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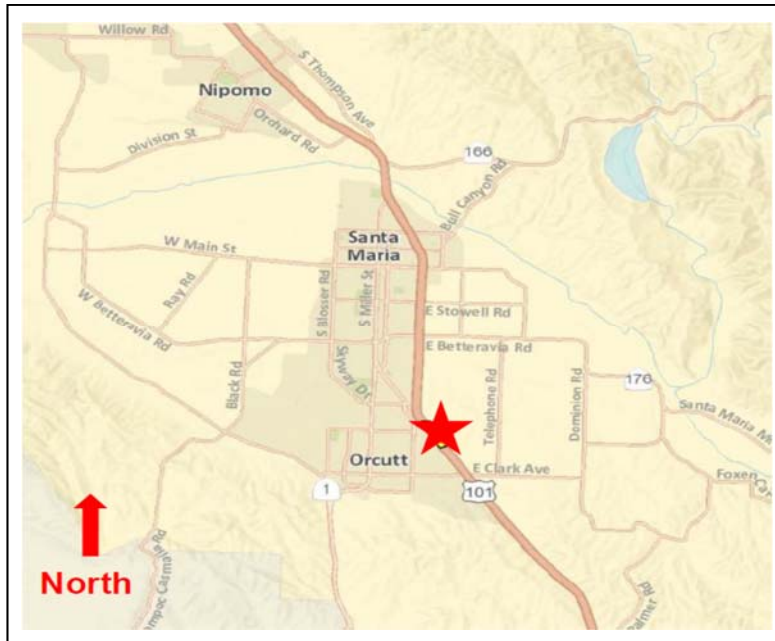
COUNTY PLANNING COMMISSION STAFF REPORT

ORCUTT COMMUNITY PLAN AMENDMENT

SANTA BARBARA COUNTY PLANNING COMMISSION
Staff Report for
Orcutt Community Plan Amendment/Union Valley Parkway Road Connection

Hearing Date: October 14, 2020
Staff Report Date: October 6, 2020
Case No.: 18GPA-00000-00001
Environmental Document: Mitigated
Negative Declaration, 19NGD-00000-00013

Deputy Director: Dan Klemann
Division: Long Range Planning
Supervising Planner/Contact: Allen Bell
Supervising Planner/Contact Phone:
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The proposed general plan amendment and local road connection affect the area adjacent to and east of U.S. Highway 101 between the U.S. Highway 101/Union Valley Parkway and U.S. Highway 101/Santa Maria Way interchanges, within the northeastern portion of the unincorporated Orcutt Community Plan Area, Santa

1.0 REQUEST

Hearing on the request of the County of Santa Barbara (County) Planning and Development Department (P&D) that the County Planning Commission (Commission) recommend that the Board of Supervisors (Board) adopt a general plan amendment, Case No. 18GPA-00000-00001, amending the text and circulation map of the Transportation section of the Orcutt Community Plan to include a new local road connection to the U.S. Highway 101/Union Valley Parkway interchange, which is located in the Orcutt Community Plan Area, Fourth Supervisorial District.

2.0 RECOMMENDATION AND PROCEDURES

Staff recommends that the Commission follow the procedures below and:

1. Make the required findings for approval of the proposed general plan amendment specified in Attachment A, including CEQA findings, and recommend that the Board make the required findings for approval of the proposed general plan amendment.
2. Recommend that the Board adopt the Mitigated Negative Declaration (MND) and Mitigation Monitoring and Reporting Program, Case No. 19NGD-00000-00013, included as Attachment B, for the proposed general plan amendment.
3. Adopt the resolution contained in Attachment C recommending that the Board adopt the proposed general plan amendment, Case No. 18GPA-00000-00001, amending the text and circulation map (Attachment C, Exhibit 1) of the Transportation section of the Orcutt Community Plan to include a new local road connection to the U.S. Highway 101/Union Valley Parkway interchange.

Please refer the matter back to staff if your Commission takes other than the staff recommendation for appropriate action and findings.

The proposed amendment and all documents referenced herein are available on the P&D's website at: <https://cosantabarbara.app.box.com/s/q97rv82305oyfnbdjhcyxrrdhu3dggkqy/folder/97572732895>

3.0 JURISDICTION

Santa Barbara County Code section 2-25.2, Chapter 2, authorizes the Commission to consider the proposed general plan amendment. It states, "the following shall remain within the jurisdiction of the county planning commission ... consideration and recommendations regarding general plan amendments required by law or requested by the [B]oard of [S]upervisors ..."

In addition, Santa Barbara County Land Use and Development Code section 35.104.050.A.1, states,

- a. The Commission shall hold at least one noticed public hearing on the proposed Amendment ...*
- b. At the conclusion of the hearing the Commission shall recommend approval, conditional approval or denial of the proposed Amendment. The Commission's recommendation shall be adopted and transmitted to the Board by resolution of the Commission carried by the affirmative vote of not less than a majority of the total membership of the Commission.*

4.0 ISSUE SUMMARY

In 2018, the Board directed P&D to initiate an amendment to the Orcutt Community Plan to show a new road connection between the U.S. Highway 101/Union Valley Parkway interchange and the adjoining frontage road, commonly known as Rodeo Drive, on the east side of U.S. Highway 101. The

road local connection would provide a second point of access to the Elks Unocal Event Center, Santa Maria Joint Unified High School District agricultural education center (under construction), agricultural operations, and other existing uses east of U.S. Highway 101. Therefore, the road connection would improve access to the area, relieve congestion, and improve safety and emergency vehicle access.

The proposed general plan amendment is consistent with the Comprehensive Plan, including the Orcutt Community Plan, and does not raise policy, environmental, or other planning issues. The amendment has broad support from local agencies, community organizations, and nearby property owners.

The proposed project is in its initial phase. The proposed amendment would not result in any construction or development activities. The County must complete numerous tasks and obtain additional reviews and approvals by the California Department of Transportation (Caltrans) and other agencies to complete the final road design and set the stage for construction.

5.0 PROJECT INFORMATION

5.1 Background

Santa Maria Way and the associated U.S. Highway 101/Santa Maria Way interchange provide the single point of public access to the adjoining area east of U.S. Highway 101. This point of access currently serves the Elks Unocal Event Center, a pet grooming business, and surrounding farmland. The Santa Maria Joint Unified High School District is constructing a new agricultural education center that will also use this same point of access. Santa Maria Way and the existing U.S. Highway 101/Santa Maria Way interchange experience high traffic volumes and congestion during rodeos, concerts, and other events at the Elks Unocal Event Center. As a result, the Santa Maria Elks Club contracts with the California Highway Patrol to direct traffic during large events.

In 1997, the Board adopted the Orcutt Community Plan. The Orcutt Community Plan provides a blueprint for the future development of Orcutt. The Transportation section of the Orcutt Community Plan identifies Union Valley Parkway as a future “Primary Roadway” extending west from U.S. Highway 101 to State Route 1. The Orcutt Community Plan anticipated construction of an interchange at U.S. Highway 101 and Union Valley Parkway. However, it did not plan for a local road connection to Rodeo Drive – the adjoining north-south oriented frontage road.

5.2 Project Objective and Description

The proposed amendment would revise the Orcutt Community Plan Circulation Map to include a local road connection joining the U.S. 101/Union Valley Parkway interchange to Rodeo Drive. The amendment would also classify Rodeo Drive as a Secondary (Class S-1) roadway. 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. The future road connection would provide a second point of access to the surrounding uses east of U.S. Highway 101; motorists could then access northbound and southbound U.S. Highway 101 from Santa Maria Way (as allowed under current conditions) or from Union Valley Parkway. As a result, the road connection would improve access, relieve congestion, and reduce emergency response times during events at the Elks Unocal Event Center. It would also help reduce overall vehicle miles traveled (VMT) and improve safety and

emergency vehicle access along Santa Maria Way. The amendment would not change existing land use designations, zones, or any other aspect of the Orcutt Community Plan.

P&D met with stakeholders, Caltrans, Santa Barbara County Association of Governments (SBCAG), City of Santa Maria, and County Public Works to help develop a conceptual design for the future road connection. The road connection would include approximately 2,300 feet of new road connecting the U.S. Highway 101/Union Valley Parkway interchange to Rodeo Drive. It would also improve Rodeo Drive to meet County engineering design standards. Figure 1, below, and Attachment D show the conceptual design of the road connection. The exact location and specifications may change during the project-engineering phase.

Figure 1
Union Valley Parkway Road Connection



As shown in Attachment C, Exhibit 1, respectively, the proposed amendment is limited to minor changes to the text and circulation map in the Transportation section of the Orcutt Community Plan. In summary, the text amendments update the Transportation section to reflect that Caltrans completed the U.S. Highway 101/Union Valley Parkway interchange in mid-2008. The map amendments revise the Orcutt Community Plan Circulation Map to include the future road connection and classify Rodeo Drive as a Class S-1 roadway.

The proposed amendment is the first of many steps that the County must complete to obtain Caltrans' approval to connect Rodeo Drive to the U.S. Highway 101/Union Valley Parkway interchange. Most importantly, the County and the future road connection are subject to Caltrans' Project Development Process. According to an email and letter from Caltrans (Attachment E), the final design and construction of the road connection will require additional actions and approvals by multiple agencies. These actions and approvals include, but are not limited to, the following:

- Inclusion of the proposed project in SBCAG’s Regional Transportation Plan;
- Preparation of the Project Initiation Document (Project Study Report – Project Development Support) and associated environmental documentation;
- Completion of an Intersection Control Evaluation for review by Caltrans;
- Approval of Project Study Report by the California Transportation Commission;
- Concurrence from Caltrans and the California Transportation Commission to alter the existing access denial line and approve a new connection to U.S. Highway 101;
- Acquisition of right-of-way;
- Revision or amendment to Caltrans’ existing Superseding Freeway Agreement;
- Coordination with the Caltrans Encroachment Permit Branch regarding the new Project Delivery Quality Management Assessment Process; and
- Approval of encroachment permits from Caltrans and/or the County.

5.1 Site Information

Project Area Information	
Comprehensive Plan Designation	Agriculture II (AG-II-100) and Highway Commercial (H)
Zoning District, Ordinance	Agriculture II (AG-II-100) and Highway Commercial (CH)
Study Area Size	73.6 acres
Present Use & Development	Agriculture and roadways
Surrounding Uses/Zoning	North: Agriculture/Agriculture II (AG-II-100) South: Agriculture/Agriculture II (AG-II-100) East: Agriculture and Elks Unocal Event Center/Agriculture II (AG-II-100) West: U.S. Highway 101
Access	U.S. Highway 101, Santa Maria Way, and Rodeo Drive
Public Services	Water Supply: Golden State Water Sewage: Laguna County Sanitation Fire: Santa Barbara County Fire Department, Fire Station #22 Other: Pacific Gas and Electric, Southern California Gas District: Fourth Supervisorial District

5.2 Setting

The proposed road connection is located in the northeastern portion of the community of Orcutt in unincorporated Santa Barbara County, east of U.S. Highway 101 between the U.S. Highway 101/Union Valley Parkway and U.S. Highway 101/Santa Maria Way interchanges. The project area includes the northbound lanes of U.S. Highway 101, the eastern cul-de-sac terminus of Union Valley Parkway, the northbound U.S. Highway 101 on- and off-ramps at the U.S. Highway 101/Union Valley Parkway interchange, and Rodeo Drive. Existing uses within the setting include the Elks Unocal Event Center, Santa Maria Joint Unified High School District agricultural education center (under

construction), Caltrans detention basins, and a pet grooming business. Several thousand acres of agricultural lands dominate the setting north, south, and east of the future road connection. Agricultural operations in this setting generally range from 20 to more than 600 acres in size.

