freeway and provides local street connection of Montecito to Summerland.

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The roadway characteristics of the community are unique because of the semi-rural nature of the major and collector street system, the limited controls (i.e. only two intersections are signalized), and because most streets provide direct access to numerous residential driveways. Many roadways within Montecito are narrow and winding and often fail to meet typical County standards (twelve-foot lanes, five-foot paved shoulder). These narrow widths, winding design and extensive vegetation, while valued by area residents, tend to somewhat decrease road system traffic capacity.

Based on the community's roadway characteristics, the Montecito General Plan Advisory Committee drafted the following preamble to the traffic and circulation section:

Montecito roadways are community links for movement of goods and people by means of public and private motorized and non-motorized transportation, as well as links for pedestrian, equestrian and bicycle use. Policies have been formulated which recognize the important cultural and aesthetic qualities of the roads for community living, as well as recognizing their function for transportation. The intent of these policies is to retain the historic semi-rural character of Montecito maintained throughout the history of zoning and planning in Montecito. In addition, these policies promote circulation in keeping with appropriate development. As a result, circulation classifications and policies must take into consideration the safety of citizens seeking to enter major roadways from the numerous driveways and intersections which characterize the Montecito community road network.

b. CURRENT ROADWAY AND INTERSECTION OPERATIONAL STATUS AND IDENTIFIED SAFETY ISSUES

The current volumes of streets in the study area, measured in average daily trips (ADT), were determined from traffic counts taken in the Montecito Planning Area. Roadways in the Planning Area generally operate at volumes below their design capacities (i.e. the maximum ADTs that a roadway can accommodate) and their acceptable capacities (i.e. the maximum number of ADTs identified as acceptable by the County's Comprehensive Circulation Element). These ADT volumes are shown below.

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Montecito Roadways: Acceptable Capacities and ADTs

ROADWAY	SEGMENT	ROADWAY CLASSIFICATION	ACCEPTABLE LOS	ACCEPTABLE CAPACITY	BUILDOUT VOLUMES (ADT)
East Valley Rd	Sycamore Canyon to Hot Springs	P-3	B	10,990	9,100
East Valley Rd	Hot Springs to San Ysidro	P-3	B	10,990	9,800
East Valley Rd	San Ysidro to Buena Vista	P-3	B	10,990	10,950
East Valley Rd	Buena Vista to Sheffield	P-3	C	12,560	11,400
East Valley Rd	Sheffield to end of Planning Area	S-3	B	5,530	2,650
Sycamore Canyon Rd	Coyote Rd to Cold Springs	S-2	C	7,280	7,150
Sycamore Canyon Rd	Cold Springs to East Valley	S-1	C	9,280	8,250
Sycamore Canyon Rd	East Valley to Hot Springs	S-1	C	9,280	8,750
Hot Springs Rd	East Valley to Olive Mill	P-3	B	10,990	9,250
Hot Springs Rd	Olive Mill to Sycamore Canyon	P-3	B	10,990	4,100
Hot Springs Rd	Sycamore Canyon to Coast Village	P-3	D	14,130	13,350
Olive Mill Rd	Hot Springs to Coast Village	S-2	B	6,370	5,550
Olive Mill Rd	Coast Village to Channel Drive	S-2	C	7,280	6,950
San Ysidro Rd	East Valley to North Jameson	P-3	C	12,560	12,350
San Ysidro Rd	North Jameson to South Jameson	P-3	D	14,130	13,250
Sheffield Rd	East Valley to North Jameson	S-3	B	5,530	5,100
North Jameson Ln	Olive Mill to San Ysidro	S-3	B	5,530	4,750
North Jameson Ln	San Ysidro to Sheffield	S-3	B	5,530	4,250

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In addition to traffic counts, roadway performance is also measured in terms of "level of service" (LOS). Level of service is a qualitative measurement which varies according to a number of factors, including traffic volumes, speed, travel time, delay and freedom to maneuver. There are six levels of service, A through F, which relate to driving conditions from best to worst; Level of Service A represents free-flow conditions with no congestion, and Level of Service F represents severe congestion with stop-and-go conditions. Generally, LOS C is the minimum acceptable level of service for County intersections and roadways. Level of Service B has been selected as the minimum level of service for most Montecito intersections and roadways.

Within Montecito there are several types of traffic control used at intersections, including signals, all-way stops, two-way and one-way stops. To ascertain level of service for these intersections, each type was analyzed using a methodology most appropriate for its characteristics.

Of the signalized, four-way, and two-way stop sign intersections that were analyzed, all ten are operating at acceptable levels of service during the AM peak hour. However, during the PM peak hour, the intersections of Sycamore Canyon Road/Hot Springs Road and San Ysidro Road/North Jameson Road are operating at Level of Service E. The following table depicts the existing LOS at these intersections.

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Montecito Intersections: Levels of Service and Volume to Capacity Ratio.

INTERSECTION	Existing				2030 Buildout (Without Improvement)			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	V/C ¹	LOS ²	V/C	LOS	V/C	LOS	V/C	LOS
Sycamore Canyon/East Valley	0.51	A	0.61	B	0.65	B	0.67	B
Sycamore Canyon/Hot Springs	0.62	B	0.94	E	0.74	C	1.15	F*
Hot Springs/East Valley	0.58	A	0.78	C	0.69	B	0.89	D*
San Ysidro/East Valley ³	0.32	A	0.38	A	0.37	A	0.44	A
San Ysidro/Santa Rosa ³	0.35	A	0.34	A	0.37	A	0.38	A
San Ysidro/N. Jameson Lane	0.67	B	0.96	E	0.75	C	1.05	F*
Sheffield/East Valley	0.37	A	0.35	A	0.51	A	0.49	A
Sheffield/N. Jameson Road	0.34	A	0.41	A	0.51	A	0.50	A

¹ Volume to Capacity

² Level of Service

³ Signalized Intersection

* Indicates a significantly impacted intersection

While the majority of Montecito's roadways and intersections appear to be operating within designated standards, there are areas within the community where interactions between motorists, bicyclist and pedestrians may present safety hazards. Potential hazards associated with driveway access have been frequently identified by community members. In addition, potential hazards resulting from bicycle use along Montecito's narrow, winding roads have been identified as a concern. With regard to bicycle use, Montecito is equipped with only a limited bikeway system with bikeways along portions of San Ysidro Road, East Valley Road, Hot Springs Road and Olive Mill Road.

c. FUTURE IMPROVEMENTS

CalTrans is currently proposing to add a travel lane in each direction on the U.S. 101 Freeway before the buildout of the Community Plan occurs. With the proposed six-laning of U.S. 101, interchange improvements affecting Cabrillo Boulevard, Olive Mill Road, San Ysidro Road and Sheffield Drive will be implemented. Although no final interchange designs have been established as of yet, it should be noted that these improvements may affect Montecito's future roadway travel patterns and intersection levels of service.

