

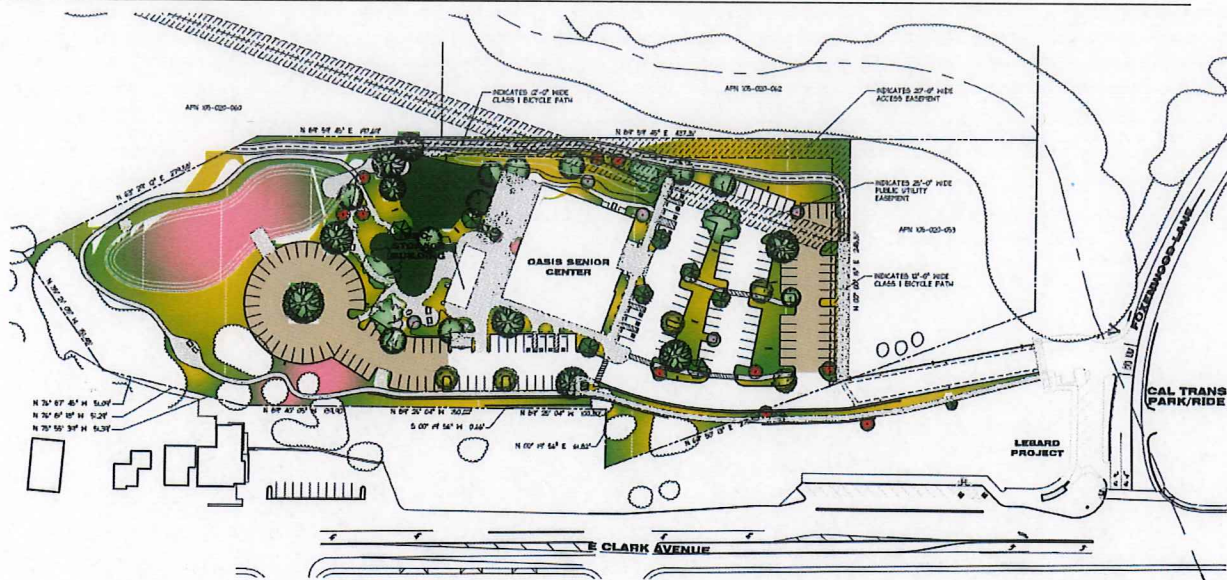
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# OASIS MEETING CENTER PROJECT COUNTY OF SANTA BARBARA, CALIFORNIA

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## TRAFFIC AND CIRCULATION STUDY

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July 23, 2019

ATE Project #18106

Prepared for:  
Santa Barbara County Planning and Development  
123 East Anapamu Street  
Santa Barbara, CA 93101



**ASSOCIATED TRANSPORTATION ENGINEERS**

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July 23, 2019

18106R01

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**TRAFFIC AND CIRCULATION STUDY  
FOR THE OASIS MEETING CENTER PROJECT - COUNTY OF SANTA BARBARA, CA**

Associated Transportation Engineers (ATE) has prepared the following Traffic and Circulation study for the OASIS Meeting Center Project proposed in the Orcutt area of Santa Barbara County. The study evaluates the potential traffic and circulation impacts associated with the project and identifies improvements where required.

Associated Transportation Engineers

Scott A. Schell, AICP, PTP  
Principal Transportation Planner

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## INTRODUCTION

The following study contains an analysis of the potential traffic and circulation impacts associated with the OASIS Meeting Center Project. The study provides information regarding existing and future traffic conditions within the Project study-area. Mitigation measures are outlined for the transportation facilities that are forecast to exceed adopted standards. The study also contains an evaluation of the proposed site access and circulation plan.