The Orcutt Community Planning Area identified 43 “Key Sites” that have “the greatest potential for development which would have a community-wide influence.” The project area is part of Key Site 33. The Orcutt Community Plan anticipates some commercial growth in Key Site 33 associated with the Elks Unocal Event Center, such as motels, convenience stores, gas stations, and restaurants.

The project would affect Caltrans and County public rights-of-way and the following privately owned parcels: Assessor’s Parcel Numbers 107-240-005 (27.50 acres, Elks Unocal Event Center), 107-240-008 (40-acres, agriculture), 107-240-027 (10 acres, undeveloped), 107-240-043 (1.45 acres, private access road), and 107-240-044 (13 acres, undeveloped). Section 4.2, Agricultural Resources, of the Final MND (Attachment B) contains additional information on the existing use of these parcels.

6.0 PROJECT ANALYSIS

6.1 Environmental Review

P&D and its consultant, Rincon Consultants, Inc., prepared an MND, Case No. 19NGD-00000-00013, for the proposed amendment (Attachment B). The public review period for the Draft MND was from May 28, 2020, to June 29, 2020. The County received four comment letters. The commenters did not identify any new significant impacts or mitigation measures.

The Final MND (Attachment B), dated October 6, 2020, identifies potentially significant but mitigable impacts related to the following resource categories: Aesthetics/Visual Resources, Air Quality, Biological Resources, Hazardous Materials/Risk of Upset, Noise, Public Facilities, Transportation/Circulation, and Water Resources/Flooding. The Mitigation Monitoring and Reporting Program (MMRP) (Attachment 9 of Attachment C of this staff report) lists the mitigation measures identified in the Final MND that the developer must implement during the project development process.

Public Resources Code section 21080.3.1 requires lead agencies to consult with any Native American tribe before releasing an MND if that tribe has requested notification of proposed projects within the agency’s jurisdiction. At the time the County undertook the proposed amendment, only the Barbareño/Ventureño Band of Mission Indians had requested formal notification of proposed projects within the unincorporated county. In August 2019, P&D sent two letters to the Chair of the Barbareño/Ventureño Band of Mission Indians describing the project and offering to consult with tribal representatives. P&D did not receive a response to the letter.

The County sent a Notice of Availability of the Draft MND to the Barbareño/Ventureño Band of Mission Indians and Santa Ynez Band of Chumash Indians. The Santa Ynez Band of Chumash Indians commented on the Draft MND. P&D staff met with a representative of the Santa Ynez Band of Chumash Indians on June 3, 2020. The representative concluded that the cultural resources mitigation measures in the Draft MND addressed the tribe’s concerns.

6.2 Tribal Consultation – General Plan Amendment

Government Code sections 65352.3 and 65352.4 require cities and counties to contact and, if requested, consult with Native American tribes before adopting or amending a general plan (comprehensive plan). Native American tribes have 90 days to request formal consultation. The Native American Heritage Commission maintains a consultation contact list of tribes that have expressed interest in preserving cultural places located within specific cities and counties.

P&D staff obtained the Native American Heritage Commission’s consultation contact list for Santa Barbara County and sent letters to the seven tribes on the list on September 9, 2019. The letters described the proposed amendment and offered to consult with the tribe regarding any cultural places within or near the project area. P&D did not receive a reply from any of the tribes.

6.3 Comprehensive Plan Consistency

The project is subject to and consistent with all applicable policies of the Comprehensive Plan, including the Orcutt Community Plan. These policies include, but are not limited to, the policies analyzed in the following table.

REQUIREMENT	DISCUSSION
<p><i>Comprehensive Plan, Hillside and Watershed Protection Policy #1:</i> 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.</p>	<p>Consistent: The conceptual design drawing shows that the road connection would generally follow the existing grade. The project would not require excessive cut and fill.</p>
<p><i>Comprehensive Plan, Historical and Archaeological Sites Policy #5:</i> Native Americans shall be consulted when development proposals are submitted which impact significant archaeological or cultural sites.</p> <p><i>Orcutt Community Plan, Policy HA-O-1:</i> Archaeological and historic resources in the Orcutt Planning Area shall be protected and preserved to the maximum extent possible.</p>	<p>Consistent: Rincon Consultants, Inc., conducted a records search and pedestrian survey (i.e., Phase 1) of the project area. As reported in the Final MND (Attachment B), Rincon did not identify any significant cultural resources within or near the project area.</p> <p>As discussed in subsections 6.1 and 6.2, above, the County satisfied the State notification and consultation requirements for general plan amendments and environmental review. In part, P&D staff met with a representative of the Santa Ynez Band of Chumash Indians on June 3, 2020.</p>
<p><i>Orcutt Community Plan, Policy BIO-O-1:</i> Important natural resources in Orcutt, including sandhill chaparral, central dune</p>	<p>Consistent: Rincon Consultants, Inc., conducted a biological survey of the project area. As reported in the Final MND (Attachment B), the quality of habitat in the</p>

<p><i>scrub, wetlands, oak trees and woodland, Bishop pine forest, specimen trees, and central sage scrub shall be protected, consistent with the Open Space Plan and the standards below ...</i></p> <p>Orcutt Community Plan, Policy BIO-O-2: <i>Consistent with necessary flood control practices, natural stream channels and riparian vegetation in Orcutt shall be maintained in an undisturbed state in order to protect banks from erosion, enhance wildlife passageways, and provide natural greenbelts, unless this would prevent reasonable development of a property.</i></p>	<p>project area is poor because of past development and ongoing agriculture. The biological survey did not identify any wetlands, streams, or special-status plant or wildlife species. Nonetheless, the project area is within the range of several sensitive wildlife species (e.g., monarch butterfly, California tiger salamander, and California red-legged frog). To avoid significant biological impacts and comply with Policy BIO-O-1 and Policy BIO-O-2, the MND requires preconstruction field reconnaissance-level biology surveys.</p>
<p>Agricultural Element, Policy IA: <i>The integrity of agricultural operations shall not be violated by recreational or other non-compatible uses.</i></p> <p>Orcutt Community Plan, Policy LUA-O-2: <i>Development in Orcutt shall be compatible with adjacent or nearby agricultural lands.</i></p>	<p>Consistent: As discussed in the Final MND, the new road connection would affect portions of five parcels that are zoned Agriculture II (AG-II). Three of these parcels are used or suitable for agriculture. The other two parcels include an access road and the Elks Unocal Event Center and are no longer available for agricultural purposes.</p> <p>Two of the three parcels that are used or suitable for agriculture have relatively low agricultural suitability and productivity, and constructing the proposed project on portions of these parcels would not significantly affect agricultural resources. The third parcel totals 40 acres. The road connection would only affect 1-acre of this parcel. The remaining 39 acres would be of sufficient size and capability to continue supporting the existing agricultural enterprise.</p> <p>The project would not introduce incompatible land uses, such as residences or schools, which could impair agriculture and result in the indirect loss of agricultural lands within or near the project area.</p>
<p>Orcutt Community Plan, Action CIRC-O-1.1: <i>Future circulation improvements may include construction of missing street segments, roadway widening, intersection improvements, completion of the Union Valley Parkway, transit, and alternative modes of</i></p>	<p>Consistent: The proposed amendment includes a new local road connection at the eastern terminus of the U.S. Highway 101/Union Valley Parkway interchange. The local road connection would provide secondary</p>

<p>transportation (e.g., bikeways and pedestrian paths).</p>	<p>access to Key Site 33 and the lands east of U.S. 101.</p>
<p>Orcutt Community Plan, Policy CIRC-O-2: <i>The County shall serve to provide an efficient and safe circulation system to accommodate future growth in Orcutt. The County will use its best efforts to coordinate the timing of roadway, intersection and other transportation improvements with the completion of the development projects that the improvements are intended to serve.</i></p>	<p>Consistent: The proposed amendment would provide secondary access options for the community and improve the overall emergency response times in Key Site 33.</p>
<p>Orcutt Community Plan, Policy CIRC-O-3: <i>The County shall maintain a minimum Level of Service (LOS) C or better on roadways and intersections within the Orcutt Planning Area, except that Minimum Level of Service for the Foster Road/Hwy 135 and Lakeview/Skyway Dr. intersections and Stillwell and Lakeview Roads shall be LOS D.</i></p>	<p>Consistent: The purpose of the future road connection is to decrease traffic congestion and improve safety and emergency vehicle access. As a result, the road connection would not directly induce additional vehicular trip generation. However, it would change existing patterns of circulation in the project area.</p> <p>According to the Traffic Impact Study prepared by PSOMAS (Attachment 7 of Attachment B of this staff report), the future road connection would improve LOS for most of the roadways and intersections in the project. Only the Elks Access/Rodeo Drive intersection would operate at LOS D or worse during the Saturday PM peak hour under existing plus project conditions. However, these congested conditions are a result of large events at the Elks Unocal Event Center, which include special traffic control measures (e.g., police officers directing traffic) to minimize traffic impacts. In addition, the project would not increase the V/C ratio of signalized intersections operating at LOS A, B, or C by 0.20, 0.15, or 0.10, respectively.</p>
<p>Orcutt Community Plan, DevStd KS33-1: <i>Development and/or a change in agricultural uses on Key Site 33 should not increase storm runoff to basins off-site. If storm runoff cannot be entirely contained onsite, the amount and method of conveying such runoff to other basins shall be reviewed and approved by the County Flood Control District under agreement with the owners of those basins ...</i></p>	<p>Consistent: The future road connection would not be located within a 100-year floodplain and would not affect any rivers or creeks. Caltrans maintains two major stormwater detention basins within the project area, north and south of the existing segment of Union Valley Parkway that extends east of U.S. Highway 101.</p>

<p><i>Orcutt Community Plan, DevStd KS33-2:</i> <i>Onsite retention basin(s) and adequate downstream conveyance systems as specified by SBCFCD shall be required to reduce flooding impacts from non-agricultural development of the site.</i></p>	<p>The project would maintain existing stormwater runoff patterns and direct stormwater runoff from the road into the existing detention basins. In addition, the project would include bioswales, water quality basins, and other drainage improvements to avoid ponding, prevent the spread of water into travel lanes, and minimize erosion.</p>
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6.3 Zoning Ordinance Consistency

The proposed amendment and road connection are consistent with the applicable standards of the County Land Use and Development Code (LUDC). For example, the proposed amendment would not change any existing text, zones, development standards, or other aspects of the LUDC. The project affects parcels that are zoned Agriculture II (AG-II) and Highway Commercial (CH). LUDC Table 2-1 (Allowed Land Uses and Permit Requirements for Agricultural Zones) and Table 2-13 (Allowed Land Use and Permit Requirements for Commercial Zones), respectively, allow roads on parcels zoned AG-II and CH.

The LUDC sections 35.21.050 and 35.24.040, respectively, contain lot size, density, setbacks, site coverage, height, parking, and other general development standards for new development on parcels zoned AG-II and CH. These development standards do not apply to new roads.

The LUDC Chapter 35.28 contains specific standards for new development within the Airport Approach, Critical Viewshed, Design Control, Environmentally Sensitive Habitat Area, Flood Hazard Area, Hazardous Waste Management Facility, and other overlay zones. The project area is not affected by any of these overlay zones.

The LUDC Chapter 35.30 contains requirements for outdoor lighting and storm water runoff. In part, the lighting requirements state that outdoor lights shall be hooded and not directed toward any area zoned or developed for residential use. The proposed road connection may include streetlights. Modern streetlights are typically hooded to minimize light pollution. The project area does not adjoin any areas zoned for residential use. In part, the runoff requirements state that new development shall comply with CEQA. As discussed in subsection 6.1, above, the County prepared a MND for the project that complies with the requirements of CEQA. Mitigation Measure Wat-01 in section 4.15 (Water Resources/Flooding) of the MND requires a post-construction storm water control plan. Therefore, the proposed amendment and road connection are consistent with the LUDC.