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2. COMMUNITY PLAN PROPOSALS

a. GOALS, POLICES, ACTIONS AND DEVELOPMENT STANDARDS

Countywide Goals, Policies, Actions and Development Standards:

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

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

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

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

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

Policy CIRC-M-1.4: The County shall strive to permit reasonable development of parcels within the community of Montecito based upon the policies and land use designations adopted in this Community Plan, while maintaining safe roadways and intersections that operate at acceptable levels.

Action CIRC-M-1.4.1: The County shall adopt the Community Plan Land Use Maps as the Comprehensive Plan Land Use Maps and the Local Coastal Plan Land Use Maps for the Montecito Planning Area.

Policy CIRC-M-1.5: A determination of project consistency with the standards and policies of this Community Plan Circulation Section shall constitute a determination of consistency with Local Coastal Plan Policy #2-6 and LUDP #4 with regard to roadway and intersection capacity.

Policy CIRC-M-1.6: The minimally acceptable Level of Service (LOS) on roadway segments and intersections in the Montecito Planning Area is "B". Exceptions to this are:

Roadways:

- o East Valley Rd/Buena Vista to Sheffield - LOS C is acceptable
- o Sycamore Cyn Road - LOS C is acceptable
- o Hot Springs Rd/Sycamore Cyn to Coast Village - LOS D is acceptable
- o Olive Mill Rd/Coast Village to Channel Dr. - LOS C is acceptable
- o San Ysidro Rd/E. Valley to North Jameson - LOS C is acceptable
- o San Ysidro Road/North to South Jameson - LOS D is acceptable

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Intersections:

- o Hot Springs/East Valley - LOS C is acceptable

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

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

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

Action CIRC-M-1.6.3: The County shall adopt the Community Plan Land Use Maps as the Comprehensive Plan Land Use Maps and the Local Coastal Plan Land Use Maps for the Montecito Planning Area.

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

Policy CIRC-M-1.7: The County shall continue to develop programs that encourage the use of alternative modes of transportation including, but not limited to, an updated bicycle route plan, park and ride facilities, and transportation demand management ordinances.

Policy CIRC-M-1.8: New development shall be sited and designed to provide maximum access to non-motor vehicle forms of transportation.

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Development Standard CIRC-M-1.8.1: Site design shall encourage pedestrian and bicycle access to adjacent walkways and paths.

Development Standard CIRC-M-1.8.2: Higher intensity residential and commercial development should be located in close proximity to transit lines, bikepaths and pedestrian trails.

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

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

Community Goals, Policies, Actions and Development Standards:

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

Policy CIRC-M-2.1: In order to provide for the safety of pedestrians, informal unpaved pathways (rather than paved sidewalks) shall be encouraged within the County road right-of-ways. Priority shall be given to providing and protecting pedestrian pathways when the County grants encroachment permits along County roadways to private land owners. In keeping with past plans, curbs and sidewalks shall not be constructed except in neighborhood commercial zones and multifamily residential zones.

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

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

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

GOAL CIRC-M-3: Achieve Land Use Patterns And Densities That Reflect The Desire Of The Community To Prevent Further Degradation Of Roadways And Intersections For The Benefits Of Safety, Aesthetics And Community Character.

Policy CIRC-M-3.1: The following roadways lack the geometrics to handle traffic volumes associated with classified roadways or currently carry very low traffic volumes and therefore should remain unclassified roadways:

- o Coyote Road from Mountain Drive to City limits
- o Cold Spring Road from Mountain Drive to Sycamore Canyon
- o Barker Pass Road from Sycamore Canyon Road to City limits
- o Alston Road from Hot Springs Road to the City limits
- o Eucalyptus Lane from U.S. 101 south to the ocean
- o Hot Springs Road from East Valley Road to Mountain Drive
- o San Ysidro Road from East Valley Road to Mountain Drive
- o Park Lane from East Valley Road to Bella Vista Drive
- o Romero Canyon Road from East Valley Road to Bella Vista Drive
- o Mountain Drive through entire Planning Area
- o Bella Vista Drive through entire Planning Area
- o Valley Club Road connector

Policy CIRC-M-3.2: Land uses and densities shall reflect the desire of the community to maintain minor local roads (i.e., roads not classified in the Circulation Element) below acceptable capacities and Levels of Service for designated roads.

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- Policy CIRC-M-3.3:** If at any time, a traffic count accepted by the County Public Works Department determines that a local road (i.e, a road not designated on the Circulation Element) has an ADT count which exceeds 5,530 ADT, a review of land use densities and intersecting roadways of the surrounding area shall be conducted for possible inconsistencies with Circulation and Land Use goals and policies. (If appropriate, a road classification may be assigned to such a road after a review and approval by the Board of Supervisors).
- Policy CIRC-M-3.4:** Traffic signals are not considered compatible with the semi-rural character of Montecito, and as a result, should only be considered when no other form of intersection improvement is feasible. Signalization is not appropriate under any circumstances at the intersection of two secondary or two unclassified roadways or at the intersection of a secondary and an unclassified roadway. Signals shall not be installed until community workshops have been held so that community concerns can be discussed and subsequently addressed to the maximum extent feasible.
- Policy CIRC-M-3.5:** Stone bridges are considered major architectural elements in the preservation of the rural character of the community and should be maintained.
- Policy CIRC-M-3.6:** It is the intent of the community to preserve and maintain mature landscaping within the road rights-of way to the extent that it does not interfere significantly with motorized and non-motorized transportation safety.
- Policy CIRC-M-3.7:** Roadway improvements, including configuration, signs, traffic signals, traffic lanes, curbs, gutters and sidewalks in commercial and multifamily areas, and preservation of existing trees, shall be planned by the County Public Works Department to maintain the semi-rural, village-like character of the community.
- Action CIRC-M-3.7.1:** County Public Works Department shall solicit community comment for any proposed roadway or intersection changes.
- Action CIRC-M-3.7.2:** During Fiscal Year 1992-93, the County shall adopt a program to resolve the traffic and circulation problems resulting from the erosion of Channel Drive. This program shall: 1) Identify short-term and long-term solutions that will result in

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acceptable levels of service on the affected roadways; and 2) Identify potential funding source(s) and a timetable for all improvements and/or repairs.