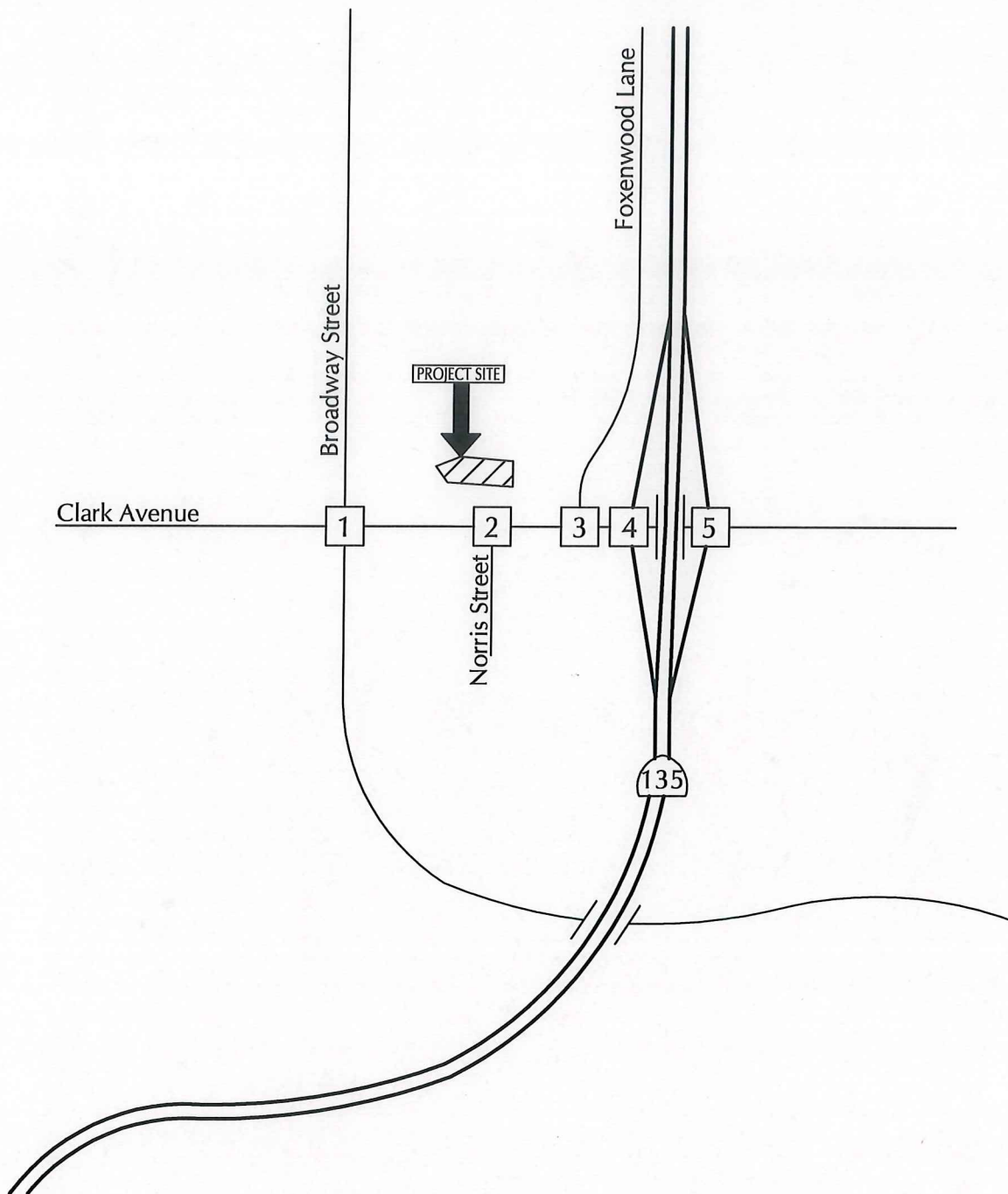
## PROJECT DESCRIPTION

The Project site is located on the north side of Clark Avenue west of Foxenwood Lane on vacant land designated as Open Space in Key Site 18 of the Orcutt Community Plan area of Santa Barbara County. Figure 1 presents the location of the project site within the Orcutt area. The Project would require a General Plan Amendment to the Orcutt Community Plan.

The Project is proposing to construct new a 15,333 square-foot meeting center, the OASIS Meeting Center. A total of 155 parking spaces would be provided on-site. Figure 2 presents the Project site plan. Access to the site is proposed via a driveway connection to Foxenwood Lane. The driveway on Foxenwood Lane would be unsignalized and would be located approximately 120-feet north of the Clark Avenue/Foxenwood Lane intersection. The Project would widen and restripe Foxenwood Lane to provide an 11-foot wide left-turn lane at the Project driveway. The Project would provide separate southbound left and right-turn lanes at the Clark Avenue/Foxenwood Lane intersection. A raised median on Clark Avenue will be constructed from Norris Street to Foxenwood Lane with an eastbound left-turn lane at Clark Avenue.

The programs and services provided at the existing 3,000 square-foot OASIS Meeting Center located on Soares Road would be relocated to the new building. The existing OASIS Meeting Center has approximately 1,500 adult members. OASIS employees 5 persons. OASIS currently provides daytime programs and services Monday – Friday from 7:30 A.M. to 4:00 P.M. Between the hours of 11:00 A.M. and 2:00 P.M. lunch service is provided, currently for up to 100 members. Weekday evening programs are currently scheduled between the hours of 6:30 P.M. – 9:30 P.M.

In addition to continuing existing programs, the OASIS Meeting Center would also allow for weekend programs from 9:00 A.M. to 9:30 P.M. OASIS is proposing to allow Special Events for members and non-member up 12 times a year. OASIS member events will occur up to 5 times a year. Non-OASIS member events will occur up to 7 times a year. The maximum attendance will be 200 persons which includes up to 15 OASIS or catering staff.



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## EXISTING STREET NETWORK AND PROJECT LOCATION

FIGURE 1

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Currently, the largest member attendance activity on-site is the lunch service, with up to 100 seniors on the busiest days. OASIS estimates that attendance for programs and activities will increase by approximately 30 percent over existing levels at the new facility. However, to provide flexibility, the OASIS Meeting Center proposes that maximum attendance on-site for regular activities not exceed the 200-person maximum restriction proposed for Special Events.

## EXISTING CONDITIONS

### Street Network

As shown in Figure 1, the project site is served by a network of highways, arterial roadways, and collector streets. The following text briefly describes the major components of the study-area street network.

**State Route 135**, located east of the Project site, is a 4- to 6-lane freeway serving the Orcutt community. State Route 135 is the principal route between the Santa Maria - Orcutt area and Los Alamos, Vandenburg Village and Lompoc to the south. Primary access to State Route 135 is provided via the Clark Avenue interchange.

**Clark Avenue** located south of the Project is an arterial roadway that extends west from U.S. Highway 101 to its terminus at State Route 1. Between Stillwell Road and U.S. Highway 101, Clark Avenue provides two westbound travel lanes and one eastbound lane. West of Stillwell Road, Clark Avenue provides two travel lanes in both directions. Clark Avenue extends west of State Route 135 as 2-lane roadway to its terminus at State Route 1. Clark Avenue serves residential and commercial uses in the study-area,

**Broadway Road - California Boulevard**, located west of the Project site, is a 2-lane roadway that extends south from the Santa Maria area to its terminus at Rice Ranch Road. Broadway serves residential and commercial uses in the study-area.

**Foxenwood Lane**, located east of the Project site, is a 2-lane local roadway that serves the residential neighborhoods located to the north of Clark Avenue. Foxenwood Lane extends north from Clark Avenue to Foster Road.

**Norris Street**, located west of the Project site, is a 2-lane local roadway that serves the residential neighborhood and schools located to the south of Clark Avenue. Norris Street extends south from Clark Avenue to Pinal Avenue.

### Existing Roadway Operations

Existing average daily traffic (ADT) volumes for the study-area roadways were obtained from counts conducted in November 2018 for this study (roadway count data contained in

Technical Appendix). The Existing ADT volumes for the study-area roadway segments are shown on Figure 3.

The operational characteristics of the study-area roadways were analyzed based on the County's engineering roadway design capacities (roadway capacities are summarized in the Technical Appendix). Table 1 shows the acceptable capacity ratings and Existing ADT volumes for the study-area roadways.

**Table 1**  
**Existing Roadway Operations**

Roadway Segment	Classification	# of Lanes	Capacity	ADT
Foxenwood Lane n/o Clark Avenue	Secondary	2 Lanes	9,100	1,800
Clark Avenue w/o State Route 135	Primary 2	2 Lanes	17,900	13,700