7.0 APPEALS PROCEDURE

Pursuant to Government Code section 65354.5, any interested party may file a written request with the Clerk of the Board for a hearing by the Board within five (5) days after the Commission acts on the proposed amendment. Whether or not any interested party files a written request, the Commission will automatically forward its recommendation to the Board and the Board will conduct a public hearing to consider the proposed amendment.

ATTACHMENTS

- A. Findings
- B. Final Initial Study - Mitigated Negative Declaration, Orcutt Community Plan Amendment (Case No. 19NGD-00000-00013)
- C. County Planning Commission Resolution
 - Exhibit 1 Resolution of the Board of Supervisors Amending the Transportation Section of the Orcutt Community Plan (Case No. 18GPA-00000-00001)
- D. Conceptual Design, Union Valley Parkway Road Connection
- E. Caltrans' Email and Letter regarding the Project Development Process

ATTACHMENT A
FINDINGS OF APPROVAL

1.0 CEQA FINDINGS

1.1 MITIGATED NEGATIVE DECLARATION, CASE NO. 19NGD-00000-00013

1.1.1 CONSIDERATION OF THE MITIGATED NEGATIVE DECLARATION AND FULL DISCLOSURE

The County Planning Commission has considered Mitigated Negative Declaration (MND), Case No. 19NGD-00000-00013, for the proposed Orcutt Community Plan Amendment, together with the comments received and considered during the public review process. The MND reflects the independent judgment and analysis of the County Planning Commission and has been completed in compliance with the California Environmental Quality Act (CEQA), and is adequate for the proposed amendment to the Transportation section of the Orcutt Community Plan.

1.1.2 FINDING OF NO SIGNIFICANT EFFECT

On the basis of the whole record, including the MND, Case No. 19NGD-00000-00013, and comments received, the County Planning Commission finds that through feasible mitigation measures placed upon the project, the significant impacts on the environment have been eliminated or substantially mitigated and on the basis of the whole record. There is no substantial evidence that the project will have a significant effect on the environment.

1.1.3 LOCATION OF DOCUMENTS

The documents and other materials that constitute the record of proceedings upon which this decision is based are in the custody of the Secretary of the County Planning Commission of the County of Santa Barbara (County) Planning and Development Department located at 123 East Anapamu Street, Santa Barbara, CA 93101.

1.1.4 ENVIRONMENTAL REPORTING AND MONITORING PROGRAM

Public Resources Code section 21081.6 and CEQA Guidelines section 15074(d) require the County to adopt a reporting or monitoring program for the required mitigation measures in order to avoid or substantially lessen significant effects on the environment. Attachment 9 of the MND contains the Mitigation Monitoring and Reporting Program. The Mitigation Monitoring and Reporting Program is hereby adopted as the reporting and monitoring program for this project.

2.0 ADMINISTRATIVE FINDINGS

2.1 COMPREHENSIVE PLAN PLAN FINDINGS – Case No. 18GPA-00000-00001

Findings required for all amendments to the County Land Use and Development Code and the County Zoning Map. In compliance with County Land Use and Development Code (LUDC) section 35.104.060, an application for an amendment to the Comprehensive Plan may be approved only if the review authority first makes all of the following findings, as applicable to the type of amendment.

2.1.1 The request is in the interests of the general community welfare.

As discussed in the County Planning Commission staff report, dated October 6, 2020, and incorporated by reference, Santa Maria Way and the associated U.S. Highway 101/ Santa Maria Way interchange provide the single point of public access to the adjoining area east of U.S. Highway 101. This point of access currently serves the Elks Unocal Event Center, a pet grooming business, and surrounding farmland. The Santa Maria Joint Unified High School District is constructing a new agricultural education center that will also use this same point of access. Santa Maria Way and the existing Santa Maria Way/U.S. Highway 101 interchange experience high traffic volumes and congestion during rodeos, concerts, and other events at the Elks Unocal Event Center. As a result, the Santa Maria Elks Club contracts with California Highway Patrol (CHP) to direct traffic during large events.

The future road connection would provide a second point of access to the uses east of U.S. Highway 101; motorists could then access northbound and southbound U.S. Highway 101 from Santa Maria Way (as allowed under current conditions) or from Union Valley Parkway. As a result, the road connection would improve access, relieve congestion, and reduce emergency response times during events at the Elks Unocal Event Center. It would also help reduce overall vehicle miles traveled (VMT) and improve safety and emergency vehicle access along Santa Maria Way. Therefore, the proposed amendment is in the interests of the general community welfare and this finding can be made.

2.1.2 The request is consistent with the Comprehensive Plan, the requirements of State planning and zoning laws, and this Development Code.

The proposed project is consistent with the applicable policies of the Santa Barbara County Comprehensive Plan, including the Orcutt Community Plan, and the applicable development standards of the County Land use and Development Code (LUDC), as discussed in Sections 6.3 and 6.4 of the County Planning Commission staff report, dated October 6, 2020, and incorporated herein by reference. Therefore, the proposed amendment is consistent with the Comprehensive Plan, State planning and zoning laws, and the LUDC, and this finding can be made.

2.1.3 The request is consistent with good zoning and planning practices.

The proposed amendment and the future road connection would connect an existing highway interchange to an existing frontage road. As discussed in subsection 2.2.1, above, the proposed amendment and future road connection would improve access, relieve congestion, and improve safety and emergency vehicle access to the area east of U.S. Highway 101. As discussed in subsection 2.1.2, above, the proposed amendment is consistent with the Comprehensive Plan, including the Orcutt Community Plan, State planning and zoning laws, and the Development Code. As discussed in the MND and the County Planning Commission staff report, dated October 6, 2020, the amendment does not raise policy, environmental, or other planning issues. It also has broad support from local agencies, community organizations, and nearby property owners. Therefore, the proposed amendment is consistent with good zoning and planning practices and this finding can be made.

2.2 ADDITIONAL FINDING FOR COMPREHENSIVE PLAN AMENDMENTS

2.2.1 The request is deemed to be in the public interest.

Santa Maria Way and the associated U.S.Highway/Santa Maria Way interchange currently provide the only access to the surrounding area east of U.S. Highway 101. High traffic volumes and congestion during rodeos, concerts, and other events at the Elks Unocal Event Center increase traffic hazards and hinder emergency vehicle access. The future Santa Maria Joint Unified High School District will generate additional passenger vehicle, bus, and light truck traffic that will also rely on Santa Maria Way and the U.S.Highway/Santa Maria Way interchange. The proposed amendment and future road connection would provide alternative access to the area and, therefore, would improve public safety. Therefore, the proposed amendment and the future road connections are in the the public interest and this finding can be made.

ATTACHMENT C

**RESOLUTION OF THE SANTA BARBARA COUNTY PLANNING COMMISSION
COUNTY OF SANTA BARBARA, STATE OF CALIFORNIA**

IN THE MATTER OF RECOMMENDING)	
THAT THE BOARD OF SUPERVISORS)	
AMEND THE TEXT AND CIRCULATION)	
MAP OF THE TRANSPORTATION SECTION)	RESOLUTION NO.: 20 – _____
OF THE ORCUTT COMMUNITY PLAN OF)	
THE CIRCULATION ELEMENT OF THE)	
SANTA BARBARA COUNTY)	CASE NO. 18GPA-00000-00001
COMPREHENSIVE PLAN TO INCLUDE A)	
NEW LOCAL ROAD CONNECTION TO THE)	
U.S. HIGHWAY 101/UNION VALLEY)	
PARKWAY INTERSECTION AND CLASSIFY)	
RODEO DRIVE AS A SECONDARY)	
ROADWAY)	

WITH REFERENCE TO THE FOLLOWING:

- A. On December 22, 1980, by Resolution No. 80-566, the Board of Supervisors of the County of Santa Barbara, State of California, adopted the Circulation Element of the Santa Barbara County Comprehensive Plan.
- B. On July 22, 1997, by Resolution No. 97-314, the Board of Supervisors adopted the Orcutt Community Plan as an amendment to the Santa Barbara County Comprehensive Plan.
- C. The proposed amendment is consistent with the Santa Barbara County Comprehensive Plan, including the Orcutt Community Plan.
- D. The County provided citizens, California Native American Indian tribes, public agencies, public utility companies, and civic, education, and other community groups opportunities for involvement in the preparation of the proposed amendment in compliance with Government Code sections 65351.
- E. The County contacted and offered to consult with California Native American tribes in compliance with Government Code sections 65352.3 and 65352.4 (Senate Bill 18).
- F. The Governor of California declared an emergency on March 4, 2020, and issued Stay-at-Home Executive Order N-33-20 on March 19, 2020, to protect the health and well-being of all Californians and to slow the spread of the pandemic coronavirus COVID-19.
- G. The Governor of California issued Executive Order N-29-20 on March 17, 2020, which authorized local legislative bodies to hold public meetings via teleconferencing and to make public meetings accessible telephonically or otherwise electronically to all members of the public seeking to observe and to address the local legislative body; and

such a body need not make available any physical location from which members of the public may observe the meeting and offer public comment.

- H. This Commission held a duly noticed public hearing online on October 14, 2020, in compliance with the Governor's executive orders and as required by Government Code section 65353, at which time County staff explained the proposed amendment and the Commission invited comments from the attendees of the hearing.
- I. In compliance with Government Code section 65359, this Commission has determined that the proposed amendment is consistent with the Comprehensive Plan, including the Orcutt Community Plan, and provides the greatest community welfare without compromising community values, environmental quality, or public health and safety, as included in the findings in Attachment A of the County Planning Commission staff report dated October 6, 2020, which is included by reference.
- J. This Commission now finds that it is in the interest of the orderly development of the county and important to the preservation of the health, safety, and general welfare of the residents of the county to recommend that the Board of Supervisors adopt a resolution to amend the text and circulation map of the Transportation section of the Orcutt Community Plan to include a local road connection joining the Union Valley Parkway/U.S. interchange to Rodeo Drive and classify Rodeo Drive as a Secondary (Class S-1) roadway. Said resolution is attached hereto as Exhibit 1 and is incorporated by reference.

NOW, THEREFORE, IT IS HEREBY RESOLVED as follows:

1. The above recitations are true and correct.
2. In compliance with the provisions set forth in Government Code section 65354 and County Code section 2-25.2(a), the County Planning Commission recommends that the Board of Supervisors, following the required noticed public hearing, approve and adopt the above mentioned recommendation of this Commission regarding the amendments of the Transportation section of the Orcutt Community Plan, based on the findings included in Attachment A of the County Planning Commission staff report, dated October 6, 2020.
3. A certified copy of this resolution shall be transmitted to the Board of Supervisors in compliance with the provisions set forth in Government Code section 65354 and County Code section 2-25.2(b).
4. The Chair of the County Planning Commission is hereby authorized and directed to sign and certify all maps, documents, and other materials in accordance with this resolution to reflect the above-described action by the County Planning Commission.