Development Standard CIRC-M-3.7.1: Street signs and directional signs shall be "Old Santa Barbara Style" of white lettering on a brown background.

Policy CIRC-M-3.8: Any future CalTrans proposals for Highway 101 widening and interchange improvements and for Highway 192 should have community review to strive to ensure that the design reflects community concerns.

Policy CIRC-M-3.9: The County Public Works Department shall not grant new encroachment permits allowing the installation of structures, fences, walls, landscaping, etc. where the placement of such structures, fences, walls, landscaping, etc. would preclude safe pedestrian access and/or adequate site distance in the public right-of-way.

Policy CIRC-M-3.10: New Major Conditional Use Permits shall be required to demonstrate that the proposed use would not potentially result in traffic levels higher than those anticipated for that parcel by the Community Plan and its associated environmental documents. If higher traffic levels could potentially result from the proposed Major Conditional Use Permit, in order to approve the project, a finding must be made that:

1. The increase in traffic is not large enough to cause the affected roadways and/or intersections to exceed their designated acceptable capacity levels at buildout of the Community Plan, or
2. Road improvements included as part of the project description are consistent with the community plan and are adequate to fully offset the identified potential increase in traffic.

b. ROADWAY CLASSIFICATIONS AND PROJECT CONSISTENCY STANDARDS

The Santa Barbara County Comprehensive Plan Circulation Element Policy A states that:

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"The roadway classifications, intersection levels of service, and capacity levels adopted in this Element shall apply to all roadways and intersections within the unincorporated area of the County, with the exception of those roadways and intersections located within an area included in an adopted community or area plan. Roadway classifications, intersection levels of service, and capacity levels adopted as part of any community or area plan subsequent to the adoption of this Element shall supersede any standards included as part of this Element."

This section of the community plan is intended to update the roadway classifications and project consistency standards of the Santa Barbara County Comprehensive Plan's Circulation Element for the community of Montecito. In so doing, this community plan proposes a new system of roadway classifications and project consistency standards which are intended to fully supersede the classifications and standards used in the current Circulation Element.

1. Definitions

Acceptable Capacity: The maximum number of Average Daily Trips (ADTs) that are acceptable for the normal operation of a given roadway. As defined by this Community Plan, the Acceptable Capacity for a given roadway is based upon its roadway classification and the acceptable level of service for that roadway. The acceptable level of service for roadways in the Montecito Planning Area is Level of Service B. Exceptions to this Level of Service are:

Roadways

East Valley Road from Buena Vista to Sheffield - LOS C is acceptable
Sycamore Canyon Road (all segments) - LOS C is acceptable
Hot Springs Road from Sycamore Canyon to Coast Village - LOS D is acceptable
Olive Mill Road from Coast Village to Channel Drive - LOS C is acceptable
San Ysidro Road - East Valley to North Jameson - LOS C is acceptable
San Ysidro Road - North Jameson to South Jameson - LOS D is acceptable

Intersections

Hot Springs/East Valley - LOS C is acceptable

Estimated Future Level of Service: For a given intersection, the County-accepted level of service (LOS) based on existing traffic levels and on traffic to be generated by approved but not yet occupied projects as referenced by the public draft environmental documents for the development project under review. The Estimated Future Level of Service must consider all funded but not yet constructed improvements that are planned for completion prior to the project's occupancy. This includes mitigations from projects that have been approved by the Planning Commission or Board of Supervisors but have not yet been constructed.

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Estimated Future Volume: For a given roadway segment, the most recent County-accepted count of Average Daily Trips (ADTs) plus any ADTs associated with approved projects that are not yet occupied as referenced in the public draft environmental document for the development project under review.

Design Capacity: The maximum number of ADTs that a given roadway can accommodate, based upon roadway design as determined by the County Public Works Department. Design Capacity usually equates to Level of Service (LOS) E/F.

Remaining Capacity: For a given roadway, the difference between the Acceptable Capacity and the Estimated Future Volume in ADTs.

2. Roadway Classification System

The following roadway classification system is divided into two main designations: Primary and Secondary roadways. Each of these main designations is further subdivided into three subclasses, dependent on roadway size, function, and surrounding uses. Primary roadways serve mainly as principal access routes to major shopping areas, employment and community centers, etc., and often carry a large percentage of through traffic. Secondary roadways are two-lane roads designed to provide principal access to residential areas or to connect streets of higher classifications to permit adequate traffic circulation. Such roadways may be fronted by a mixture of uses and generally carry a lower percentage of through traffic than primaries. The table that follows depicts roadways in the community which are designated on the Circulation Element maps.

Primary 1: Land Use: Infrequent non-residential development.
(P-1) Design Factors: Wide lanes with shoulders, few curb cuts, signals equal to or greater than one mile.

Capacity (Two-Lane): Design: 19,900, LOS D: 17,910, LOS C: 15,920, LOS B: 13,930

Capacity (Four-Lane): Design: 47,760, LOS D: 42,980, LOS C: 38,210, LOS B: 33,432

Primary 2: Land Use: Moderate to high non-residential
(P-2) development; some residential (side/rear) lots with few or no driveways.

Design Factors: Wide lanes, well-spaced curb cuts, signal interval usually 0.5 mile.

Capacity (Two-Lane): Design: 17,900, LOS D: 15,930, LOS C: 14,160, LOS B: 12,530

Capacity (Four-Lane): Design: 42,480, LOS D: 38,230, LOS C: 33,980, LOS B: 29,736

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Primary 3: Land Use: Higher density non-residential, lower
(P-3) density residential.

