# 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 access the current water situation in the State.

Mr. Rapp addressed the technical conserns 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).

Colling of the District of the Finding of Alemative Millendon and Roview or Address on the Poview or Address of the Finding of Finding Papers

Countries from May 14, 2014 marting

A request by whichost Towbos, representing Hamis Crade Pariners, L.P.: Patrick J. McCantry and Endyet w. NicCantry: Donald M. Jensen and Lynn D. Gray: Longoo Ranch Joint Venture Los A. Sion and full Adam Peter Signorelf: Gus Thomas Signorelf: and The Towbes Group inc. for Planning Commission consideration of an alternative initigation for Willigation Macasura TRAMS at a calculate with the Final Environmental impact Report FEIR 02-01) prepared and calified for the Burton Canch Specific Plan (BRSP) area and Applications No. 2 to the DRSP Charles for its located at the mersection of State Highway Route 1. Purisms Road, and Harlin Grade Road

First Plan ring Commission with mose a recommandation to the City Council based on newly access to the first profession. An Addendum to FERT 92-91, pursuants the requirements of the California Brytonniantal Quality Act (CEQA) has been prepared and with be considered (Assessor Prince No. 97 250-002, -005, -040, 050, -051, -062, and -066).

Planting Israelgor Locilie Brokks summerized this written stort report noted Supplemental information was arrespred in the form of a letter of support from this Joh Martin, and advised Mitte Luncial Australia Public Vorte Director City Engineer, was also present to answer any questions.

## OPEN PUBLIC HEARING

Orang Erromoursen, President. The Towhes Group - noted polosis their attempt to work with Californs on public improvement plans for the intersection that lead thanked staff for working to find a solution; and noted life. Deserb Rupp. Pentiold & Smith, had prepared the Traffic Analysis and walkelp for any geastions.

Here Ellen Brodis, represigning Citizens Planning Association — held been following Burton Ranch for some this are consider imparts on residence in unincorporated cross felt the Level of Sarvice Coast a fee event of the second south bound take suggested additional agrees points from the BMSP crossand possibly a traffic signal at Onatoti, also suggested a Coalending ElMSP crossand possibly a traffic signal at Onatoti, also suggested a Scoplements: ElM to excess the current water cituation in the State.

the Repp ad the scand the tocholosi concerns of the restite analysis) indicated the (dp distribution was detact) the copies in the total cashing and maket when proparing are study the full build out of the 2000 GP was study the full build out of the 2000 GP was study the full build.

#### DMPARIOUSUS BROAD

Chair Eak issted if the Allen Handock College Public Safety Center and any future Space Conter a succession was considered in the itellic study? Mr. Rapp responded the Traffic Study included all of the describeds. The first were combined with the 2030 General Plan.

Commissioner Loadnesslach if in included the Summit View Homer project. Mr. Greese respondent turn of Very Homes was included but not the Space Centar since that is no proposal for a project. Concrete summit Very Homes was founded to calculate the observance the actually will mean? There is no difference from what there is now exists to day except for a dedicated left turn laber. Mr. Reported that will be additional trainic signal modifications, protected test turn phasing, acceptive, permissive left turn phasing (green arrow only and green light will 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