PASSED, APPROVED AND ADOPTED this 14th day of October, 2020, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

LAURA M. BRIDLEY, CHAIR
SANTA BARBARA COUNTY PLANNING COMMISSION

ATTEST:

JEFFREY WILSON
SECRETARY TO THE COUNTY PLANNING COMMISSION

APPROVED AS TO FORM:

MICHAEL C. GHIZZONI
County Counsel

By _____
Deputy County Counsel

EXHIBIT:

1. Resolution of the Board of Supervisors Amending the Transportation Section of the Orcutt Community Plan (Case No. 18GPA-00000-00001)

ATTACHMENT C, EXHIBIT 1

**RESOLUTION OF THE BOARD OF SUPERVISORS
COUNTY OF SANTA BARBARA, STATE OF CALIFORNIA**

IN THE MATTER OF ADOPTING AN)
AMENDMENT TO THE TEXT AND)
CIRCULATION MAP OF THE)
TRANSPORTATION SECTION OF THE) RESOLUTION NO.: 20 – ____
ORCUTT COMMUNITY PLAN OF THE)
CIRCULATION ELEMENT OF THE SANTA) CASE NO. 18GPA-00000-00001
BARBARA COUNTY COMPREHENSIVE)
PLAN TO INCLUDE A NEW LOCAL ROAD)
CONNECTION TO THE U.S. HIGHWAY)
101/UNION VALLEY PARKWAY)
INTERSECTION AND CLASSIFY RODEO)
DRIVE AS A SECONDARY ROADWAY)

WITH REFERENCE TO THE FOLLOWING:

- A. On December 22, 1980, by Resolution No. 80-566, the Board of Supervisors of the County of Santa Barbara, State of California, adopted the Circulation Element of the Santa Barbara County Comprehensive Plan.
- B. On July 22, 1997, by Resolution No. 97-314, the Board of Supervisors adopted the Orcutt Community Plan as an amendment to the Santa Barbara County Comprehensive Plan.
- C. The proposed amendment is consistent with the Santa Barbara County Comprehensive Plan, including the Orcutt Community Plan.
- D. The County provided citizens, California Native American Indian tribes, public agencies, public utility companies, and civic, education, and other community groups opportunities for involvement in the preparation of the proposed amendment in compliance with Government Code sections 65351.
- E. The County contacted and offered to consult with California Native American tribes in compliance with Government Code sections 65352.3 and 65352.4.
- F. The Governor of California declared an emergency on March 4, 2020, and issued Stay-at-Home Executive Order N-33-20 on March 19, 2020, to protect the health and well-being of all Californians and to slow the spread of the pandemic coronavirus COVID-19.
- F. The Governor of California issued Executive Order N-29-20 on March 17, 2020, which authorized local legislative bodies to hold public meetings via teleconferencing and to make public meetings accessible telephonically or otherwise electronically to all members of the public seeking to observe and to address the local legislative body; and

such a body need not make available any physical location from which members of the public may observe the meeting and offer public comment.

- G. The County Planning Commission (Commission) held a duly noticed public hearing online on October 14, 2020, in compliance with the Governor's executive orders and as required by Government Code section 65353, at which time County staff explained the proposed amendment and the Commission invited comments from the attendees of the hearing.
- H. The Commission, after holding a duly noticed public hearing, endorsed and transmitted a written recommendation on the proposed amendment to the Board of Supervisors as required by Government Code section 65354.
- I. The Board of Supervisors received and considered the Commission's recommendation and held a duly noticed public hearing online on December _____, 2020, as required by Government Code Section 65355, at which time the Board of Supervisors invited comments from attendees of the hearing.

NOW, THEREFORE, IT IS HEREBY RESOLVED as follows:

- 1. The above recitations are true and correct.
- 2. The Board of Supervisors now finds, consistent with its authority in Government Code Section 65358, that it is in the public interest to provide orderly development of the county and important to the preservation of the health, safety, and general welfare of the residents of the county to approve and adopt the proposed amendment to amend the text and circulation map of the Transportation section of the Orcutt Community Plan to include a local road connection joining the Union Valley Parkway/U.S. interchange to Rodeo Drive and classify Rodeo Drive as a Secondary (Class S-1) roadway, as shown in Exhibit 1 and Exhibit 2.
- 3. The Chair and the Clerk of the Board of Supervisors are hereby authorized and directed to sign and certify all maps, documents, and other materials in accordance with this resolution to reflect the above-described action.
- 4. Pursuant to Government Code section 65357, the Clerk of the Board is hereby authorized and directed to make the documents amending the Transportation section of the Orcutt Community Plan, including the text and circulation map, available to the public for inspection.

PASSED, APPROVED, AND ADOPTED by the Board of Supervisors of the County of Santa Barbara, State of California, this _____ day of December, 2020, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

GREGG HART, CHAIR
BOARD OF SUPERVISORS
COUNTY OF SANTA BARBARA

ATTEST:

MONA MIYASATO, COUNTY EXECUTIVE OFFICER
CLERK OF THE BOARD

By _____
Deputy Clerk

APPROVED AS TO FORM:

MICHAEL C. GHIZZONI
COUNTY COUNSEL

By _____
Deputy County Counsel

EXHIBITS:

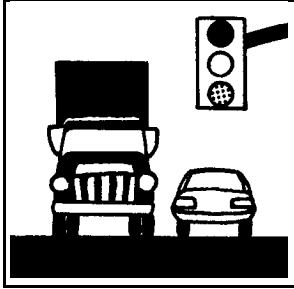
Exhibit 1: Amended Text of the Transportation Section of the Orcutt Community Plan

Exhibit 2: Amended Circulation Map of the Transportation Section of the Orcutt
Community Plan

Orcutt Community Plan Amendment/Union Valley Parkway Road Connection
Case No.: 18GPA-00000-00001
Hearing Date: October 14, 2020
Attachment C, Exhibit 1 - Page 4

ATTCHMENT C
EXHIBIT 1 OF EXHBIT 1
AMENDED TEXT OF THE TRANSPORTATION SECTION
ORCUTT COMMUNITY PLAN

ORCUTT COMMUNITY PLAN



H. Transportation

1. EXISTING SETTING AND ISSUES

A. *Regional/OPA Setting:* Regional access to the planning area is provided by U.S. Highway 101 from the east, State Route 1 from the south, and State Route 135 from the south through the center of Orcutt and continuing north through the City of Santa Maria. East-west circulation through the planning area is primarily provided by Clark Avenue and State Route 1.

State Highways

U.S. Highway 101 is a 4-lane freeway which serves as a major north-south link through the OPA and the Santa Maria Valley. Used by a significant number of local drivers as an intra-community route, it provides the principal connection between Orcutt and southern Santa Barbara County, and northward to Santa Maria, Nipomo, Five-Cities, and the City of San Luis Obispo. Access to U.S. 101 from Orcutt is provided by the Santa Maria Way and Clark Avenue interchanges. In 2008, Caltrans completed a new southbound half-diamond interchange is funded for construction at Union Valley Parkway and a full-diamond interchange will likely be funded soon.

State Route 135 is 4- to 6-lanes providing the primary north-south route through the Santa Maria and Orcutt urban area. Route 135 (Orcutt Expressway) consists of divided and undivided sections with at-grade intersections and extends from Route 1 south of Orcutt to U.S. 101 near the northern Santa Barbara County line. Route 135 is a 4-lane freeway from Route 1 to Foster Road and a 4-lane limited access expressway from Foster Road to Santa Maria Way. It is signalized with left-turn channelization at Waller Lane, Goodwin Road, Skyway Drive-Lakeview Road, and Foster Road. A full-access diamond interchange provides access between Route 135 and Clark Avenue.

State Route 1 is a 2-lane highway which diverges from Route 135 south of Orcutt and extends to the northwest serving the communities of Guadalupe, Oceano and Grover Beach. Access to Route 1 within Orcutt is by stop-sign controlled at-grade connections at Clark Avenue, Solomon Road, and Black Road.

Primary Roadways

Santa Maria Way is 4-lanes extending from Route 135 to a full-access interchange at U.S. 101 (currently stop-sign controlled). The Santa Maria Way/Bradley Road intersection is signal controlled.

Union Valley Parkway (UVP) runs east-west and is currently 2 lanes wide between Hummel Drive and Boardwalk Lane. According to both the City of Santa Maria and County Circulation Elements,

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this arterial is planned to eventually extend from ~~the~~~~new~~ interchange at U.S. Highway 101 to State Route 1.

Clark Avenue is an east-west roadway through Orcutt from east of U.S. Highway 101 to Route 1 on the west. This roadway provides connections to both U.S. 101 and Route 135 by full access interchanges. Clark Avenue is 4-lanes wide between U.S. 101 and California Boulevard and narrows to 2 lanes west of that point. Stop signs control the intersections at Route 1, Blosser Road, California Boulevard, Gray Avenue, and the Clark Avenue/U.S. 101 interchange, while signals control the Route 135 interchange, Orcutt Road and Bradley Road intersections.

Rice Ranch Road is 2-lanes extending west from Bradley Road to Old Town Orcutt where the roadway continues as Broadway Street. The intersections of Rice Ranch Road with both Bradley Road and Orcutt Road are stop sign controlled.

Bradley Road extends from Santa Maria Way on the north to Stubblefield Road. This road is 4-lanes wide and signalized at Santa Maria Way, Lakeview Road, Foster Road, and Clark Avenue. Four-way stop signs control the Patterson Road and Rice Ranch Road intersections.

Secondary Roadways

Lakeview Road is a 2-lane east-west arterial extending from Bradley Road to Highway 135 providing primary access to the Santa Maria Airport. The Lakeview Road/Bradley Road intersection is controlled by a 3-way signal while the Lakeview Road/Highway 135 intersection is controlled by a 4-way signal.

Foster Road is an east-west street located south of the Santa Maria Airport. Foster Road extends from Blosser Road to a point east of Bradley Road where it terminates. Foster Road is 2 lanes wide and currently signalized at Route 135 and at Bradley Road, with left-turn channelization at major cross-streets. The intersections of Foster Road at Blosser Road and California Boulevard are stop-signed controlled.

Woodmere Road is an east-west road which extends east and west of Bradley Road. The eastern segment of Woodmere Road currently terminates adjacent to U.S. 101 just east of Harmony Lane. According to the County Circulation Element, Woodmere Road may be extended from its current terminus southeasterly along the freeway and connect to Clark Avenue.

Kenneth Avenue is a two-lane street which extends north-south between Clark Avenue and Woodmere Road. This street serves primarily residential traffic and provides an indirect connection between Union Valley Parkway and Clark Avenue.

Solomon Road is a 2-lane east-west collector road which extends between Route 1 and Blosser Road. The Route 1 and Blosser Road intersections are controlled by stop signs.

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Patterson Road is 2 lanes extending east-west between Orcutt Road and a point southeast of its intersection with Bradley Road. The Patterson Road/Bradley Road intersection is controlled by a 4-way stop.

Stubblefield Road is a 2-lane roadway which serves neighborhood traffic and extends easterly from Bradley Road to Black Oak Drive. It terminates at a “T” intersection and 1-way stop at Black Oak Drive. *Amended by Res. 06-238, 07/25/06*

Black Road is a north-south road located at the western boundary of the OPA. This 2-lane road currently serves the Tanglewood subdivision located west of the Santa Maria Airport. The Black Road/Route 1 intersection is stop sign controlled.

Blosser Road is a 2-lane north-south roadway which extends from the Santa Maria Airport to Clark Avenue. The intersections of Blosser Road at Foster Road, Solomon Road and Clark Avenue are stop-sign controlled.

California Boulevard is a 2-lane north-south street that extends from Foster Road on the north to Clark Avenue on the south. The intersections of California Boulevard at Foster Road, Foxenwood Drive, Old Mill Lane and Clark Avenue are stop-sign controlled.

Foxenwood Lane is a 2-lane north-south local frontage road which extends from Foster Road on the north to Clark Avenue on the south. Both of these intersections are controlled by stop signs.