Design Factors: More frequent curb cuts, potential signal intervals less than 0.5 mile.

Capacity (Two-Lane): Design: 15,700, LOS D: 14,130, LOS C: 12,560, LOS B: 10,990

Capacity (Four-Lane): Design: 37,680, LOS D: 33,910, LOS C: 30,140, LOS B: 26,376

Secondary 1: Land Use: Moderate to high non-residential use
(S-1) with moderate number of driveways or large residential lots with large setbacks and well-spaced driveways.

Design Factors: Two lanes, infrequent curb cuts, signalized intersections with primary roadways.

Capacity: Design: 11,600, LOS D: 10,440, LOS C: 9,280, LOS B: 8,120

Secondary 2: Land Use: Mixed residential/non-residential.

(S-2) Design Factors: Two lanes, close to moderately spaced driveways.

Capacity: Design: 9,100, LOS D: 8,190, LOS C: 7,280, LOS B: 6,370

Secondary 3: Land Use: Primarily residential frontage, small to
(S-3) medium lots.

Design Factors: Two lanes, more frequent driveways.

Capacity: Design: 7,900, LOS D: 7,110, LOS C: 6,320, LOS B: 5,530

3. Roadway and Intersection Standards for Determination of Project Consistency

Purpose:

This section defines how the acceptable capacity levels that are identified for the classified roadways will be applied in making findings of project consistency with this Community Plan. This section also defines intersection standards in terms of level of service and provides methodology for determining project consistency with these standards. The intent of this section is to strive to ensure that roadways and intersections in the community plan study area continue to operate at acceptable levels. The standards prescribed in this section shall also serve as a basis for circulation capital improvement planning and funding.

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Roadway Standards:

A project's consistency with this section shall be determined as follows:

1. For roadways where the estimated future volume does not exceed the acceptable capacity, a project would be consistent if the number of ADTs contributed by the project would not cause an exceedance of acceptable capacity.
2. For roadways where the estimated future volume exceeds the acceptable capacity but does not exceed design capacity, a project would be consistent with this section of the Community Plan only if the number of ADTs contributed by the project to the roadway does not exceed 25 ADT.
3. For roadways where the estimated future volume exceeds the design capacity, a project would be consistent with this section of the Community Plan only if the number of ADTs contributed by the project to the roadway does not exceed 10 ADT.

Intersection Standards:

1. Projects contributing Peak Hour Trips to intersections that operate at a Estimated Future Level of Service A shall be found consistent with this section of the Community Plan unless the project results in a change in Volume/Capacity (V/C) ratio greater than 0.15.
2. For intersections that are operating at a Estimated Future Level of Service that is less than or equal to LOS "B", a project must meet the following criteria in order to be found consistent with this section of the Community Plan (except for the intersection of Hot Springs and East Valley).
 - o For intersections operating at a Estimated Future Level of Service B, no project must result in a change of V/C ratio greater than 0.10.
 - o For intersections operating at a Estimated Future Level of Service C, no project shall contribute more than 15 Peak Hour Trips.
 - o For intersections operating at a Estimated Future level of Service D, no project shall contribute more than 10 Peak Hour Trips.
 - o For intersections operating at a Estimated Future Level of Service E or F, no project shall contribute more than 5 Peak Hour Trips.

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3. Projects contributing trips to the intersection of Hot Springs and East Valley Roads when it is operating at an estimated future level of service of LOS A or B shall be found consistent with this section of the Community Plan unless the project results in a change in V/C ratio greater than 0.15.

The intersection of Hot Springs and East Valley when it is operating at an estimated future Level of Service less than or equal to LOS C, a project must meet the following criteria in order to be found consistent with this section of the Community Plan.

- o For intersections operating at a estimated future Level of Service C, no project must result in a change of V/C ratio greater than 0.10.
 - o For intersections operating at a estimated future Level of Service D, no project shall contribute more than 15 Peak Hour Trips.
 - o For intersections operating at a estimated future level of Service E, no project shall contribute more than 10 Peak Hour Trips.
 - o For intersections operating at a estimated future Level of Service F or F, no project shall contribute more than 5 Peak Hour Trips.
4. Where a project's traffic contribution does not result in a measurable change in the V/C ratio at an intersection but does result in a finding of inconsistency with the above intersection standards, intersection improvements that are acceptable to the Public Works Department shall be required in order to make a finding of consistency with the Community Plan. A measurable change in V/C ratio shall be defined as a change greater than or equal to 0.01.

Where a project's traffic contribution does result in a measurable change in V/C ratio and also results in a finding of inconsistency with the above intersection standards, intersection improvements that are sufficient to offset the change in V/C ratio associated with the project shall be required in order to make a finding of consistency with the Community Plan.

5. These intersection standards shall also apply to projects which generate Peak Hour Trips to intersections within incorporated cities that are operating at levels of service worse than those allowed by the city's Circulation Element.

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Special Standards for Projects which include Comprehensive Plan Amendments to Land Use Designations

1. Comprehensive Plan Amendments submitted by private applicants that propose changes in land use designation on any given parcel in the Planning Area shall be required to demonstrate that the proposed change in land use would not potentially result in traffic levels higher than those anticipated for that parcel by the Community Plan and its associated environmental documents. If higher traffic levels could potentially result from such an amendment, then in order to approve the amendment, the following findings must be made by the Board of Supervisors:
 - o The increase in traffic is not large enough to cause the affected roadways and/or intersections to exceed their designated acceptable capacity levels at buildout of the Community Plan, or

Road improvements included as part of the project description are consistent with the Community Plan and are adequate to fully offset the identified potential increase in traffic.