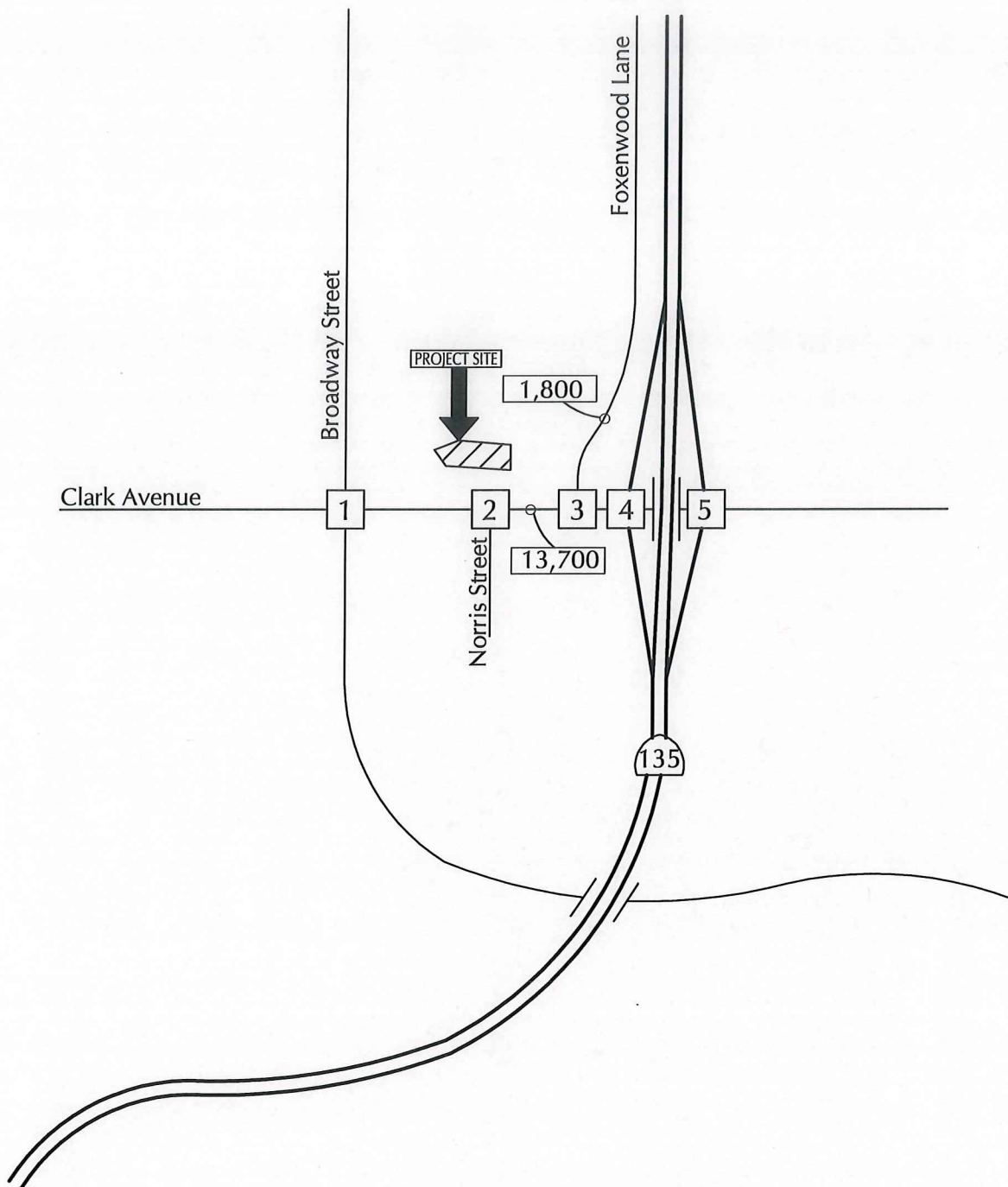
The data presented in Table 1 show that the study-area roadway segments currently carry traffic volumes within their acceptable capacity ratings.

### Existing Intersection Operations

Traffic flow on street networks is generally most constrained at intersections, therefore detailed traffic flow analyses focus on the operating conditions of critical intersections during peak travel periods. "Levels of Service" (LOS) A through F are used to rate intersection operations, with LOS A indicating free flow operations and LOS F indicating congested operations (more complete definitions of levels of service are included in the Technical Appendix). The County considers LOS C as the minimum acceptable operating standard for intersections in the Orcutt area.

The traffic analysis focuses on operations during the A.M. and P.M. peak commute periods. The County's standard evaluation of intersection levels of service focuses on the 7:00 A.M. to 9:00 A.M. peak hour (4 highest consecutive 15-minute intervals) period and the 4:00 – 6:00 P.M. peak hour period. It should be noted that the peak period on a roadway can sometime occur outside the 7:00 A.M. to 9:00 A.M. and 4:00 to 6:00 P.M. commute periods. As identified in the traffic counts contained in the Technical Appendix, the traffic volumes on Clark Avenue are highest between 2:00 P.M. and 4:00 P.M. Existing A.M. and P.M. peak hour traffic volumes were collected for this study in May 2018 and November 2018 (count data contained in Technical Appendix). Figure 3 presents the existing standard peak hour traffic volumes for the study-area intersections. Figure 4 illustrates the existing lane geometries and traffic controls for the study-area intersections.





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3		<div><div>43(53) 28(44)</div><div>└─┐ └─┐</div></div>	<div><div>(56)78 (540)546</div><div>└─┐ └─┐</div></div>		
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4	<div><div>268(132) 1(1) 218(238)</div><div>└─┐ └─┐ └─┐</div></div>	<div><div>(358)397 (188)102</div><div>└─┐ └─┐</div></div>			
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#### LEGEND

