ATTACHMENT C

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 ORCUTT COMMUNITY PLAN OF THE CIRCULATION ELEMENT OF THE SANTA 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	)	RESOLUTION NO.: 20 – ____ CASE NO. 18GPA-00000-00001

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.

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. 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.

I. 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.

J. 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 test 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:

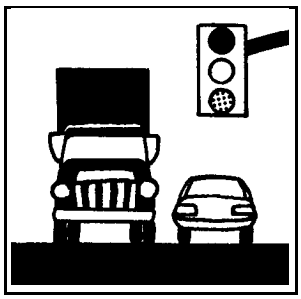
Exhibit 1: Amended Text of the Transportation Section of the Orcutt Community Plan

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

ATTCHMENT C

EXHIBIT 1

AMENDED TEXT OF THE TRANSPORTATION SECTION 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 opened a ~~A~~ new ~~southbound half-diamond~~ interchange ~~is funded for construction~~ at Union Valley Parkway, which includes diamond ramps on the west side and cloverleaf ramps on the east side of U.S. Highway 101. ~~and a~~ A full-diamond interchange ~~will likely~~ may be funded ~~soon~~ in the future.

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, this arterial is planned to eventually extend from the~~a 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.

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 public frontage road located on the east side of U.S. Highway 101. It extends approximately 4,000-feet south from the Santa Maria Way/U.S. 101 interchange to a private drive known as Morningside Drive. Rodeo Drive is a 2-lane road that serves lands to the east of U.S. Highway 101 and Key Site 33.

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 31~~30~~.

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 32~~31~~). The Foster Road/Route 135 intersection is, however, currently operating at LOS F during the P.M. peak hour.

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.

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.

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.

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.

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

Table 34~~33~~
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.

Figure 24 – Circulation Map

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.

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.*

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.*

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 35~~34~~. 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.

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.

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.

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	**0.83/D**	.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.