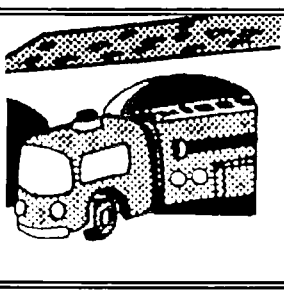
Exemptions

Roadway and Intersection standards stated above shall not apply to:

1. Land use permits and coastal development permits if the Zoning Administrator/Planning Commission/Board of Supervisors has taken final action on a valid prerequisite discretionary approval (e.g. FDP, CUP) and a finding of Comprehensive Plan consistency was made at the time of approval, and no substantial change has occurred in the project.
2. Projects deemed complete prior to the adoption of this Community Plan which are designed to serve as a mitigation measure for, and were expressly embodied as a condition of approval of a previously approved project.
3. Development Agreements for projects for which a Final Development Plan was approved prior to the adoption of this Community Plan and for which a Settlement Agreement expressly contemplates the County will enter into a Development Agreement for such projects in order to conclude the settlement.
4. Projects for which a settlement agreement between the property owner and the County was entered into prior to the adoption of this Community Plan.
5. Affordable Housing Overlay designated sites and special need facilities as defined in the Housing Element. (added by 94-GP-8, Resol.s 95-83, -108; 2/21/95, 3/7/95)

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B. FIRE FACILITIES/HAZARDS



1. EXISTING SETTING

The portion of Montecito above Highway 101 is classified as a high fire hazard area by the Montecito Fire Protection District. Especially hazardous are mountainous areas where steep slopes are vegetated with dry, flammable chaparral. To combat potential fire hazards, the Montecito Fire Protection District provides primary fire protection, with supplemental protection provided by the United States Forest Service, Carpinteria-Summerland Fire Protection District, City of Santa Barbara Fire Department and County Fire Department.

The Montecito Fire District operates two fire stations; one on San Ysidro Road which includes two fire engines, one rescue unit, one utility vehicle and three staff vehicles; the other on Sycamore Canyon Road which includes a fire engine, reserve fire engine and jeep. The District currently has sufficient personnel and equipment to meet a five-minute and three-mile response time throughout the service area. However, if development in the eastern portion of the community was to continue at higher levels, the District might have the need for a new fire station in the eastern area. In addition, the District is concerned about the adequacy of existing fire hydrants and water mains. The water main system is a concern throughout the District, particularly in mountainous areas where the gravity-driven system is less efficient. At present, there is not adequate funding to upgrade the water main system. With regard to fire hydrants, the Montecito Fire District and Montecito Water District are currently working together to test and repair all hydrants.



Development in mountainous areas poses major fire hazard risks

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Development in mountainous areas poses major fire hazard risks. Not only are mountainous areas covered with extremely flammable vegetation as noted above, they area also served by inadequate gravity-driven water mains. In addition, they lack adequate access because of long, winding roads. Over the course of a 75 year development life, it is probable that new homes in the foothills will be exposed to at least one catastrophic wildland fire. Dependent upon wind conditions, fire prevention measures taken, etc, it is possible that new or existing development in the foothills and northern reaches of the Planning Area could be damaged or destroyed by a large wildland fire. The potential hazard to homes, even in more urban areas, was demonstrated by the 1990 Painted Cave Fire, as well as the Coyote, Sycamore Canyon, Romero Canyon, and San Ysidro fires. The combination of these factors strongly limits any future urbanization potential in the mountainous areas. Because of this risk, a Class A roofing ordinance and residential sprinkler ordinance are in effect in the Planning Area.

2. GOALS, POLICIES, ACTIONS AND DEVELOPMENT STANDARDS

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

Policy F-M-1.1: Because of the lack of a lateral water main above Mountain Drive, development should be minimized in the foothills by appropriate lowering of density and with appropriate development standards.

Action F-M-1.1.1: The County shall adopt the Community Plan Land Use Maps as the Comprehensive Plan Land Use Maps and Local Coastal Plan Land Use Maps for the Montecito Planning Area.

Policy F-M-1.2: The County shall cooperate with the Montecito Fire Protection District in their efforts to implement regulatory provisions and to minimize the imposition of conflicting regulation on private development.

GOAL F-M-2: Reduce Fire Hazards Community-wide While Preserving And Enhancing The Hillside Views And Vegetation Which Are Indispensable To The Community Character.

Policy F-M-2.1: The County shall cooperate with the Montecito Fire Protection District while reviewing Fire District requirements applied to ministerial and discretionary development projects regarding

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access, vegetation clearance, and improvements with the intent of protecting development from fire hazards while maintaining community character and quality of life and preventing adverse environmental impacts.

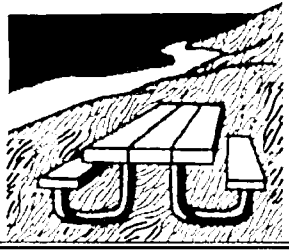
Policy F-M-2.3:

The Montecito Architectural and Development Standards shall include standards which will help protect against the spread of wildland fires while preserving and enhancing the extensive landscaping indispensable to the community character. Standards shall include provisions for revegetation with fire-retardant species where appropriate.

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C. PARKS, RECREATION, AND TRAILS

1. EXISTING SETTING



One County park is located in the Montecito Planning Area; 12-acre Manning Park located at 449 San Ysidro Road. The 74-acre Toro Canyon park is located approximately one and a half miles east of the Planning Area on 572 Toro Canyon Road and is frequently used by Montecito residents. Both parks provide picnic and horseshoe facilities, walking trails and open space for recreational activities. In addition, Manning Park provides facilities for softball, volleyball and tennis. Funds for park maintenance and expansion come from various sources: oil royalties, SB959 oil grants, Coastal Resource Enhancement Fund, Quimby fees, development mitigation fees, State grants, Federal grants, Coastal Conservancy grants and County General Fund monies.



Large trees mark the entrance of Montecito's Manning Park

In addition to parks, the Montecito Planning Area includes an extensive trail system. Several trails follow stream drainages that drain the slopes of the Santa Ynez Range and coastal plain and open to outlets at Montecito beaches. These trails are used for walking, hiking, biking and horse-back riding.

Within the Planning Area, approximately ninety vacant and subdividable lots are crossed by proposed trail alignments. Other vacant parcels are highly visible from these trails. Future development in these areas could disrupt trails by directly blocking access or lead to significant changes in trail aesthetics through new home construction, grading, tree removal, etc. Planning, maintenance and trail establishment in the Planning Area are handled by the County Park Department with assistance from a community trails group, the Montecito Trails Foundation.