└(XX)XX - (AM)PM Peak Hour Volume

X - Average Daily Traffic Volume

N  
NOT TO SCALE



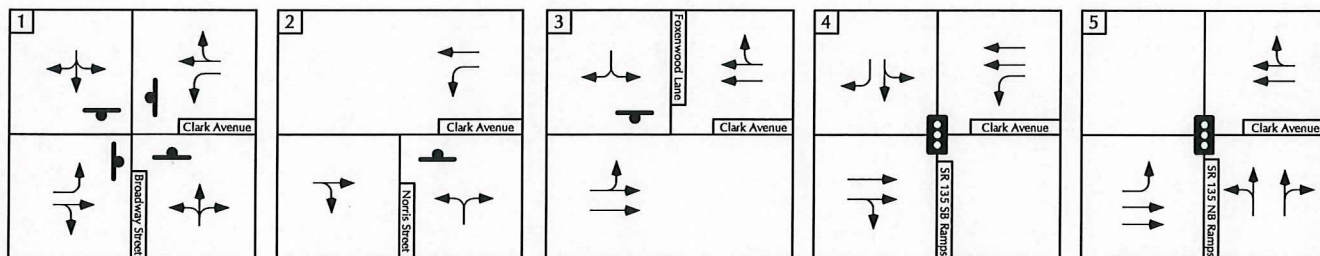
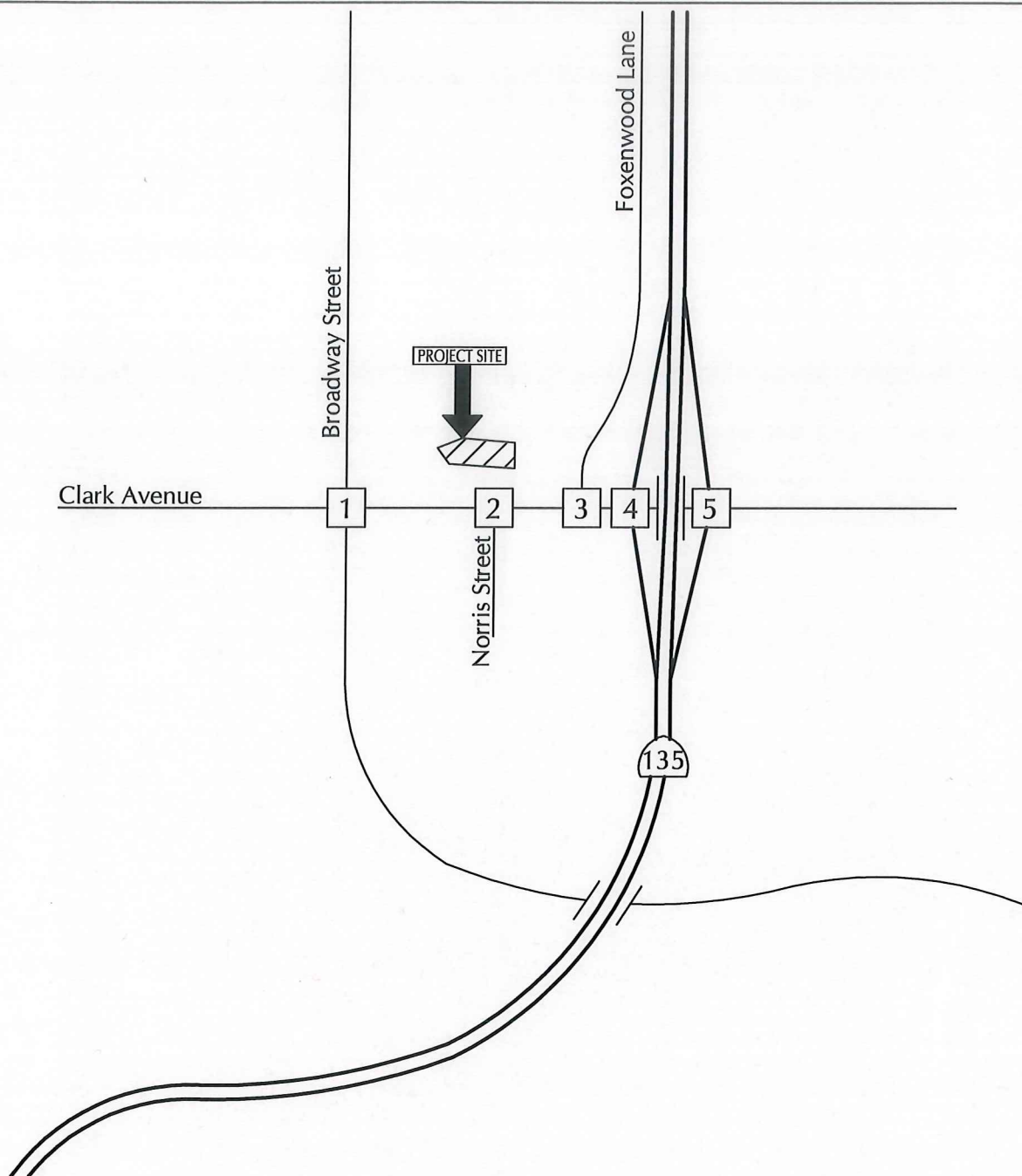
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### EXISTING TRAFFIC VOLUMES




FIGURE 3

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#### LEGEND

-  - Signalized Intersection
-  - Stopped Approach
-  - Lane Geometry



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## EXISTING LANE GEOMETRY AND TRAFFIC CONTROLS

FIGURE 4

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Levels of service for the signalized intersections were calculated using the Intersection Capacity Utilization (ICU) methodology, which is the level of service method adopted by the County and SBCAG. This "critical movement analysis" models the traffic flows and attributes of signalized intersections (saturation flow rates, heavy vehicles, signal timing, etc.). Pursuant to the ICU method, levels of service were calculated and reported based on the volume-to-capacity (V/C) ratio. The V/C ratio, which is expressed as a percentage, is the proportion of an intersection's capacity used to accommodate the traffic demands. For example, if an intersection is operating at 80% of capacity ( $V/C = 0.80$ ), then 20% of the capacity is not being used. County staff also requested that the Caltrans signalized intersection levels of service be calculated using the methodology outlined in the Highway Capacity Manual (HCM). This methodology determines levels of service based on estimated vehicles delays.

Levels of service for STOP-Sign controlled intersections were calculated using the methodology outlined in the Highway Capacity Manual (HCM). Each movement required to STOP or YIELD has a level of service rating and there is an overall level of service rating presented for the intersection. Pursuant to the HCM methods, levels of service were calculated and reported based on the average seconds of delay per vehicle for the stop and yield movements. The unsignalized levels of service assume the lane geometries at the intersections as well as the HCM recommended inputs values for other attributes of the intersection (e.g. % heavy vehicles, peak hour factors flared approaches, etc.). The level of service determination represents the average delay for all the intersection approach legs (e.g., for the Clark Avenue/ Foxenwood Lane intersection, the three approaches are averaged).

Because traffic flow on urban arterials is most constrained at intersections, detailed traffic flow analyses focus on the operating conditions of critical intersections during peak commute travel periods.

"Levels of Service" (LOS) A through F are used to rate intersection operations, with LOS A indicating free flow operations and LOS F indicating congested operations (more complete definitions of levels of service are included in the Technical Appendix). The Orcutt Community Plan (Policy CIRC-O-3 and definition of "Acceptable Capacity") considers LOS D as the minimum acceptable operating standard for all Clark Avenue roadway segments and intersections between Blosser Road on the west and Foxenwood Lane on the east in the Orcutt area.



**Table 2**  
**Existing Intersection Operations**

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		V/C or Delay	LOS	V/C or Delay	LOS
Clark Avenue/Broadway	STOP-Sign	9.0 sec.	LOS A	10.4 sec.	LOS B
Clark Avenue/Norris Street	STOP-Sign	11.7 sec.	LOS B	9.7 sec.	LOS A
Clark Avenue/Foxenwood Lane	STOP-Sign	11.9 sec.	LOS B	11.2 sec.	LOS B
S. R. 135 SB Ramps/Clark Avenue ICU HCM	Signal	0.54 16.4 sec.	LOS A LOS B	0.48 14.6 sec.	LOS A LOS B
S. R. 135 NB Ramps/Clark Avenue ICU HCM	Signal	0.48 23.9 sec.	LOS A LOS C	0.46 15.4 sec.	LOS A LOS B

The data presented in Table 2 show that the study-area intersections currently operate acceptably at LOS C or better with Existing traffic volumes during the A.M. and P.M. peak commute hours.

### Collision Data

ATE reviewed collision data recorded by the California Highway Patrol (CHP) for the Clark Avenue from Broadway to State Route 135. The collision data covers a period from 2016 to 2018. There were no reported collisions at the Clark Avenue/Foxenwood intersection during that time period. The CHP collision data is provided in the Technical Appendix. There were no collisions reported at the intersection.