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

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

Figure 25 - 10-year Roadway Volume Map

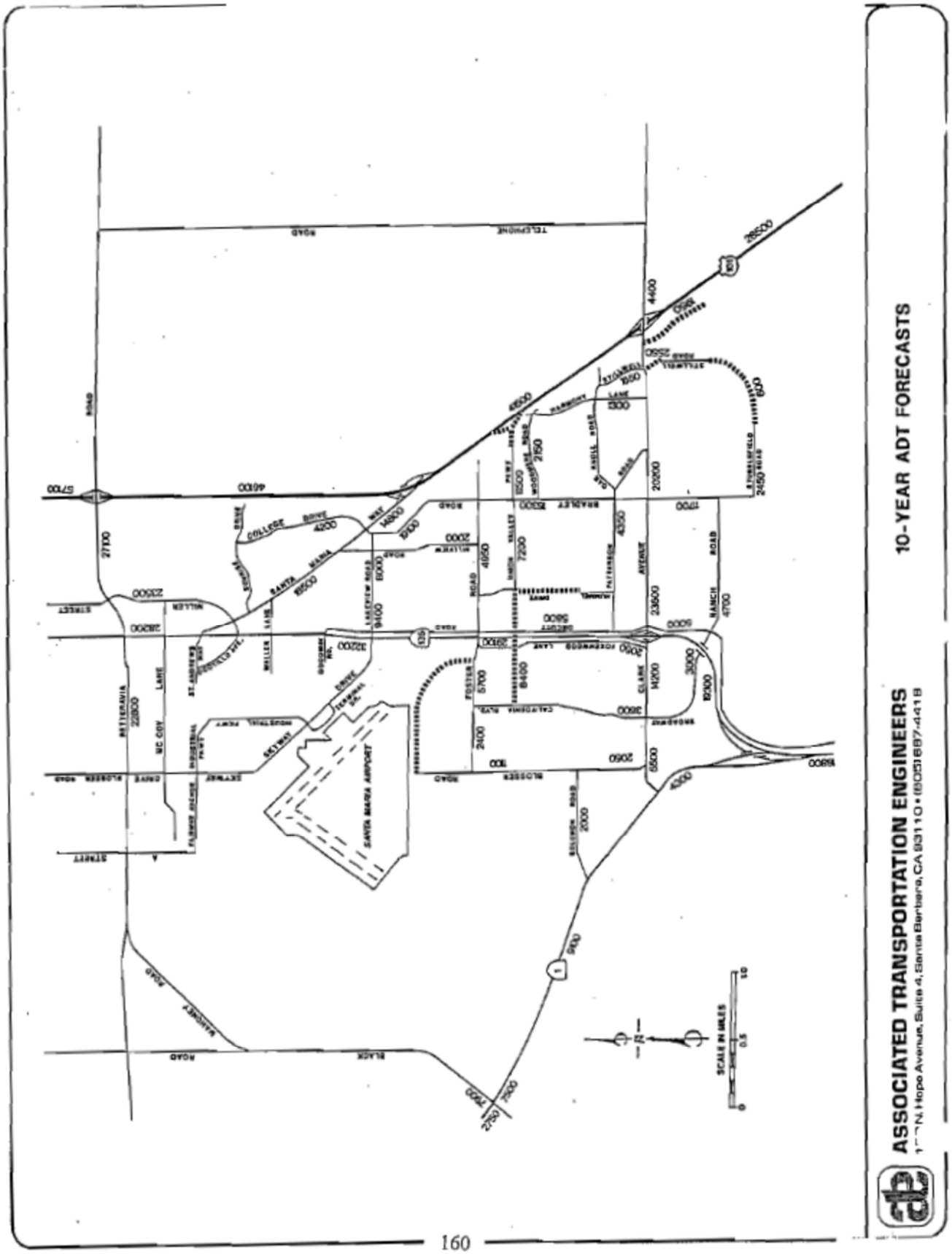


Figure 26 - Buildout Roadway Volume Map

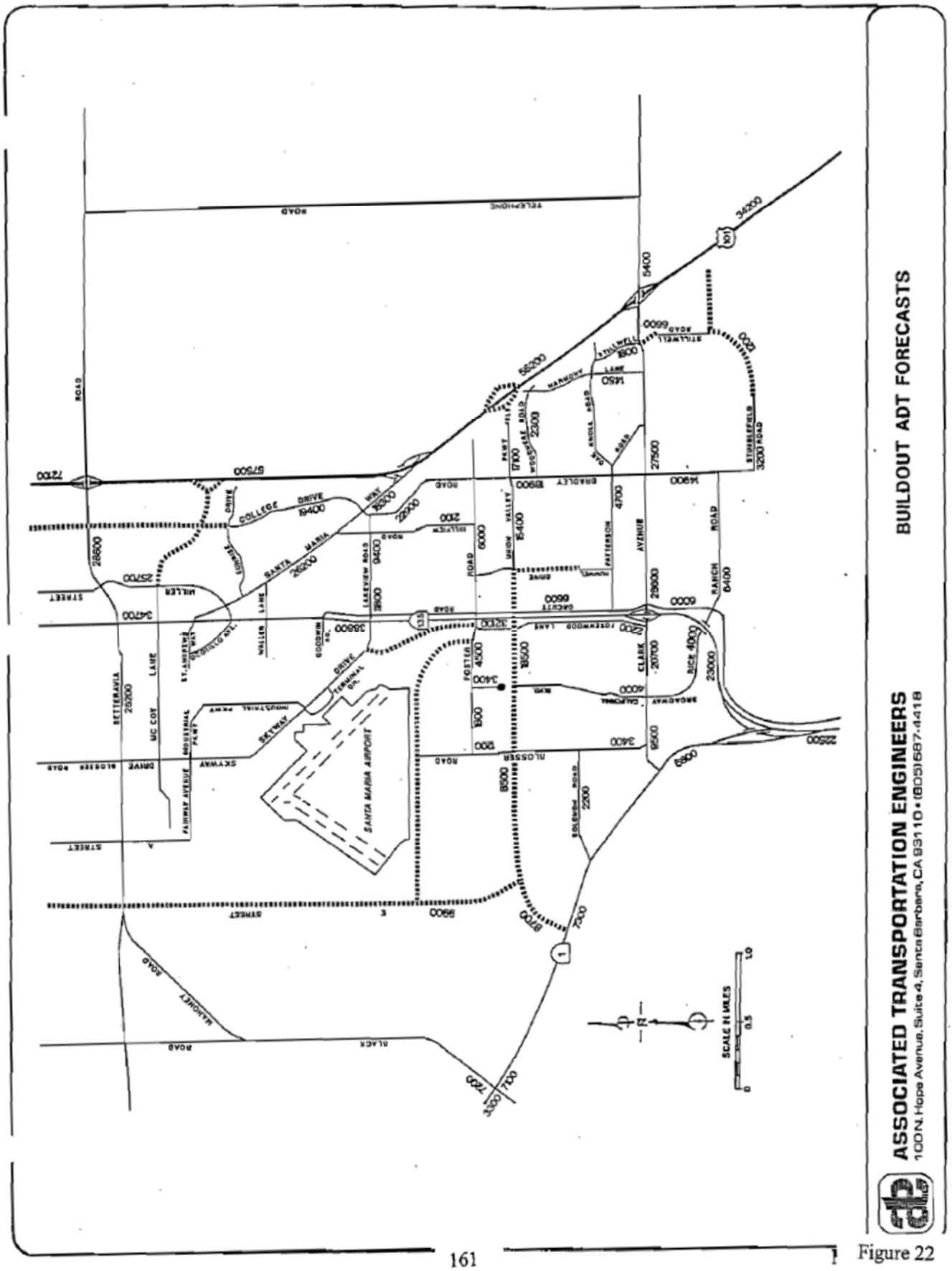


Figure 22

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.