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The Planning Area is bordered on the south by approximately three miles of coastline open to the public which can be described in terms of four general areas, Fernald Point, Miramar Beach, Hammond's Meadow and Channel Drive. Combined, these beach areas are very popular for walking, jogging, picnicking, sunbathing, swimming, surfing and for scientific and educational study of the intertidal habitat. The County maintains public access easements at the terminus of Eucalyptus Lane and Posilipo Lane. Public access is also available along the coast at Hammond's Meadow and at Butterfly Beach.

2. GOALS, POLICIES, ACTIONS AND DEVELOPMENT STANDARDS

GOAL PRT-M-1: Develop And Protect Diverse Outdoor Recreational Opportunities To Strive To Ensure That The Community's Current And Future Recreational Needs Are Met.

Policy PRT-M-1.1: The County shall identify new sites for recreational use (including appropriate sites for active recreational facilities) and enhance current facilities in the Montecito community.

Action PRT-M-1.1.1: The Park Department shall update the Manning Park Master Plan to make the Park consistent and compatible with adjacent residential neighborhoods.

Action PRT-M-1.1.2: The Park Department shall develop operational guidelines for Manning Park use which shall take into consideration noise, traffic and hours of operation which are compatible with the community's quality of life and the surrounding residential neighborhoods. The County shall periodically hold community meetings to hear public input on the guidelines and/or their implementation.

Action PRT-M-1.1.3: Where feasible, the County Parks Department and the School Districts should continue to develop Joint Use Facilities and Programs on school sites.

Policy PRT-M-1.2: Bikeways, equestrian and walking paths within road rights-of-way and equestrian and walking paths along creek channels and through open spaces should be provided in Montecito for recreation as well as for an alternative means of transportation.

Policy PRT-M-1.3: If feasible, the County shall provide increased opportunities for beach access and recreation in the Montecito Planning Area.

Action PRT-M-1.3.1: If feasible, the County shall acquire an easement for the bluff and beach area south of Channel Drive between the cemetery and the Coral Casino. The

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easement shall be for public recreation and beach access. Permitted uses shall include walking, swimming, sunbathing, walking dogs, etc. The County shall be responsible for maintenance of stairways, collection of trash, provision of bicycle racks, and maintenance of landscaping. The County shall also be responsible for marking off a swimming area during the summer months. At such time as the County is able to provide an equivalent amount of public parking elsewhere in the vicinity, parking on one side of Channel Drive shall be eliminated in order to accommodate bicycle lanes.

Action PRT-M-1.3.2: The County shall pursue any reasonable options for increased public access in the Posilipo Lane and Fernald Point area that may become available in the future if feasible.

Policy PRT-M-1.4: The public areas on the Ocean Meadows property shall be maintained as a passive recreational use.

Policy PRT-M-1.5: In compliance with applicable legal requirements, and consistent with the County's adopted Agricultural Element, all opportunities for public recreational trails within those general corridors adopted by the Board of Supervisors as part of the Parks, Recreation, and Trails (PRT) maps of the County Comprehensive Plan shall be protected, preserved, and provided for during and upon approval of any development, subdivision, and/or permit requiring any discretionary review or approval.

Development Standard PRT-M-1.5.1: Designated trail corridors shall be kept clear from encroachment by new uses or development to the extent reasonably feasible.

Development Standard PRT-M-1.5.2: Recreational trail corridors shall be protected for future use by conditions placed upon all development which may directly affect the designated trail corridors to require a permanent dedication of useable public trails through such trail corridors.

Action PRT-M-1.5.1: The County shall actively pursue acquisition of interconnecting useable public trails within designated trail corridors through negotiation with property owners for purchase, through exchange for surplus County property as available, or through acceptance of gifts and other voluntary dedication of easements.

Action PRT-M-1.5.2: When funding becomes available, the County shall design a program which provides for phasing and setting of priorities for the acquisition and/or development of each trail identified in the adopted County Comprehensive Plan, Parks, Recreation, and Trails (PRT) map. The County shall pursue protection of the recreational

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trails network and promote expansion to meet the goals of this plan to achieve desirable additional recreational trails and open space through:

- a. Expansion of the County Capital Improvement Plan for acquisition of additional recreational trail properties;
- b. Pursuit and protection of title to properties that are in the public domain through past use of development and;
- c. Acquisition of desirable property and/or property necessary to expand trail networks to provide key interconnections or to meet pressing public demand through negotiated acquisition and/or acquisition through eminent domain proceedings as approved by the County Board of Supervisors.

Action PRT-M-1.5.3: In developing the trail system, the County shall make the following provisions:

- a. Provide adequate trail signage at all major trail heads and other signs and markers on public recreational trails in Montecito in cooperation with the Montecito Trails Association;
- b. Provide for the maintenance of the trail system in Montecito

Policy PRT-M-1.6: New development shall not adversely impact existing recreational facilities and uses.

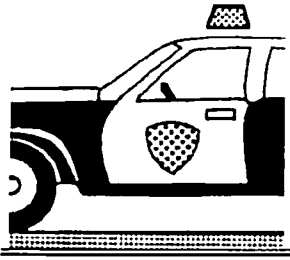
Action PRT-M-1.6.1: The County shall amend the appropriate funding sections of Article II and IV, except the Coastal Development Permit and Land Use Permit Section, to require the following:

Development Standard PRT-M-1.6.1: In approving new development, the County shall make the finding that the development will not adversely impact recreational facilities and uses.

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D. POLICE SERVICE

1. EXISTING SETTING



Police protection services for the Montecito Planning Area are provided by the Santa Barbara County Sheriff's Department. The area is served from the Coastal Operations substation located at 5775 Carpinteria Avenue, the site of the former Carpinteria Police headquarters, some seven miles east of Montecito. In addition to responding to citizen calls for assistance, the Department also provides follow-up investigation, crime lab services, preventive patrolling, and related police activities in the area. Two officers, on 12-hour shifts, are assigned to the area south of the City of Santa Barbara at all times; one officer usually patrols the Montecito area while the other patrols the Summerland region. In addition to Sheriff's Department protection, the California Highway Patrol provides traffic enforcement in Montecito on U.S. 101, and on East Valley and Sycamore Canyon Roads, which are state highways.