### School Traffic

A review of the existing Clark Avenue and Foxenwood Lane roadway volume counts found that due to the traffic generated by local schools (Orcutt Junior High School, Orcutt Academy High School, the Orcutt Early Learning Center, Delta High School, Patterson Elementary School and a local Preschool) in the study-area at the end of the school day, weekday traffic volumes on Clark Avenue are highest between 2:00 P.M. and 4:00 P.M. with the weekday peak hour traffic along Clark Avenue occurring between 3:00 P.M. and 4:00 P.M. This time is outside the typical 4:00 P.M. - 6:00 P.M. commuter traffic peak period. County Public Works evaluated intersection delays between 2:00 P.M. and 4:00 P.M. on May 28, 2019. The delays were observed at the intersection are presented in Table 3. The Project will have programs during the peak traffic time period including hot lunch service, the most highly attended regular weekday program which takes place between 11:00 A.M. and 2:00 P.M. When school traffic is present, vehicles traveling through the Clark Avenue/Foxenwood Lane intersection experience increased delays which effects the operation of the intersection and potentially the Project driveway on Foxenwood Lane.



**Table 3**  
**Clark Avenue/Foxenwood Lane – 2:00 to 4:00 P.M. Intersection Delay**

Intersection	Control	Time Period	Delay	LOS
Clark Avenue/Foxenwood Lane	STOP-Sign	2:00 P.M. – 3:00 P.M.	16.19 sec.	LOS C
Clark Avenue/Foxenwood Lane	STOP-Sign	3:00 P.M. – 4:00 P.M.	22.98 sec.	LOS C
Clark Avenue/Foxenwood Lane	STOP-Sign	2:00 P.M. – 4:00 P.M.	19.89 sec.	LOS C

As shown in Table 3, the Clark Avenue/Foxenwood Lane intersection currently operates at LOS C during the 2:00 – 4:00 P.M. peak hour period.

### **Transit, Pedestrian and Bicycle Facilities**

#### Transit Service

Santa Maria Area Transit (SMAT) is the local transit provider for the City of Santa Maria and the Orcutt Community. The OASIS site is served by the #5 and #6 fixed transit routes, which run along Clark Avenue in the study-area. The #5 and #6 transit route operate weekdays and weekends. The closest bus stops on Clark Avenue near the Project site are at Dyer, Orcutt Road and Pacific Avenue. OASIS will promote the use of transit, but OASIS is not proposing additional bus stops to serve the Meeting Center. While some OASIS members/volunteers/employees could take the bus, the distance and topography of the pedestrian route from the bus stops to the Senior Center would restrict many members from utilizing the fixed route transit service. OASIS has indicated that many members would likely utilize SMOOTH, the Senior Dial-A-Ride service, which provides seniors with door to door transit service.

#### Pedestrian Facilities

Currently sidewalk exist along the south side of Clark Avenue from Broadway to the State Route 135 interchange. On the north side of Clark Avenue sidewalk exist however that are gaps from Twitchell Street to State Route 135. No sidewalk is provided along Foxenwood Lane from Clark Avenue to Wilson Street. The Project will provide on-site pedestrian facilities and connect to any existing or planned pedestrian facilities on Foxenwood Lane.

#### Bicycle Facilities

Clark Avenue, Broadway and Foxenwood Lane are identified as part of the Orcutt Community Plan Bikeway System. The Project will provide on-site bicycle racks for employees and members that bike and to encourage the use of alternative modes of transportation. The Project includes a Class II bikeway within the driveway from Foxenwood Lane to the OASIS eastern property line, at which point the bikeway would become a Class I bikeway/Orcutt Creek Multi-Use Trail as identified on the Orcutt Community Plan Bikeways

Map and Parks, Recreation and Trails Map. The bikeway/trail segment would generally follow the OASIS northern and eastern property lines. A separated pedestrian path would also be provided south of the proposed driveway, which would connect with the bikeway/trail near the OASIS eastern property line (See Figure 1).

## THRESHOLDS OF SIGNIFICANCE

The Santa Barbara County traffic impact thresholds were used to assess impacts for the OASIS Project. The thresholds are listed below.

- A. The project will result in a significant impact on transportation and circulation if proposed project traffic increases the volume-to-capacity (V/C) ratio at local intersections by the values provided in the following table:

Significant Changes in Levels of Service	
Intersection Level of Service (Including Project)	Increase in V/C or Trips Greater Than
LOS A	0.20
LOS B	0.15
LOS C	0.10
LOS D	15 Trips
LOS E	10 Trips
LOS F	5 Trips

- B. The project's access to a major road or arterial road would require access that would create an unsafe situation, a new traffic signal, or major revisions to an existing traffic signal.
- C. The project would add traffic to a roadway that has design features (e.g., narrow width, road-side ditches, sharp curves, poor sight distance, inadequate pavement structure) that would become a potential safety problem with the addition of project traffic.
- D. Project traffic would utilize a substantial portion of an intersection's capacity where the intersection is currently operating at acceptable levels of service, but with cumulative traffic would degrade to or approach LOS D (V/C 0.80) or lower. Substantial is defined as a minimum change of 0.03 for an intersection which would operate from 0.80 to 0.85, a change of 0.02 for an intersection which would operate from 0.86 to 0.90 and a change of 0.01 for an intersection which would operate greater than 0.90 (LOS E or worse).



## PROJECT-SPECIFIC ANALYSIS

### Project Trip Generation

Trip generation estimates were calculated for the project using rates presented in the Institute of Transportation Engineers (ITE), Trip Generation, 10<sup>th</sup> Edition.<sup>1</sup> The following text reviews the land use assumptions for the proposed project.

**Recreational Community Center.** The ITE rates for Recreational Community Center (Land-Use #495) were used to forecast traffic for the proposed OASIS Meeting Center. Table 4 presents the average daily, A.M. and P.M. peak hour trip generation estimates for the proposed Project.

**Table 4**  
**Project Trip Generation Estimates**

Land Use	Size	ADT		A.M. Peak Hour		P.M. Peak Hour	
		Rate	Trips	Rate	Trips(In/Out)	Rate	Trips(In/Out)
Meeting Center	15,333 SF	28.82	442	1.76	27(18/9)	2.31	35 (16/19)

The data presented in Table 4 show that the new OASIS Meeting Center is forecast to generate a total of 442 average daily trips with 27 trips occurring during the A.M. and 35 trips occurring during the P.M. peak hour periods. Operational data provided by the applicant indicated that the peak trip generation for the OASIS Meeting Center would occur during the weekday lunch service when an estimated 133 members would be served over a 3-hour period (11:00 A.M. to 2:00 P.M.). In addition, the Project includes ab any given time maximum attendance of 200 (applicable to OASIS and non-OASIS activities on-site). Using a conservative vehicle occupancy ration of 1.5 persons per vehicle would equate to 87 peak trips during the 3-hour lunch service period and 300 trips within the start and end time for an activity involving 200 attendees (e.g. weekday morning Senior health screening, community group fundraiser dinner, weekend afternoon weddings, etc.).