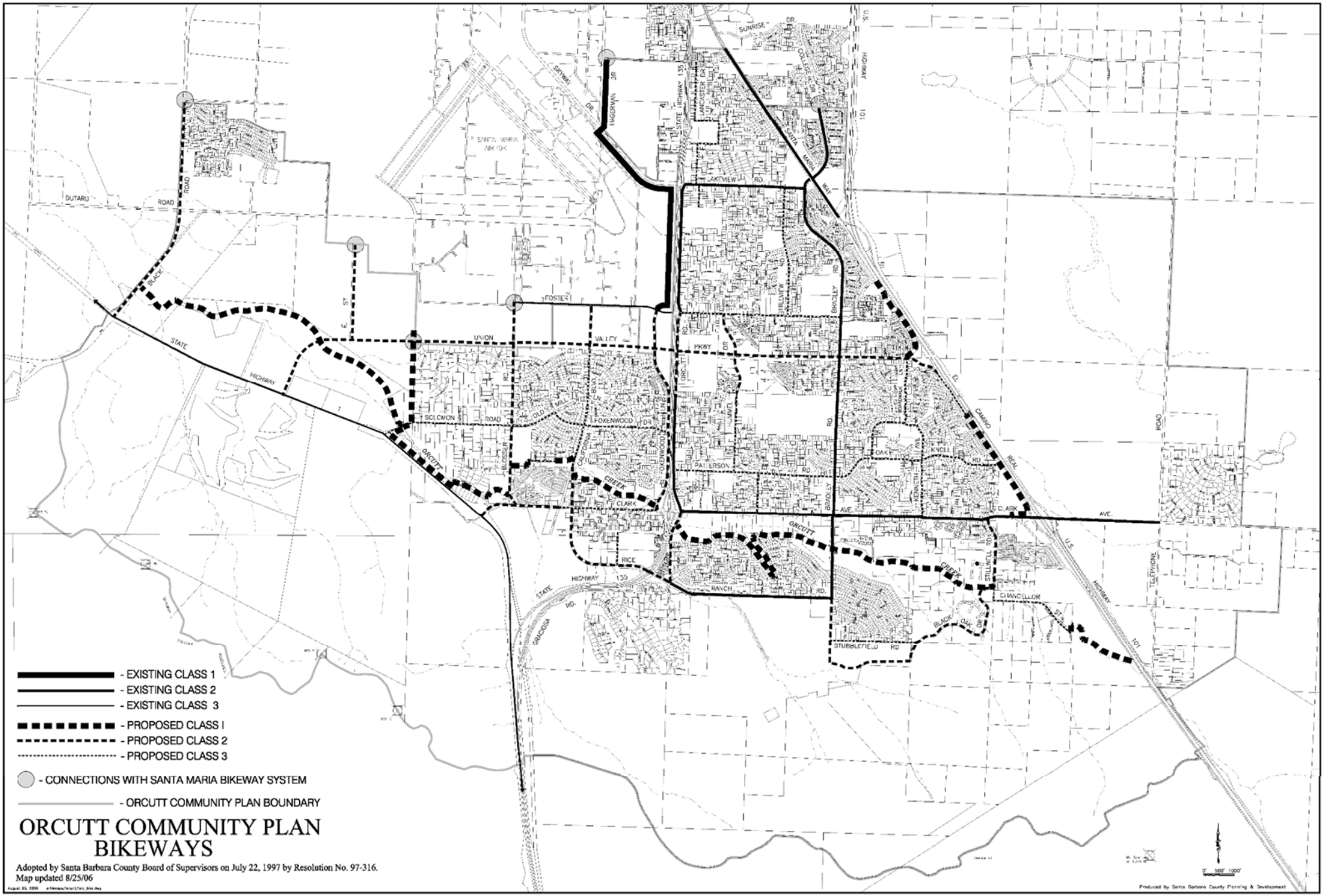
Dedicated bike paths in the OPA fall into three categories:

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.

Figure 27 - Bikeways



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**

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, as well as any mitigation required by additional site-specific CEQA analysis, as applicable. 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:

- 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.**

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.

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

AMENDED CIRCULATION MAP OF THE TRANSPORTATION SECTION
ORCUTT COMMUNITY PLAN

Exhibit 2: Orcutt Community Plan Circulation Map Change

Existing Circulation Designations:

- Freeway
- P2
- P3
- S1
- S3

Proposed Addition to Map:

- Proposed S-1