Within Montecito, the Sheriff Department's primary concern is the potential for residential burglary, followed by commercial burglary in the Village area and incidences on beaches such as along Channel Drive.



Police protection provided by the Santa Barbara County Sheriff's Department

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2. GOALS, POLICIES, ACTIONS AND DEVELOPMENT STANDARDS

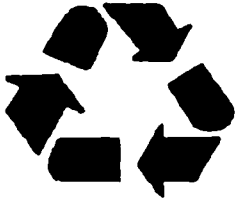
GOAL P-M-1: Achieve Adequate Police Services For Montecito To Protect Property And Public Safety, As Well As To Provide Traffic And Parking Controls.

Policy P-M-1.1: If feasible, the County should maintain enough patrols in the Montecito area in order to assure the maximum protection for the citizens of the area.

Action P-M-1.1.1: The County shall adopt the Community Plan Land Use Maps as the Comprehensive Plan Land Use Maps and the Local Coastal Plan Land use maps for the Montecito Planning Area.

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E. RESOURCE RECOVERY



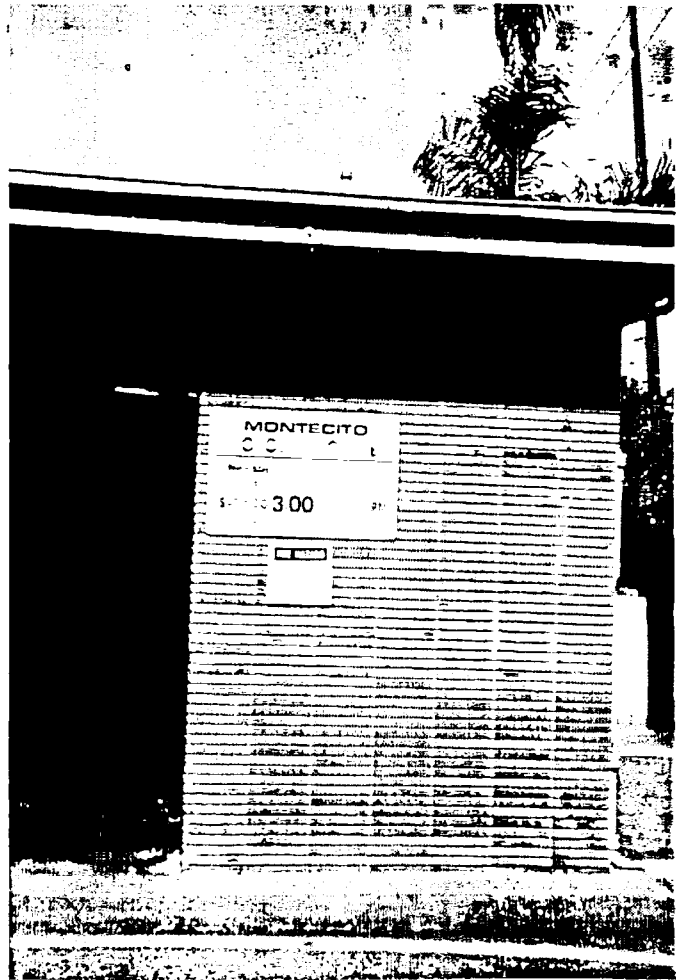
1. EXISTING SETTING

The County of Santa Barbara has a franchise agreement with Channel Disposal to collect solid waste in the Montecito area. Approximately 370 tons of refuse is collected from the area each month. Waste is then hauled to either the County Transfer Station, located in Goleta, or the Tajiguas Landfill, located approximately forty miles west of Montecito. Both facilities are owned and operated by the Santa Barbara County Public Works Department.

Under current conditions, the Tajiguas landfill has a life expectancy of six to seven years. In response to this short life expectancy, the County is working on a plan to expand its life by 50 years and is undertaking an extensive geological study of the site to ascertain geological constraints to expansion.

To reduce the amount of solid waste taken to landfills, the Community Environmental Council (CEC) provides curbside recycling service to the area of Montecito bounded by Olive Mill Road, U.S. 101, Sheffield Drive and Sinaloa Lane and includes all of the Planning Area south of U.S. 101. Approximately 550 homes receive curbside recycling; homes within the area that are not accessible by truck are not served. The CEC provides special containers in which tin and aluminum cans, newspaper, glass and plastic (HDPE and PET) are collected. Additionally, the CEC provides drop off recycling service every Saturday at the Montecito Union School. After being collected,

recyclable material is then hauled to the County Transfer Station where it is sorted and shipped to market.



The Community's recycling center, located at Montecito Union School

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2. GOALS, POLICIES, ACTIONS AND DEVELOPMENT STANDARDS

GOAL RRC-M-1: Provide Community-Wide Resource Recovery Opportunities.

Policy RRC-M-1.1: The County shall work with the community to develop recycling programs.

Action RRC-M-1.1.1: The County shall encourage the establishment of a recycling center within the community in an area of public accessibility.

Action RRC-M-1.1.2: If feasible, the existing drop-off recycling program should be expanded to include yard and wood wastes.

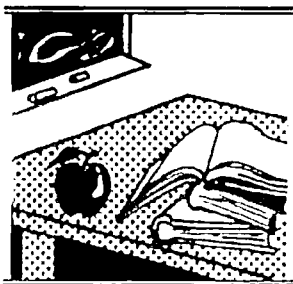
Action RRC-M-1.1.3: The County should work with the community to establish a curbside recycling program, where feasible.

Action RRC-M-1.1.4 The County shall adopt the Community Plan Land Use Maps as the Comprehensive Plan Land Use Maps and the Local Coastal Plan Land use maps for the Montecito Planning Area.