### Project Trip Distribution

The trips generated by the proposed OASIS Meeting Center were distributed to the study-area street network based on the percentages shown in Table 5. The distribution model used for assigning primary trips was developed based on existing traffic patterns in the study-area, data contained in previous traffic studies, and general knowledge of the population centers in the Orcutt area. The distribution model used to assign pass-by trips was developed based

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<sup>1</sup> Trip Generation, Institute of Transportation Engineers, 10th Edition, 2017.



on the existing traffic flows on Clark Avenue adjacent to the Project. Figure 5 presents the trip distribution pattern and the assignment of project-added traffic.

**Table 5**  
**Project Trip Distribution**

Trip Distribution and Assignment		
Route	Origin/Destination	Percentage
State Route 135	North	5%
	South	10%
Clark Avenue	East	35%
	West	10%
Broadway	North	10%
	South	5%
Local	South of Clark Avenue	20%
Local Traffic	-	5%
<b>Total:</b>		<b>100%</b>

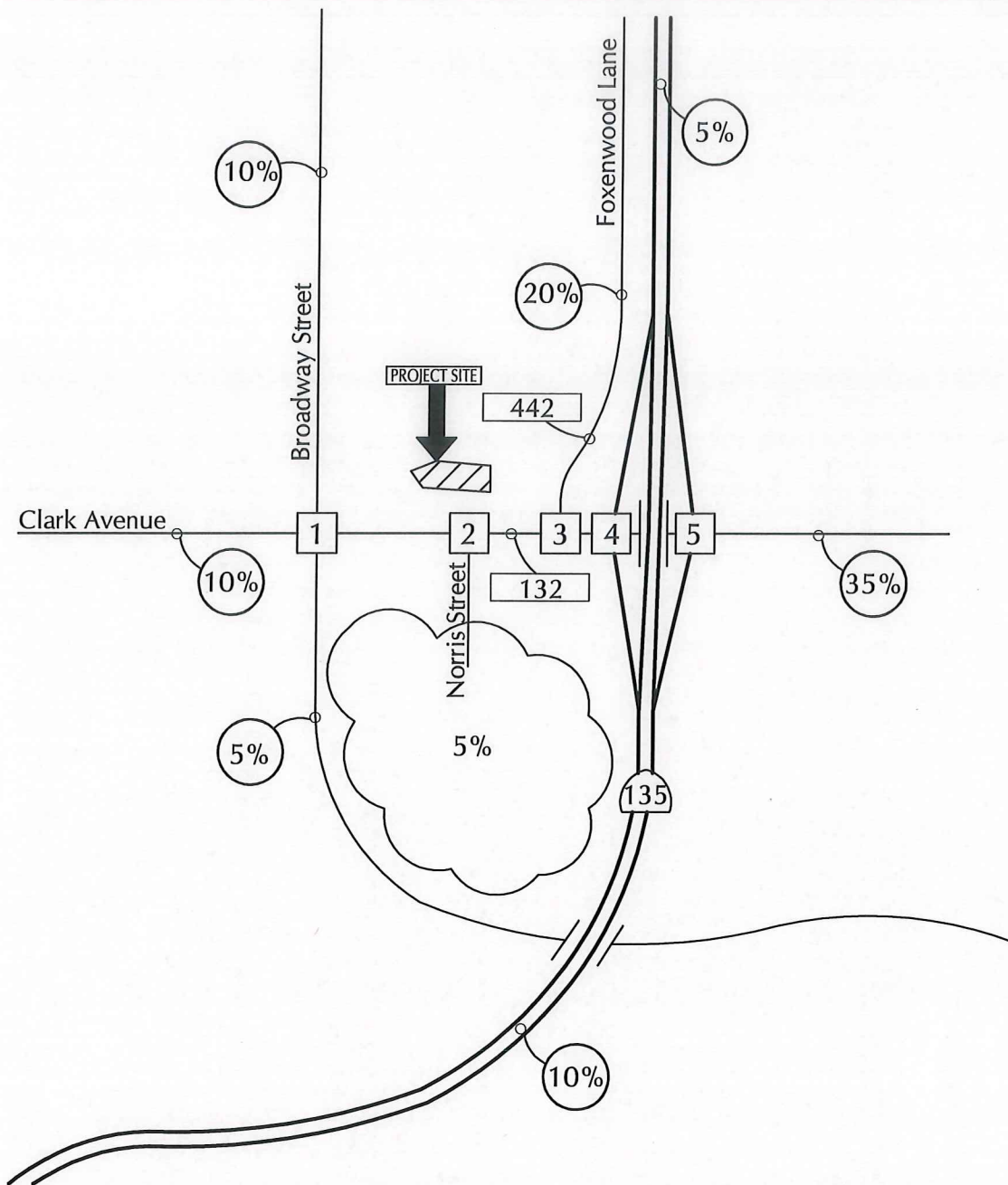
### Existing + Project Roadway Operations

Existing + Project roadway volumes are shown on Figure 6. Table 6 compares the Existing and Existing + Project roadway operations and identifies project-specific impacts based on the County's roadway capacity standards.

**Table 6**  
**Existing + Project Roadway Operations**

Roadway Segment	Average Daily Trips				Project Impact?
	Acceptable Capacity	Existing	Project Added	Existing + Project	
Foxenwood Lane n/o Clark Avenue	9,100	1,800	+ 442	2,242	No
Clark Avenue w/o State Route 135	17,900	13,700	+ 132	13,873	No

As shown in Table 6, the study-area roadways are forecast to carry volumes within their Acceptable Capacity ratings under Existing + Project conditions. The project would not significantly impact the study-area roadway segments based on County thresholds.