Orcutt Road is a north-south 2-lane frontage road which extends from Goodwin Road on the north to Rice Ranch Road on the south. South of Rice Ranch Road the roadway continues as Graciosa Road and parallels Route 135. The Orcutt Road/Clark Avenue intersection is signalized.

Hummel Drive extends south from Foster Road to a point south of the UVP. A segment of Hummel Drive also extends north from Patterson Road. However, the roadway is discontinuous between UVP and Patterson Roads.

Stillwell Road is a 2-lane road which extends north and south of Clark Avenue. North of Clark Avenue the roadway extends to Oak Knoll Road, while south of Clark Avenue the roadway terminates adjacent to Chancellor Street. The intersections of Stillwell Road with Clark Avenue are controlled by stop signs.

Telephone Road is a north-south road located along the eastern boundary of the study area. This 2-lane road primarily serves agricultural uses and the Lake Marie Estates.

“Rodeo Drive” is an unnamed frontage road located on the east side of U.S. Highway 101 between the Union Valley Parkway/U.S. Highway 101 interchange and the Santa Maria Way/U.S. 101 interchange. This 2-lane road serves lands to the east of U.S. Highway 101 and Key Site 33.

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B. Existing Levels of Service

The primary factor influencing efficiency of operation of a roadway system is the adequacy of intersection design and operation. Operating conditions are described by level-of-service (LOS), which is derived by comparing traffic volumes with roadway capacity. LOS A represents the best traffic operation, while LOS F represents the worst. Generally LOS C is considered the minimal level desired. The six LOS categories are described in Table [3130](#).

Table 31
Level of Service Definitions

LOS	Definition
A	Free unobstructed flow, no delays; signal phases able to handle approaching vehicles.
B	Stable flow, little delay, few phases unable to handle approaching vehicles.
C	Stable flow, low to moderate delays, full use of peak direction signal phases.
D	Approaching unstable flow, moderate to heavy delays, significant signal time deficiencies experienced for short durations during peak traffic period.
E	Unstable flow, significant delays, signal phase timing is generally insufficient, extended congestion during peak period.
F	Forced flow, low travel speeds and volumes well above capacity.

Most of the 20 major intersections in the OPA operate at LOS C or better during the P.M. peak hour (Table [3234](#)). The Foster Road/Route 135 intersection is, however, currently operating at LOS F during the P.M. peak hour.

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Table 32
Existing Intersection Levels Of Service - P.M. Peak Hour

Intersection	Control	V/C / LOS
1. Waller Ln/SR 135	Signal	0.47/A
2. Skyway Dr-Lakeview Rd/SR 135	Signal	0.73/C
3. Lakeview Rd/Bradley Rd	Signal	0.68/B
4. Santa Maria Way/Bradley Rd	Signal	0.68/B
5. Foster Rd/California Blvd ^a	1-Way Stop	1.0 sec./A
6. Foster Rd/State Route 135	Signal	1.02/F
7. Foster Rd/Bradley Rd	Signal	0.49/A
8. Patterson Rd/Bradley Rd	4-Way Stop	0.66/B
9. Clark Ave/SR 1 ^a	2-Way Stop	2.3 sec./A
10. Clark Ave/Blosser Rd ^a	1-Way Stop	5.2 sec./B
11. Clark Ave/California Blvd	4-Way Stop	0.26/A
12. Clark Ave/SR 135 SB Ramps	Signal	0.43/A
13. Clark Ave/SR 135 NB Ramps	Signal	0.35/A
14. Clark Ave/Orcutt Rd	Signal	0.50/A
15. Clark Ave/Bradley Rd	Signal	0.61/B
16. Clark Ave/Stillwell Rd ^a	2-Way Stop	9.7 sec./B
17. Clark Ave/U.S. 101 SB Ramps ^a	1-Way Stop	1.8 sec./A
18. Clark Ave/U.S. 101 NB Ramps ^a	1-Way Stop	2.2 sec./A
19. Rice Ranch Rd/Orcutt Rd ^a	2-Way Stop	2.5 sec./A
20. Rice Ranch Rd/Bradley Rd	4-Way Stop	0.23/A

^a V/C ratio not applicable. LOS based on delay.

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C. *Alternative Transportation Modes*

Transit Facilities: Three transit services are provided within the OPA by Santa Maria Area Transit (SMAT). The largest is the fixed route service for the general public which provides service along most primary and secondary roadways in the OPA. The second largest is demand response which provides door-to-door service for eligible elderly and disabled persons. The third and smallest service, related to demand response, is the special health bus which transports north county residents to medical facilities in the Santa Barbara/Goleta area.

Carpooling: Approximately 17% of Orcutt's commuting workers carpool, largely due to long commute distances. Two developed park-and-ride lots currently exist near the north-bound and south-bound ramps of Highway 135 and Clark Avenue. Several park-and-ride locations have developed informally adjacent to the U.S. Highway 101 interchange at Clark Avenue, evidencing the need for these type of facilities. As population levels increase in the OPA, demand for additional park-and-ride facilities will increase throughout Orcutt.

Existing Bikeways System: There are currently 9.6 miles of public bikeways in the OPA. Class II (separated on-street) lanes are located along Bradley Road between Lakeview Road and Rice Ranch Road; along Lakeview Road between Route 135 and Bradley Road; along Clark Avenue between Telephone Road and Route 135; along Rice Ranch Road between Bradley Road and Orcutt Road; and along portions of Orcutt Road between Clark Avenue and Lakeview Road. Class III routes (right-of-way designated by signs and markings and shared with motorists) are designated along Foster Road between Route 135 and Blosser Road; however, no signs indicate the route. Currently, there is no direct north-south bikeway link between the residential areas in Orcutt and the employment and shopping centers in Santa Maria. The planning area also lacks contiguous east-west bikeway links.

The shortcomings of the existing bikeway network decrease its utility as a commuting option and recreational resource. The Class II Bike Lane along Orcutt Road has an incomplete section between Foster Road and Mooncrest Lane. Two of the Class II Bike Lanes (along Bradley Road and Clark Avenue) are located on roadways that experience a high volume of traffic. Although bicyclists have their own lane, they may perceive travel along these roads as dangerous, and the lanes may be under-utilized as a result. Limited access to these bike lanes/routes also decrease their utilization. The Bradley Road facility provides north/south access for only the eastern section of the planning area. Although the Clark Avenue and Rice Ranch Road bike lanes provide east/west travel through the southernmost portions of the OPA, they do not extend west of Highway 135. Additionally, the unmarked Class III Bike Route along Foster Road does not provide a useful connection between any origin or destination as it travels through a sparsely developed area and terminates at a eucalyptus grove in the west and at Highway 135 in the east.

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2. CIRCULATION ELEMENT

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

"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 OCP updates the roadway classifications and project consistency standards of the County's Circulation Element for the community of Orcutt. In so doing, this Community Plan identifies a new system of roadway classifications and project consistency standards which supersede the prior classifications and standards of the Circulation Element for Orcutt.

A. *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 and intersections in the Orcutt Planning Area is Level of Service C. The minimum LOS shall be "D" or better for the following roadway segments and intersections:

- The Foster Road and Highway 135 intersection;
- The Lakeview Road and Skyway Drive intersection;
- Stillwell Road;
- Lakeview Road;
- All the Clark Avenue roadway segments and intersections between Blosser Road on the west and Foxenwood Lane on the east (Old Town).

Estimated Future Level of Service: For a given intersection, the County accepted LOS is based on projections from the Orcutt Traffic Model (near-term scenario) or on existing traffic levels combined with 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 mitigation 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 projections based upon the Orcutt Traffic Model or a 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 LOS E/F.

B. Roadway Classification System:

The Orcutt roadway classification system (Table [3332](#)) is divided into two main designations: Primary and Secondary roadways. Each of these main designations is further subdivided into three subclasses, dependent upon roadway size, function, and surrounding uses. Primary roadways serve mainly as principal access routes to major shopping areas, employment and community centers, and often carry a large percentage of through traffic (Table [3433](#)). 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. Figure 24 is the OPA circulation map.

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Table 33
Orcutt Street Classifications

Class P-1	US Highway 101
	State Route 1
	State Route 135
Class P-2	Santa Maria Way
	Union Valley Parkway (State Route 1 to US Hwy 101)
	Clark Avenue (State Route 135 to east of US Hwy 101)
	"E" Street
Class P-3	Clark Avenue (State Route 135 to State Route 1)
	Bradley Road
	College Drive
	Broadway Street
	Rice Ranch Road
Class S-1	Lakeview Road
	Foster Road
	Solomon Road
	Black Road
	Graciosa Road
	Telephone Road
	Blosser Road
	Rodeo Drive
Class S-2	Patterson Road
	Orcutt Road
	California Boulevard
	Foxenwood Lane
Class S-3	Woodmere Road
	Hummel Drive
	Kenneth Avenue
	Stillwell Road
	Stubblefield
	Foxenwood Drive

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Table 3433
Definitions Of 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.	19,990	47,800	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	42,500	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	37,700	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.

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Figure 24 - CIRC-6 map

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C. Standards For Determination of Project Consistency:

Purpose: This section defines intersection and roadway standards in terms of level of service, provides methodology for determining project consistency with these standards, and defines how the roadway and intersection standards will be applied in making findings of project consistency with this Community Plan. The intent of this section is to ensure that roadways and intersections in the Planning Area continue to operate at acceptable levels.

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

- 1) *For Primary roadway segments, a project is considered consistent with this section of 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 this section of 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 identified in the OTIP) that is deemed to offset the effects of project-generated traffic.*

Consistency Standards for Secondary Roadways (S-1 through S-3)

- 3) *For Secondary roadway segments where the Estimated Future Volume does not exceed the Acceptable Capacity, a project is consistent with this section of the Community Plan. However, county decision-makers may impose additional mitigation measures (i.e., traffic calming, alternative transportation, etc.) based upon project impacts and specific road segment characteristics (i.e., site distance, school proximity, parking driveways, roadway width, safety, vehicle speed, etc.).*
- 4) *For Secondary roadway segments where the Estimated Future Volume exceeds the Acceptable Capacity, a project is consistent with this section of the Community Plan if: 1) the project generates 100 ADT or less, or 2) if the project provides a contribution toward an alternative transportation project (as identified in the OTIP) that is deemed to offset the effects of project-generated traffic.*

Signalized Intersection Consistency Standards

Intersection capacity is stated in terms of the proportion of the volume of traffic carried (V) to its design capacity (C); with a volume to capacity ratio (V/C) of 1.00 equal to LOS F, a V/C ratio of .90 equal to LOS E, on down to a V/C ratio of .70 equal to LOS C and a V/C ratio of .50 equal to LOS A.