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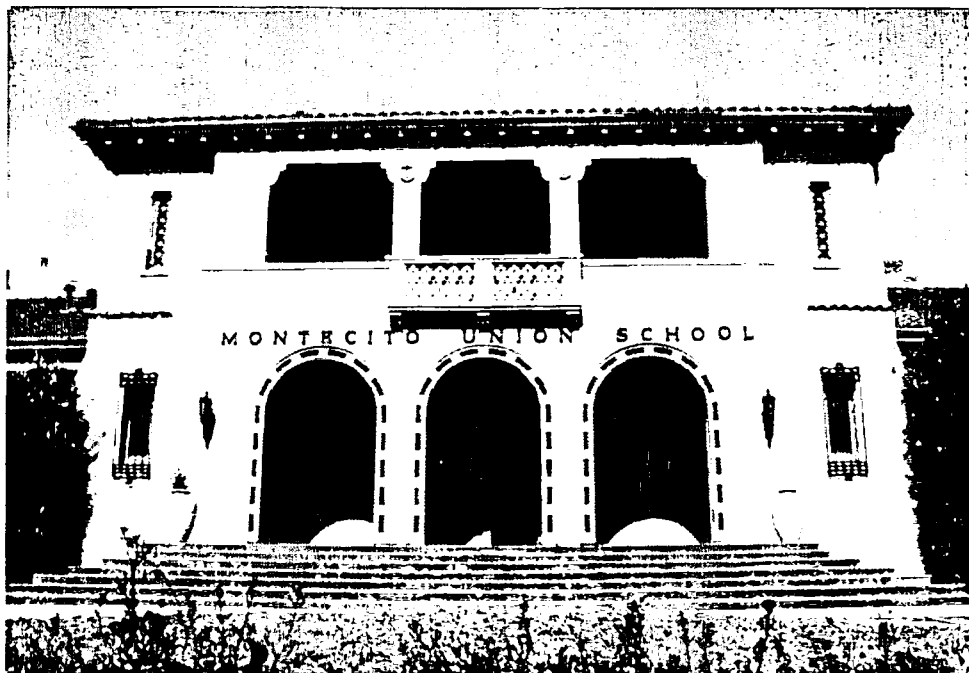
F. SCHOOL FACILITIES

1. EXISTING SETTING



The Montecito Planning Area is served by four public schools at the elementary level: Cold Spring, Montecito Union, Summerland, and Canalino, and two public schools at the secondary level: Santa Barbara Junior High School and Santa Barbara High School. Of

these schools, all were within 84% of their capacity for the Winter 1992 semester. Cold Spring and Montecito Union Schools, both of which are very near their capacities, have the potential to be further impacted by future buildout of the proposed Westmont College faculty housing project and the Los Entradas and Ennisbrook



Montecito Union School located on San Ysidro Road

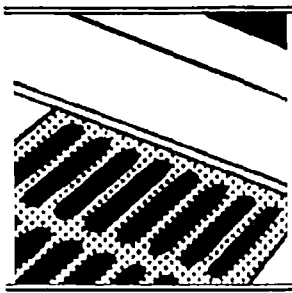
housing developments. While property taxes would provide funds for construction of additional classrooms, these funds may be inadequate, and maintaining current educational standards and classroom sizes without supplemental funding would be difficult.

2. GOALS, POLICIES, ACTIONS AND DEVELOPMENT STANDARDS

GOAL SCH-M-1: Strive To Balance The Ability Of The School Districts' To Provide Adequate Classroom Space With Planned Future Growth.

Action SCH-M-1.1.1 The County shall adopt the Community Plan Land Use Maps as the Comprehensive Plan Land Use Maps and the Local Coastal Plan Land use maps for the Montecito Planning Area.

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G. SEWER SERVICE

1. EXISTING SETTING

a. Sewage Service.

The Montecito Sanitary District provides sewer service to most of the urban portion of the Planning Area with the exclusion of a few small areas. At present, the District's sewage system consists of 73 miles of mains, collectors and trunk lines, and four pumping stations. Sewage is treated by using what is known as a Full Secondary Activated Sludge System. With this system, waste is biologically treated to oxidize solids; the treated effluent is discharged into the Pacific Ocean, and the solid residue is turned into dewatered biosolids. The Sanitary District's wastewater treatment plant was originally constructed in 1961. In 1981, its rated capacity was increased from 0.85 million gallons per day (average dry weather flow) to 1.5 million gallons per day (mgd). Currently, the system's average daily dry weather flow is 0.75 mgd. As such, it is normally operating at approximately half of its hydraulic capacity. During the heavy rains of February 1992, the system processed 3.8 mgd. This high flow was accommodated by acceleration of the processing time, and the effluent quality stayed within permitted limits.

Regional Water Quality Control Board inspections of the District's plant have revealed consistently excellent quality of effluent discharge. When the District's plant reaches 75% of its rated capacity, the Regional Water Quality Control Board will ask for a plant expansion study, at which time the District would be required to submit a wastewater management plan explaining plans for plant expansion. At present, the District's capital improvements program does not include expansion, but rather is limited to improving efficiency of the existing plant.

b. Septic Systems.

While the Sanitary District serves a large portion of the Montecito urban area, sewer service is not available in several locations between East Valley Road and the National Forest. It is estimated that nearly 600 residences are served by individual septic systems. Some of these existing systems are old and do not meet current standards. Since 1980, the County's Environmental Health Services (EHS) Department has received approximately 15 complaints regarding suspected failed septic systems in the area north of East Valley Road, south of Bella Vista Drive, east of Buena Vista Drive and west of Romero Canyon Road. Of these complaints, EHS confirmed seven septic-related problems.

In addition, reviews of soils tests in the foothill portion of the Montecito area show an overall poor percolation capability in the Coldwater Sandstone formation. Percolation of

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effluent through the fractures and fissures of this formation does not provide for adequate filtration of bacteria, viruses and nitrates through soils. However, a successful system can be accomplished in this formation with cautious engineering and adequate setbacks from slopes, drainage courses and water wells.

2. GOALS, POLICIES, ACTIONS AND DEVELOPMENT STANDARDS

GOAL SD-M-1: Plan Development In A Manner That Achieves Adequate Sewer Service With A High Level Of Treatment In Order to Best Serve The Public Health And Welfare.

Policy SD-M-1.1: The County should continue to cooperate with the Montecito Sanitary District in the periodic assessment of the potential need to expand the wastewater plant to meet Montecito's buildout potential as predicted in the land use plan.

Action SD-M-1.1.1: The County shall adopt the Community Plan Land Use Maps as the Comprehensive Plan Land Use Maps and the Local Coastal Plan Land Use Maps for the Montecito Planning Area.