

2. FEIR 02-01 /SP 04-01 – Request for Finding of Alternative Mitigation and Review of Addendum to Final Environmental Impact Report
Continued from May 14, 2014 meeting

A request by Michael Towbes, representing Harris Grade Partners, L.P.; Patrick J. McCarthy and Bridget M. McCarthy; Donald M. Jensen and Lynn D. Gray; Lompoc Ranch Joint Venture; Joe A. Signorelli, Jr.; Adam Peter Signorelli; Gus Thomas Signorelli; and The Towbes Group, Inc. for Planning Commission consideration of an alternative mitigation for Mitigation Measure TRANS 1.2c. adopted with the Final Environmental Impact Report (FEIR 02-01) prepared and certified for the Burton Ranch Specific Plan (BRSP) area and Amendment No. 2 to the BRSP.

The project site is located at the intersection of State Highway Route 1, Purisima Road, and Harris Grade Road.

The Planning Commission will make a recommendation to the City Council based on newly updated traffic information. An Addendum to FEIR 02-01, pursuant to the requirements of the California Environmental Quality Act (CEQA) has been prepared and will be considered. (Assessor Parcel No. 97-250-002, -005, -040, -050, -051, -062, and -069).

Planning Manager Lucille Breese summarized the written staff report; noted Supplemental Information was presented in the form of a letter of support from Mr. Jon Martin; and advised Mike Luther, Assistant Public Works Director / City Engineer, was also present to answer any questions.

OPEN PUBLIC HEARING

Craig Zimmerman, President, The Towbes Group – noted it was their attempt to work with CalTrans on public improvement plans for the intersection that lead them to the request; thanked staff for working to find a solution; and noted Mr. Derek Rapp, Penfield & Smith, had prepared the Traffic Analysis and was available for any questions.

Mary Ellen Brooks, representing Citizens Planning Association – had been following Burton Ranch for some time to consider impacts on residents in unincorporated area; felt the Level of Service C was a fair evaluation; expressed concern with the elimination of the second south bound lane; suggested additional egress points from the BRSP area and possibly a traffic signal at Onstott; also suggested a Supplemental EIR to assess the current water situation in the State.

Mr. Rapp addressed the technical concerns of the traffic analysis; indicated the trip distribution was identical to the original EIR design; and noted when preparing the study the full build out of the 2030 GP was utilized.

CLOSE PUBLIC HEARING

Chair Fink asked if the Allan Hancock College Public Safety Center and any future Space Center development was considered in the traffic study? Mr. Rapp responded the Traffic Study included all of the assumptions that were contained with the 2030 General Plan.

Commissioner Leach asked if it included the Summit View Homes project. Ms. Breese responded Summit View Homes was included but not the Space Center since there is no proposal for a project.

Commissioner Leach asked for clarification of what the alternative mitigation actually will mean? There is no difference from what there is now exists today except for a dedicated left turn lane? Mr. Rapp responded there will be additional traffic signal modifications, protected left turn phasing, ad protective, permissive left turn phasing (green arrow only and green light left turning).

Commissioner Rodenhi noted this was a highly technical issue which appeared to be well analyzed with a LOS the same with the approved Mitigation Measure (MM) or the Alternative.

Chair Fink asked about Figure 2.1 in the study. City Engineer Mike Luther responded the developer will need to complete the other traffic MM identified in the FEIR, the current request is addressing only one improvement on the frontage. Mr. Rapp agreed the other improvements would be made but were not currently designed.

MOTION: It was moved by Commissioner Fink, seconded by Commissioner Cioni, that the Commission adopt Resolution No. 771 (14) recommending City Council adoption of the Alternative Mitigation, amendment to the BRSP, and adoption of the Addendum prepared for the project, based upon the findings of fact in the Resolution.

VOTE: The motion passed on a 4-0-1 voice vote, with Commissioner Clark absent

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