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- 1) *Projects contributing Peak Hour Trips to intersections that operate at an 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 V/C ratio greater than 0.20.*
 - *For intersections operating at an Estimated Future Level of Service B, no project shall result in a change in V/C ratio greater than 0.15.*
 - *For intersections operating at an Estimated Future Level of Service C, no project shall result in a change of V/C ratio greater than 0.10.*
 - *For intersections operating at an Estimated Future Level of Service D, no project shall result in a change of V/C ratio greater than 0.03.*
 - *For intersections operating at an Estimated Future Level of Service E, no project shall result in a change of V/C ratio greater than 0.02.*
 - *For intersections operating at an Estimated Future Level of Service F, no project shall result in a change of V/C ratio greater than 0.01.*
- 2) *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 project changes in V/C ratio, in excess of the applicable intersection standards above, shall be required in order to make a finding of consistency with the Community Plan.*
- 3) *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.*

Unsignalized Intersection Consistency Standards

- 1) *Projects contributing peak hour trips to unsignalized intersections that operate at an Estimated Future Level of Service A shall be found consistent with this section of the Community Plan unless the project results in a change of two levels of service or an equivalent amount of delay.*
- 2) *Projects contributing peak hour trips to intersections that operate better than Estimated Future Level of Service C shall be found consistent with this section of the Community Plan.*
- 3) *Unsignalized intersections that do not trigger traffic signal warrant criteria shall be found consistent with this section of the Community Plan.*

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Special Standards for Projects Involving Comprehensive Plan Amendments

- 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 the following findings must be made by the Board of Supervisors to approve the amendment:*
 - *The increase 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, or*
 - *Alternative transportation improvements included as part of the project description, that are consistent with the Community Plan, have a reasonable relationship to the project, and substantially enhance the alternative transportation system consistent with the OTIP.*

Exemptions

Roadway and Intersection standards stated above shall not apply to:

- 1) *Land use 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 which contain a minimum of 50% of the units in price ranges affordable to persons of low or moderate income, consistent with the policies of the County's Housing Element.*
- 3) *The accessory use portion of mixed-use projects. This exemption shall apply only to a project where the accessory use portion is no greater than 5,000 square feet in size and where the mixed-use accommodates alternative transportation and is likely to substantially reduce single occupancy vehicle trips.*

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3. PLANNING ISSUES

The community of Orcutt has one of the worst ratios of jobs to housing in the county (Jobs Housing Study; Santa Barbara County Association of Governments, 1995). As a result of the low employment base and lack of commercial development in Orcutt, most residents leave the community for work and/or shopping. Vehicle miles travelled are high for local residents commuting south to Lompoc, Santa Ynez, Goleta, and Santa Barbara, as well as north to Santa Maria and San Luis Obispo County. In addition, use of alternative travel modes for work related commutes is low in the Orcutt-Santa Maria area, with just 2.3% walking, 1% using bicycles, and 0.35% using public transit (1990 Census).

A primary goal of the OCP is to complete the roadway system: providing through-links where needed, providing new or extended roads in areas expecting significant additional growth, and identifying ways alternative transportation can reduce congestion and overall vehicle miles. The OCP addresses these needs through the OTIP, the Bikeways Plan, and development standards which call for additional bus turnouts, connecting pathways between residential developments and commercial centers, additional park-n-ride lots, and traffic calming methods to reduce circulation impacts. The urban trails component of the Parks, Recreation and Trails section can also help reduce car trips by providing a safe way for residents to walk without having to compete with cars.

A. *Orcutt Transportation Improvement Plan*

The Orcutt Transportation Improvement Plan (OTIP) includes long-term improvements to roadways, intersections, and alternative transportation facilities intended to provide acceptable levels of service within the planning area. These improvements were developed using the results of the traffic and circulation analysis and Orcutt Traffic Model completed for the OCP. Bicycle, transit, and "traffic calming" measures are also included in the OTIP. Since market factors and land use changes can significantly influence the need for and timing of construction of improvements identified for the buildout scenario (15-20 years), the OTIP Transportation Impact Fee is calculated on the costs associated with funding and implementing 10-year improvements. The OCP includes policies directing County Public Works to update the OTIP as necessary (e.g., every 2-3 years) to account for capital improvement changes. The following section summarizes the 10-year intersection and roadway improvements identified in the OTIP. (The OTIP is adopted with, but found under separate cover from, the OCP).

Intersection Improvements (10-year): Existing, 10-year, and buildout traffic volumes and corresponding levels of service at the 20 critical intersections evaluated in the Orcutt Traffic Model are shown in Table 3534. Level of service projections for the 10-year scenario assume completion of the funded and unfunded roadway improvements described in the OTIP.

Foster Road/State Route 135: This intersection is forecast to operate at LOS D (V/C 0.82) with 10-year traffic volumes. In order to achieve LOS C, additional lanes would be required on Route 135.

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As outlined in the City of Santa Maria Circulation Element, State Route 135 will be widened to 6 lanes from Union Valley Parkway to Betteravia Road, including one additional northbound and southbound thru-lane at Foster Road/State Route 135. With this improvement, the Foster Road/State Route 135 intersection would operate at LOS B (V/C 0.61) under the 10-year traffic scenario.

Patterson Road/Bradley Road: 10-year traffic volumes indicate that traffic signals will be required at this location. Installation of traffic signals would provide for LOS A (V/C 0.47).

Clark Avenue/U.S. 101 SB Ramps: This unsignalized intersection is forecast to operate in the LOS E range with 10-year traffic. Installation of traffic signals and minor widening to align the on- and off-ramps will provide for LOS B (V/C 0.67).

Clark Avenue/U.S. 101 NB Ramps: This unsignalized intersection is forecast to operate in the LOS F range with 10-year traffic. Installation of traffic signals and minor widening to align the on- and off-ramps will provide for LOS C (V/C 0.76).

Skyway Drive-Lakeview Road/State Route 135: This intersection is forecast to operate at LOS C (V/C 0.83) with 10-year traffic volumes. As outlined in the City of Santa Maria Circulation Element, State Route 135 will be widened to 6 lanes north of Union Valley Parkway. With this improvement, the intersection will operate at LOS C (V/C 0.72) with 1-year traffic volumes.

Signalization Projects: In addition to the traffic signal improvements identified above, the OTIP includes funding for signalizing up to 5 additional intersections in the OPA in the 10-year scenario. Additional signals may be required at intersections along Clark Avenue, Bradley Road, and other primary arterials in the planning area.

Roadway Improvements (10-Year): Existing, 10-year, and buildout ADT volume forecasts for the primary and secondary roadway segments serving the OPA are provided in Table ~~3635~~ and depicted in Figure 25 (10-year Roadway Volumes) and Figure 26 (Buildout Roadway Volumes). The following text identifies the roadway improvements that would be required to accommodate traffic generated under the 10-year scenario.

Union Valley Parkway: Likely construction of a full-diamond interchange at U.S. 101, extend UVP west across SR 135 to California Boulevard. Signalization would occur at UVP/Bradley Road and UVP/SR 135. Completion of this segment of UVP as a 2-lane facility will significantly decrease traffic volumes on north Bradley Road, sections of Lakeview Road, Foster Road, and the northern end of California Boulevard.

State Route 135: As outlined in the City of Santa Maria Circulation Element, SR 135 will be widened from Betteravia Road to Union Valley Parkway. This widening project will enhance intersection levels of service at intersections along SR 135 by providing increased capacity.

ORCUTT COMMUNITY PLAN

Hummel Drive: Complete the Hummel Drive missing link between UVP and Patterson Road.

Stillwell Road/Bradley Road Extension: Construction of a through public road from the end of Stillwell Road to Bradley Road through Key Sites 5, 6, 7, and 12. This roadway extension would carry between 1,200 and 1,500 ADT and serve existing residential neighborhoods and approximately 1,110 new residential units. The roadway extension will also provide options for school bus routes, trash collection, and emergency vehicle access that will benefit the residents of the area.

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Table 35
10-Year and Buildout Intersection Levels of Service - P.M. Peak Hour

Intersection	V/C/LOS				
	Existing	10-Year	10-Year/ Mitigated	Buildout	Buildout/ Mitigated
1. Waller Ln/SR 135	0.47/A	0.54/A	N/A	0.75/C	N/A
2. Skyway Dr-Lakeview Rd/SR 135	0.73/C	<u>0.83/D</u>	.72/C	0.94/E	0.75/C
3. Lakeview Rd/Bradley Rd	0.68/B	0.61/B	N/A	0.78/C	N/A
4. Santa Maria Way/Bradley Rd	0.68/B	0.44/A	N/A	0.85/D	0.70/B
5. Foster Rd/California Blvd ^a	1.0 sec/A	3.9 sec./A	N/A	3.7 sec./A	N/A
6. Foster Rd/State Route 135	0.76/C	0.82/D	0.61/B	0.87/D	0.69/B
7. Foster Rd/Bradley Rd	0.49/A	0.42/A	N/A	0.44/A	N/A
8. Patterson Rd/Bradley Rd	0.66/B	0.79/C	.47/A	0.90/D	0.56/A
9. Clark Ave/SR 1 ^a	2.3 sec/A	3.7 sec./A	N/A	8.0 sec./B	N/A
10. Clark Ave/Blosser Rd ^a	5.2 sec./B	5.9 sec./B	N/A	14.8 sec./C	N/A
11. Clark Ave/California Blvd	0.26/A	0.38/A	N/A	1.01/F	0.76/B
12. Clark Ave/SR 135 SB Ramps	0.43/A	0.49/A	N/A	0.68/B	N/A
13. Clark Ave/SR 135 NB Ramps	0.35/A	0.57/A	N/A	0.72/C	N/A
14. Clark Ave/Orcutt Rd	0.50/A	0.64/B	N/A	0.70/B	N/A
15. Clark Ave/Bradley Rd ^d	0.61/B	0.77/C	.77/C	0.92/E	0.78/C
16. Clark Ave/Stillwell Rd ^b	9.7 sec./B	.36/A	N/A	NA/F^c	0.67/B
17. Clark Ave/U.S. 101 SB Ramps ^a	1.8 sec./A	17.1 sec./C	.71/C	NA/F^c	0.76/B
18. Clark Ave/U.S. 101 NB Ramps ^a	2.2 sec./A	NA/F^c	0.76/C	NA/F^c	0.75/C
19. Rice Ranch Rd/Orcutt Rd ^a	2.5 sec./A	11.9 sec./C	N/A	11.2 sec./C	N/A
20. Rice Ranch Rd/Bradley Rd	0.23/A	0.37/A	N/A	0.47/A	N/A
21. Union Valley Parkway/SR135	N/A	0.77/C	N/A	N/A	N/A

^a V/C ratio not applicable. LOS based on delay.

^b Existing LOS based on stop signs, 10-year LOS assumes signals planned by end of 1997.

^c Volumes exceed capacity. Delay value meaningless.

^d LT phasing does not change V/C ratio.

Bolded-Underlined values exceed LOS C.

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**Table 36
Roadway ADT Volumes, 10-Year & Buildout**

CLASS	Roadway Segment	ADT			LOS C Threshold	Design Capacity
		1995	10-year	Buildout		
P-2	Santa Maria Way n/o Bradley Road	13,500	18,600	26,200	34,000	42,480
P-2	Santa Maria Way s/o Bradley Road	13,600	15,700	18,300	34,000	42,480
P-2	U.V.P. e/o Bradley Road	1,500	12,000	17,100	14,300	17,900
P-2	U.V.P. e/o SR 135	800	7,700	15,400	14,300	17,900
P-2	U.V.P. w/o SR 135	NA	8,000	18,500	14,300	17,900
P-2	Clark Ave. e/o Orcutt Rd.	15,800	18,400	28,600	34,000	42,480
P-2	Clark Ave. e/o Bradley Rd.	17,600	19,500	27,500	34,000	42,480
P-3	College Drive n/o Santa Maria Way	3,900	4,200	19,400	30,100	37,680
P-3	Bradley Rd. s/o Lakeview Rd.	23,300	20,600	22,900	30,100	37,680
P-3	Bradley Rd. s/o U.V.P.	13,700	17,400	18,900	30,100	37,680
P-3	Bradley Rd. n/o Rice Ranch Rd.	8,450	13,100	14,900	30,100	37,680
P-3	Clark Ave. w/o Blosser Rd.	2,800	4,250	9,500	12,500	15,700
P-3	Clark Ave. w/o Foxenwood Ln.	9,900	14,100	20,700	30,100	37,680
P-3	Clark Ave. e/o US 101	3,250	4,250	5,400	12,500	15,700
P-3	Rice Ranch Rd. e/o Orcutt Rd.	2,600	5,900	6,400	12,500	15,700
S-1	Black Rd. n/o Route 1	2,900	4,600	7,200	9,300	11,600
S-1	Lakeview Rd. e/o Orcutt Rd.	10,200	10,300	11,700	9,300	11,600
S-1	Lakeview Rd. w/o Hillview	9,100	9,000	9,400	9,300	11,600
S-1	Foster Rd. w/o California Blvd.	2,200	2,050	1,800	9,300	11,600
S-1	Foster Rd. e/o California Blvd.	6,500	5,500	4,500	9,300	11,600
S-1	Foster Rd. w/o Bradley Rd.	7,400	6,700	6,000	9,300	11,600
S-1	Solomon Rd. w/o Blosser Rd.	900	1,100	2,150	9,300	11,600
S-2	Patterson Rd. w/o Bradley Rd.	3,850	4,250	1,200	7,300	9,100
S-2	Blosser Rd. s/o Foster Rd.	2,600	4,100	3,400	7,300	9,100
S-2	Blosser Rd. n/o Calrk Ave.	1,300	2,600	4,000	7,300	9,100
S-2	California Blvd. n/o Clark Ave.	3,250	3,650	6,600	7,300	9,100
S-2	Orcutt Rd. s/o U.V.P.	4,500	6,900	6,000	7,300	9,100
S-2	Orcutt Rd. s/o Clark Ave.	4,450	6,300	4,750	7,300	9,100
S-3	Foxenwood Ln. n/o Clark Ave.	2,200	2,400	2,200	6,300	7,900
S-3	Hillview Rd. n/o Foster Rd.	1,700	1,800	2,100	6,300	7,900