1	2	3	4	5
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#### LEGEND

- (XX)XX - (AM)PM Peak Hour Volume
- X - Average Daily Traffic Volume
- % - Distribution Percentage

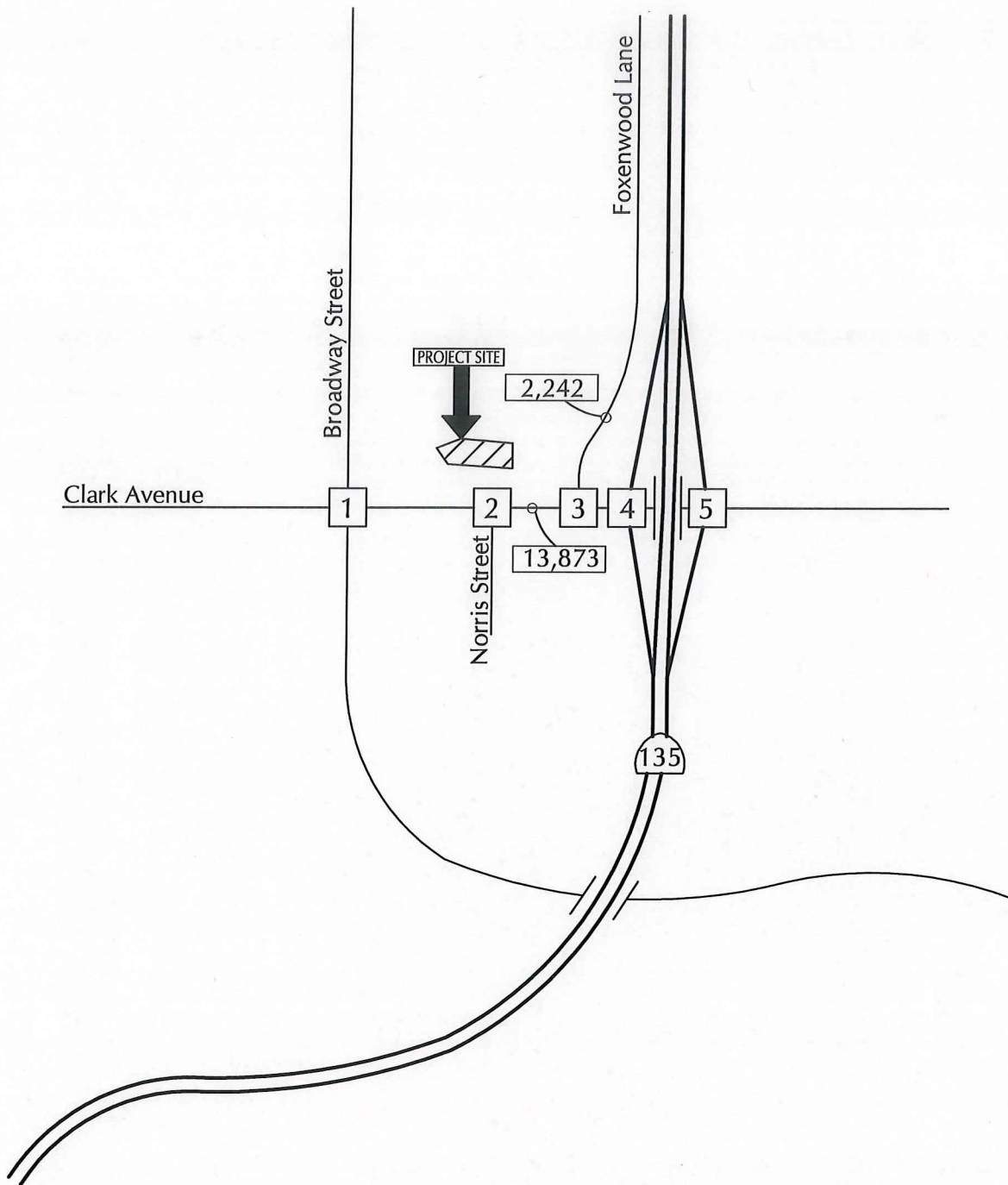


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## PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

FIGURE 5





1	2	3	4	5
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#### LEGEND

⌋(XX)XX - (AM)PM Peak Hour Volume

⌋ X - Average Daily Traffic Volume

N  
NOT TO SCALE



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## EXISTING + PROJECT TRAFFIC VOLUMES

FIGURE 6

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## Existing + Project Intersection Operations

Existing + Project levels of service were calculated for the study-area intersections assuming the traffic volumes presented on Figure 6. Tables 7 and 8 compares the Existing and Existing + Project peak hour levels of service and identifies project-specific impacts based on County thresholds. As noted earlier, the County approved methodology for determining the overall intersection operation is based on averaging the vehicle delays for all intersection approach legs.

**Table 7**  
**Existing + Project Intersection Operations – A.M. Peak Hour**

Intersection	V/C Ratio/LOS		Project-Added		Project Impact?
	Existing	Existing + Project	Trips	V/C	
Clark Avenue/Broadway	9.0 sec./LOS A	9.0 sec./LOS A	6	0.0 sec.	No
Clark Avenue/Norris Avenue	11.7 sec./LOS B	11.7 sec./LOS B	8	0.0 sec.	No
Clark Avenue/Foxenwood Lane	11.9 sec./LOS B	12.4 sec./LOS B	21	0.5 sec.	No
S.R. 135 SB Ramps/Clark Avenue ICU HCM	0.54/LOS A 16.4 sec./LOS B	0.54/LOS A 16.3 sec./LOS B	13	0.00 0.0 sec.	No
S.R. 135 NB Ramps/Clark Avenue ICU HCM	0.48/LOS A 23.9 sec./LOS C	0.49/LOS A 24.3 sec./LOS C	11	0.01 0.4 sec.	No

**Table 8**  
**Existing + Project Intersection Operations – P.M. Peak Hour**

Intersection	V/C Ratio/LOS		Project-Added		Project Impact?
	Existing	Existing + Project	Trips	V/C	
Clark Avenue/Broadway	10.4 sec./LOS B	10.4sec./LOS B	10	0.0 sec.	No
Clark Avenue/Norris Avenue	9.7 sec./LOS A	10.4 sec./LOS B	11	0.7 sec.	No
Clark Avenue/Foxenwood Lane	11.2 sec./LOS B	11.9 sec./LOS B	29	0.7 sec.	No
S.R. 135 SB Ramps/Clark Avenue ICU HCM	0.48/LOS A 14.6 sec./LOS B	0.49/LOS A 14.6 sec./LOS B	18	0.01 0.0 sec.	No
S.R. 135 NB Ramps/Clark Avenue ICU HCM	0.46/LOS A 15.4 sec./LOS B	0.47/LOS A 15.4 sec./LOS B	15	0.01 0.0 sec.	No



The data presented in Tables 7 and 8 show that the study-area intersections would continue to operate at LOS C or better during the A.M. and P.M. peak commute periods with Existing+Project traffic volumes, which meets the County's LOS D standard in the Orcutt Community Plan. The Project would not significantly impact the study-area intersections based on the County's project-specific impact thresholds.