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CLASS	Roadway Segment	ADT			LOS C Threshold	Design Capacity
		1995	10-year	Buildout		
S-3	Still Rd. n/o Clark Ave.	1,500	1,650	1,800	6,300	7,900
S-3	Stillwell Rd. s/o Clark Ave.	1,200	2,350	6,600	6,300	7,900
S-3	Stubblefield Rd. e/o Bradley Rd.	1,100	1,150	3,200	6,300	7,900

Bolded roadways exceed LOS C

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Figure 25 - 10-year Roadway Volume Map

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Figure 26 - Buildout Roadway Volume Map

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E. Bikeways Plan

The expanded bikeways system for the OPA, as shown in Figure 27, includes new Class I bikeways adjacent to UVP, Orcutt Creek, and U.S. 101. Additional Class II lanes will be provided on several roadways including Hummel Drive, California Boulevard, Foxenwood Road, and Blosser Road. The primary intent of this system is to provide a comprehensive system that will link-up with the City of Santa Maria's future bikeway system and provide contiguous east/west paths across the planning area as well as north/south links between commercial and employment centers in Santa Maria and residential areas in Orcutt. For commuters, this expanded system will offer safe routes for bicycle travel between residential areas, schools, employment and commercial locations, and intermodal transfer points (Park & Ride Sites). Additionally, the network will serve as a recreational amenity and will be easily accessible to residents throughout the Orcutt area.

Dedicated bike paths in the OPA fall into three categories:

Class I Bike path (Off-road Path): A completely separated facility for use by bicyclists. It consists of a paved two-way bike lane having a minimum width of 8 feet. An adjacent graded area no less than 2 feet wide is provided on both sides of the paved area to accommodate some pedestrian use. Pathways closer than 5 feet from the edge of a traveled way must include a physical barrier to prevent users from encroaching onto motor vehicle lanes.

Class II Bike path (On-road Bike path): A separate lane for use by bicyclists which is established within the paved area of a road. Stripes painted on the pavement delineate separate areas to be used by bicyclists or motorists. In addition, bike lane signs and pavement markings provide for an orderly flow of traffic and reduce the risk of bicycle/motorist collisions resulting from confusion about where cyclists will be. Class II bike paths are exclusively one-way facilities. On-street parking is sometimes permitted within Class II Bike paths.

Class III Bike path (Sign Designated, On-Road Bike path): The purpose of these routes is to provide continuity to the network. They are located along through streets which are not served by Class I or Class II Bike paths and are established by the placement of bike path signs along the roadways which they follow. The routes are shared with motor vehicles on the street, or with pedestrians on sidewalks.

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Figure 27 Bikeways

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4. TRANSPORTATION POLICIES AND DEVELOPMENT STANDARDS

Policy CIRC-O-1: The County shall adopt and implement an Orcutt Transportation Improvement Plan (OTIP) which includes long-term improvements to roadways and alternative transportation facilities targeted to provide for acceptable levels of service on roadways and intersections within the planning area. The OTIP shall be an integrated Plan for capital improvements of roads and intersections as well as alternative transportation facilities. The OTIP shall contain a list of transportation projects to be undertaken and include projected costs for each funded and unfunded improvement. The County shall also revise the Transportation Impact Fee based upon the projected cost of transportation system improvements identified in the OTIP.

Action CIRC-O-1.1: Future circulation improvements may include construction of missing street segments, roadway widening, intersection improvements, completion of the Union Valley Parkway, transit, and alternative modes of transportation (e.g., bikeways and pedestrian paths).

Action CIRC-O-1.2: The OTIP shall be updated by the Public Works Department, in consultation with P&D, and presented to the Board of Supervisors for review no less than once every three years. At such time, the Transportation Impact Fees will be re-evaluated and modified as necessary to account for any changes to the OTIP. *(Amended by Res. 01-226, 7/10/2001)*

Action CIRC-O-1.3: As part of each OTIP update, the Public Works Department shall submit current traffic count and intersection level of service data to the Planning Commission and Board of Supervisors. In addition, every 18 months the Public Works Department will present the Board of Supervisors with a report on significant development projects that are under construction and a summary of related, current traffic count and intersection levels of service, and OTIP projects which are scheduled for or under construction. *(Amended by Res. 01-226, 7/10/2001)*

Policy CIRC-O-2: The County shall serve to provide an efficient and safe circulation system to accommodate future growth in Orcutt. The County will use its best efforts to coordinate the timing of

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roadway, intersection and other transportation improvements with the completion of the development projects that the improvements are intended to serve. (Amended by Res. 01-226, 7/10/2001)

Action CIRC-O-2.1:

The County should acquire right-of-way for 4-lanes along Union Valley Parkway between Blosser Road and Highway 1. The two lanes required to accommodate Buildout ADT's (8,500 - 8,700 ADT) on UVP west of Blosser should be constructed along the northern right-of-way boundary to provide access to residential and commercial uses associated with Key Site 22. The undeveloped right-of-way to the south should be landscaped with drought-tolerant and/or native vegetation until such time as 4-lanes are required for UVP.

DevStd CIRC-O-2.2:

The developer of the U.S. Highway 101 Highway/Union Valley Parkway Road Connection, Case No. 18GPA-00000-00001, shown on the Orcutt Community Plan Circulation Map, Figure 24 - CIRC-6, above, shall accept and implement the adopted Mitigation Monitoring and Reporting Program, Case No. 19NGD-00000-00013, throughout the project development process, unless the project requires a new environmental document to comply with the requirements of CEQA.

Policy CIRC-O-3:

The County shall maintain a minimum Level of Service (LOS) C or better on roadways and intersections within the Orcutt Planning Area, except that Minimum LOS shall be “D” for the following roadway segments and intersections:

- Foster road and Highway 135 intersection
- Lakeview Road and Skyway Drive intersection
- Stillwell Road and Lakeview Road intersection
- All Clark Avenue roadway segments and intersections between Blosser Road on the west and Foxenwood Lane on the east.

Action CIRC-O-3.1:

Public Works Department shall regularly monitor the operating conditions of designated roadways and intersections in Orcutt. If traffic on any roadway or intersection is found to exceed the acceptable capacity level defined by this Plan, the County should 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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- redesignating roadways and/or intersections to a different classification;
- reconsidering land uses to alter traffic generation rates, circulation patterns, etc.; and
- changes to the Orcutt Transportation Improvement Plan including reevaluation of alternative modes of transportation.

Action CIRC-O-3.2: The County, with assistance from the SBCAG, should pursue a cost sharing agreement with the City of Santa Maria and Santa Maria Public Airport for roadway improvements within the OPA. The cost-sharing agreement should be based upon the percentage of peak-hour trips by jurisdiction which contribute to the required roadway/ intersection improvements.

Policy CIRC-O-4: **A determination of project consistency with the standards and policies of the Orcutt Community Plan Circulation Section shall constitute a determination of consistency with LUDP#4 with regard to roadway and intersection capacity.**

Policy CIRC-O-5: **Planning and construction of regional-serving transportation facilities in the planning area should be shared by the City, the County, and the State (Caltrans). Regional-serving transportation facilities include Union Valley Parkway, College Drive, "E" Street, and widening State Route 135 between Betteravia Road and Union Valley Parkway.**

Action CIRC-O-5.1: County Public Works Department and P&D should work with Caltrans on the planning associated with widening the U.S. 101/Santa Maria River Bridge which should include a separated Class I bicycle path or shall pursue a separate bike crossing over the Santa Maria River.

Action CIRC-O-5.2: The County Public Works Department and P&D should coordinate with Caltrans, the Association of Governments, and the City of Santa Maria to discuss long-term operation of Highway 135 and potential modifications to the existing freeway agreement between the County and Caltrans.

Policy CIRC-O-6: **The County shall encourage development of all feasible forms of alternative transportation in the Orcutt/Santa Maria area.**

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- Action CIRC-O-6.1:** The County shall work with SMAT and the City of Santa Maria to improve transit services between the two communities and shall participate in any planning efforts by City of Santa Maria to establish a light rail system and/or multi-modal transit center.
- Action CIRC-O-6.2:** The County shall coordinate with Caltrans to incorporate park-and-ride facilities (including bike lockers, transit stops and benches) near planned freeway interchange improvement projects such as UVP/U.S. 101 and UVP/SR 135 interchange. Park-and-ride locations shall be considered for Key Sites located adjacent to these interchanges.
- Policy CIRC-O-7:** **The County shall encourage Caltrans to accommodate planned bicycle facilities in the design and construction of new highway overpasses and/or widening of existing overpasses.**
- Policy CIRC-O-8:** **The County shall ensure that the circulation system maintains the quality of life within residential neighborhoods in the Orcutt Planning Area to the greatest extent feasible.**
- Action CIRC-O-8.1:** The Public Works Department shall review and respond to a proposal from Planning and Development which lists locations for possible width reduction and/or vacation of existing road right-of-way where future traffic volumes would not require the current right-of-way. Any resulting effects to roadway frontage and parcel setbacks should be addressed to ensure that structural development would maintain an orderly pattern in relation to the affected surrounding neighborhood and roadway(s).
- Action CIRC-O-8.2:** Public Works shall minimize all new public roadway widths south of Clark Avenue where feasible to minimize construction and maintenance costs and environmental impacts.
- Program CIRC-O-8.3:** The County Public Works Department shall develop a comprehensive neighborhood traffic management program to address problems related to increased vehicular traffic and/or vehicular speeds in residential areas. Improvements identified through this program shall be funded through collection of traffic mitigation fees in the OPA and implemented through the OTIP, with the County Public Works Department responsible for implementation.

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The integrated program should involve a multi-faceted approach, utilizing a system of thresholds or criteria to evaluate the need for traffic calming strategies. Traffic calming techniques may include:

- Utilization of "roundabouts" at local intersections.
- Implementation of "speed humps" to control speeds and reduce volumes.
- Street design strategies including landscaping and roadway narrowing.
- Implementation of angled slow points or chicanes.

Policy CIRC-O-9: Development shall be sited and designed to provide maximum access to non-motor vehicle forms of transportation, including well designed walkways, paths and trails between residential development and adjacent and nearby commercial uses and employment centers, where feasible.

Policy CIRC-O-10: Developers should be encouraged to pursue innovative measures to fully mitigate the transportation impacts associated with their projects.

Action CIRC-O-10.1: The County Public Works Department and P&D should work with members of the development community and interested agencies to identify incentives which encourage the use of innovative measures to reduce project related traffic impacts. Measures to be considered should include, but are not limited to, reduction in fees, tax incentives and design flexibility.

DevStd CIRC-O-10.2: If an Assessment District is formed in the Orcutt Planning Area to fund and maintain internal subdivision roads, prior to discretionary project approval of projects which impact transportation systems all applicants in the Planning Area must agree to either develop and maintain internal subdivision roads through the Assessment District, or agree to maintain these roads privately and demonstrate that a Homeowners Association will be established which will generate adequate revenues to provide long term maintenance of the roads.

DevStd CIRC-O-11: If it is determined that a project may cause significant traffic impacts which generate the need for offsite traffic improvements that are not identified in the then current OTIP, the County shall condition any approval of the project to ensure that those improvements are funded and completed before issuance of final inspection. *Amended by Res. 01-226, 7/10/2001*

ATTCHMENT C
EXHIBIT 2 OF EXHBIT 1
AMENDED CIRCULATION MAP OF THE TRANSPORTATION SECTION
ORCUTT COMMUNITY PLAN

Exhibit "X": Orcutt Community Plan Circulation Map Change

Existing Circulation Designations:

Freeway

P2

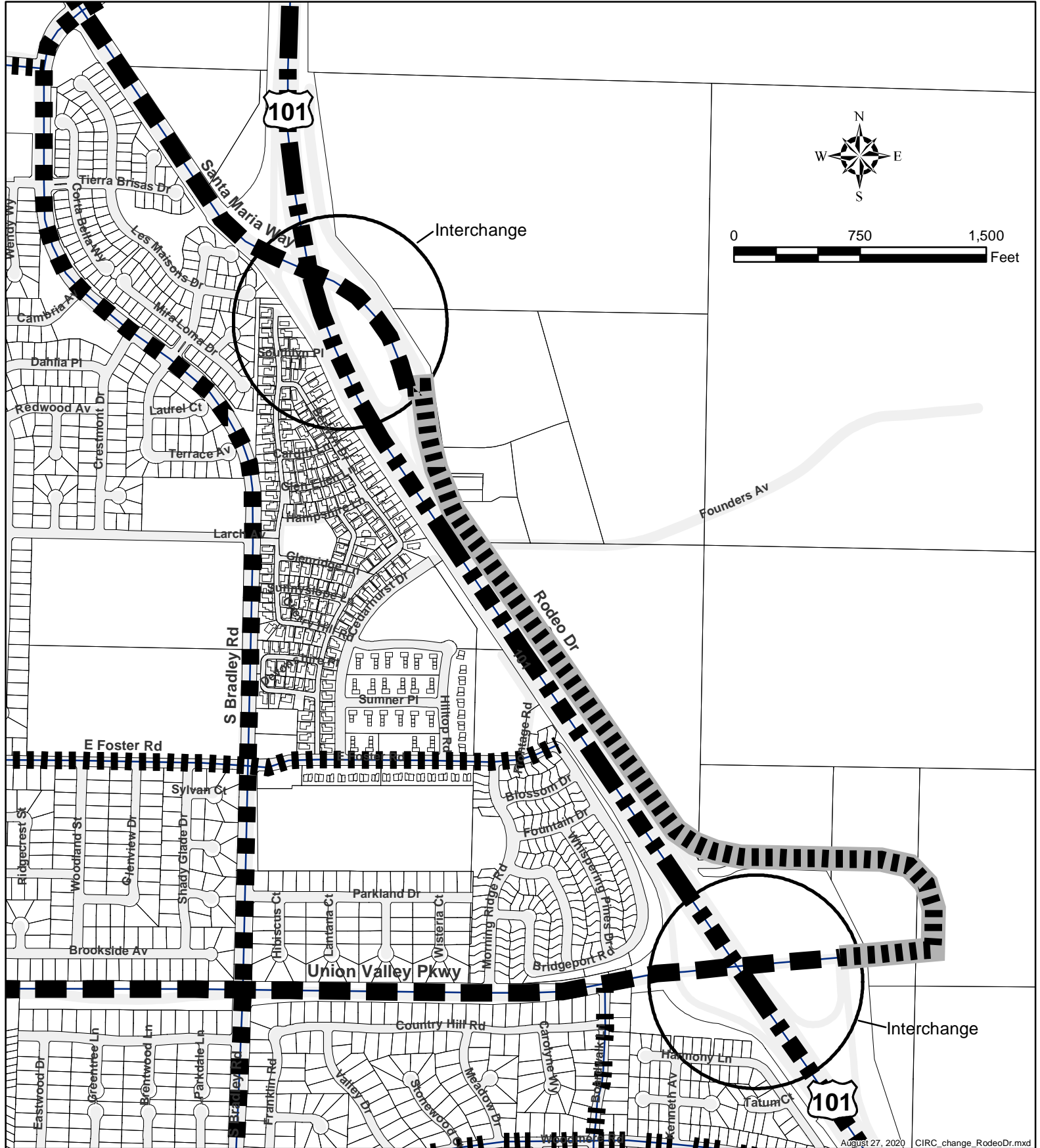
P3

S1

S3

Proposed Addition to Map:

Proposed S-1



ATTACHMENT D

CONCEPTUAL DESIGN, UNION VALLEY PARKWAY ROAD CONNECTION



Counts Imara, Steven

From: Persons, Terri@DOT <Terri.Persons@dot.ca.gov>
Sent: Friday, October 05, 2018 8:54 AM
To: Counts Imara, Steven
Cc: Martinez, Paul@DOT; Espino, Claudia@DOT; Mengsteab, Hana@DOT; Olejnik, John@DOT; Mcroberts, Ingrid@DOT; Alfaro, Gustavo@DOT
Subject: Union Valley Parkway - east side connection
Attachments: UVP Letter 021810.pdf

Hello Steven,

Thank you for requesting clarification about the process for a project connecting the east side of the Union Valley Parkway Interchange on Route 101. Please see below for a list of steps that would need to be completed. Also, attached is a letter on this same topic that Caltrans sent to Scott McGolpin in February 2010.

As discussed at the meeting on September 6, the east side of Union Valley Parkway is access controlled. For more information on the process to modify access control, please see Chapter 27 of the Project Development Procedures Manual (PDPM) <http://www.dot.ca.gov/design/manuals/pdpm.html>

Steps needed for a project to connect the east side of UVP Interchange on 101 to a local roadway:

1. The Santa Barbara County Association of Governments (SBCAG) prepares the Regional Transportation Plan (RTP) which includes a 10-year financially constrained list of projects, which includes programmed and planned projects, and a following 10-year unconstrained illustrative "wish list of projects." The financially constrained list requires that a funding stream is identified. For a project to be included in an RTP, it first needs to be included in a local plan, such as the Orcutt Community Plan (showing the local road connection), and amended into the County's General Plan.
2. A Project Study Report-Project Development Support (PSR-PDS) describes the need and purpose for a potential project based on existing information with a "ballpark" estimate for construction capital, right-of-way capital and an estimate of the support costs for development of the environmental phase of the project. It could place a project on the illustrative list if a funding stream is not identified. A PSR-PDS can be used to shop for funding. If a funding source and stream is identified the project could be placed in the financially contained list. A PSR-PDS does not provide approval or even conceptual approval of a project. To obtain approval of a new connection to a freeway would require a Project Report which is prepared after the environmental and engineering studies are prepared and environmental document approved (see below).
3. A full Project Study Report (PSR) can be used for the same purposes as a PSR-PDS but can also provide conceptual approval of a project. Therefore, it provides additional analysis of project scope, preliminary geometrics, estimate and scope of environmental and engineering studies to be performed. This would be used if the project schedule is to proceed fairly quickly and requires approval in advance from Caltrans to use this report. A PSR could include a report of the new connection to the freeway. Approval of the new connection is preferred at the Project Report stage.
4. Environmental documentation is prepared in accordance with CEQA, and NEPA if federal funds are used or other federal action is required.
5. A Project Report (PR) is prepared after the environmental and engineering studies are complete, environmental document is approved and the project is approved to proceed to detail design. The Project Report would be used to obtain approval of the new connection to the freeway by the California Transportation Commission (CTC). A revised freeway agreement would be executed between Caltrans and the County.
6. Approval of the new connection would have to be justified in the PSR or PR, which would include analysis of the ability of the adjacent interchanges to accommodate the needs. The analysis would include the ability to improve the adjacent interchanges to do so. If the adjacent interchanges cannot meet the need for the project

or be modified to do so this could be justification for a new connection subject to meeting the Caltrans standards in the Highway Design Manual.

7. After approval of the project by the PR and the new connection by the CTC project detailed design and right of way acquisition may begin.
8. Right of way acquisition requires that abutter's rights be acquired from owners fronting the highway along with the property so that access control can be placed on the right of way preventing any future connection to the highway without future approval.

The project development process can take three years or longer depending on the project funding, ability to get the project on the financially constrained list, environmental impacts and mitigation, scope of the improvements, and the acquisition process for right-of-way.

If you have questions or need additional information, please contact me and I can coordinate with our staff to respond.

Thank you,

Terri Persons
Caltrans District 5
Branch Chief, Regional Planning
(805) 549-3103

DEPARTMENT OF TRANSPORTATION

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*Flex your power!
Be energy efficient!*

February 18, 2010

Scott McGolpin
Santa Barbara County Public Works Director
123 East Anapamu Street,
Santa Barbara, CA 93101

Dear Mr. McGolpin:

**COORDINATION WITH CALTRANS ON NEW PUBLIC ROAD CONNECTION
(UNION VALLEY PARKWAY INTERCHANGE)**

To follow up on our conversations, I would like to offer the following guidance towards completion of a locally sponsored project connecting to the east side of the Union Valley Parkway Interchange on Route 101. The local sponsors would be responsible for working through the County to obtain Caltrans' approval of a new public road connection to the freeway. The general steps are likely to be the following:

1. Create a viable design for the local road connection that meets Caltrans Highway Design Manual (HDM) requirements, and obtain informal Caltrans and County review and concurrence.
2. Amend the County's General Plan to reflect changes in land use and/or circulation on the east side of the interchange, formalizing the local road connection design.
3. Prepare a "Project Study Report- New Connection" for Caltrans approval, to document initial approval of the new connection and reference the changes to the General Plan.
4. Review the project for compliance with the original UVP EIR, or create an addendum or separate document.
5. Prepare a Project Report to document project approval.
6. Prepare and execute a "Superseding Freeway Agreement" between Caltrans and the County, showing the interchange with a local road connection at Union Valley Parkway on the east side of Route 101. Caltrans will seek California Transportation Commission (CTC) approval before executing the Agreement.

The Caltrans web site <http://www.dot.ca.gov/hq/oppd/guidance.htm> contains references to help local sponsors and agencies work through this process. The Highway Design Manual (HDM) contains Caltrans engineering standards, and the Project Development Procedures Manual (PDPM), especially Chapter 27, details Caltrans policies, processes, and document templates, that relate to this effort.

Scott McGolpin
February 18, 2010
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I look forward to seeing this resolved in a way that is satisfactory to the property owners and agencies involved. If you have any questions you may call or email me.

Sincerely,



for

TIMOTHY M. GUBBINS
Deputy District Director
Program/Project Management

c: David Fapp, Caltrans Central Region Project Development
Steve VanDenburgh, SBCAG