## CUMULATIVE ANALYSIS

### Cumulative (Existing + Approved/Pending Project) Traffic Volume Forecasts

Cumulative traffic volumes were forecast for the study-area roadways and intersections assuming development of the approved and pending projects located within the Orcutt area of Santa Barbara County. The list of approved and pending projects used for the cumulative analysis is contained in the Technical Appendix. Trip generation estimates were developed for the cumulative projects using the rates presented in the ITE, Trip Generation, 10<sup>th</sup> Edition (Cumulative trip generation calculation worksheet contained in the Technical Appendix for reference). The traffic generated by the approved and pending projects was added to the existing volumes in order to develop the cumulative traffic volume forecasts. Figure 7 presents the Cumulative traffic volumes for the study-area roadways and intersections.

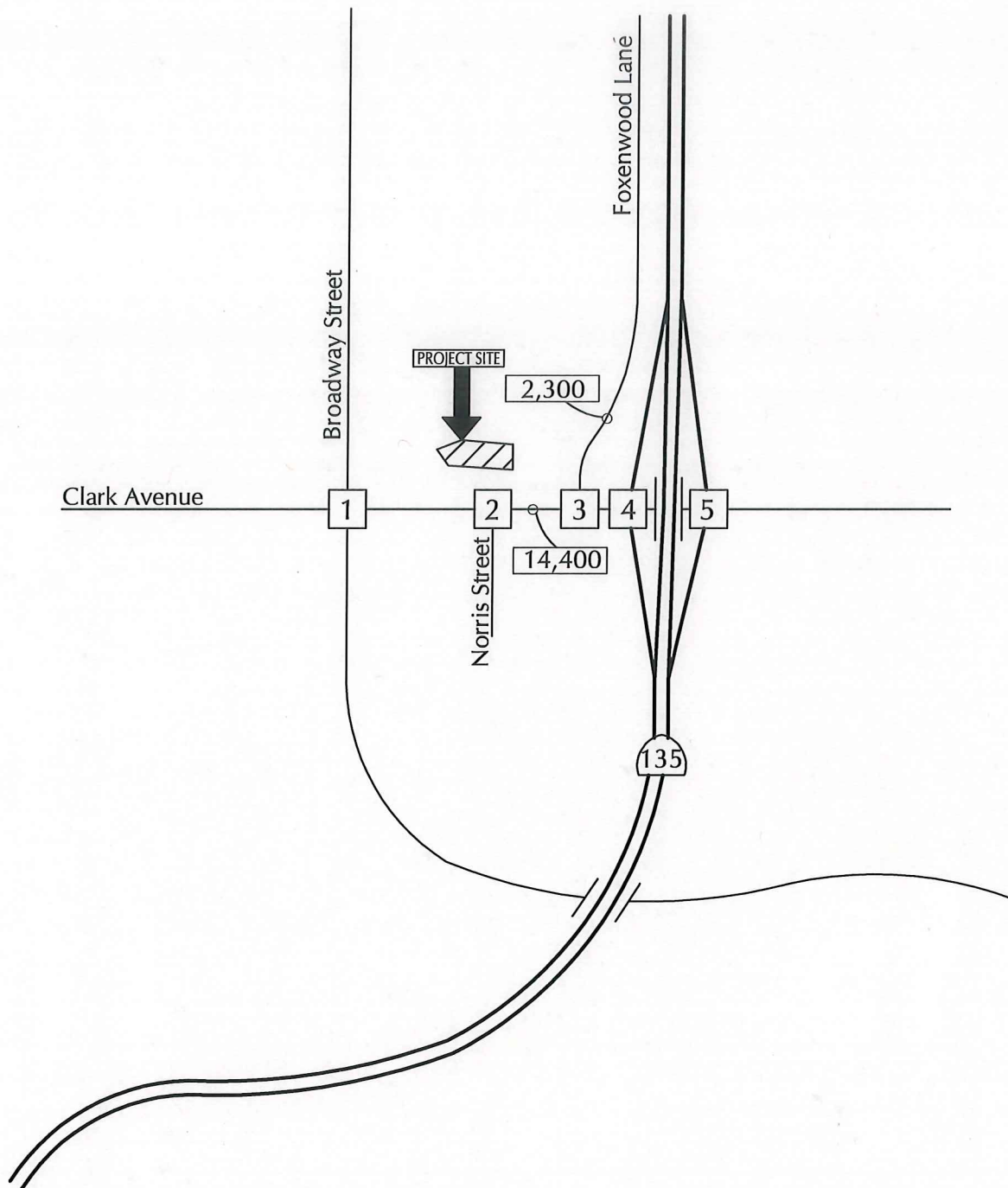
### Cumulative (Existing+ Approved/Pending Projects) + Project Roadway Operations

Cumulative+Project roadway volumes are shown on Figure 8. Table 9 compares the Cumulative and Cumulative+ Project roadway volumes and identifies cumulative impacts based on the County's roadway capacity standards.

**Table 9**  
**Cumulative + Project Roadway Operations**

Roadway Segment	Average Daily Trips				Project Impact?
	Acceptable Capacity	Cumulative	Project Added	Cumulative + Project	
Foxenwood Lane n/o Clark Avenue	9,100	2,200	+ 442	2,742	No
Clark Avenue w/o State Route 135	17,900	14,400	+ 132	14,532	No

As shown in Table 9, the study-area roadways are forecast to carry volumes within their Acceptable Capacity ratings with Cumulative+Project traffic volumes. The project would therefore not generate significant cumulative impacts to the study-area roadway segments based on County thresholds.



1	<div><div>107(62) 69(65) 26(31)</div><div>└─┐ └─┐ └─┐</div><div>(48)91 (105)155 (20)56</div><div>└─┐ └─┐ └─┐</div></div> <div><div>37(8) 195(134) 61(39)</div><div>└─┐ └─┐ └─┐</div><div>(18)52 (43)51 (59)54</div><div>└─┐ └─┐ └─┐</div></div>	2	<div><div>(449)639 (175)77</div><div>└─┐ └─┐</div></div> <div><div>497(454) 1(4)</div><div>└─┐ └─┐</div><div>(189)48</div></div>	3	<div><div>50(55) 30(50)</div><div>└─┐ └─┐</div><div>(60)80 (575)615</div><div>└─┐ └─┐</div></div> <div><div>25(40) 522(540)</div><div>└─┐ └─┐</div></div>	4	<div><div>304(147) 1(1) 220(240)</div><div>└─┐ └─┐ └─┐</div><div>(393)466 (206)136</div><div>└─┐ └─┐</div></div> <div><div>585(571) 15(35)</div><div>└─┐ └─┐</div></div>	5	<div><div>(312)226 (595)530</div><div>└─┐ └─┐</div></div> <div><div>140(160) 631(554)</div><div>└─┐ └─┐</div><div>(88)247 (1)0 (10)20</div><div>└─┐ └─┐ └─┐</div></div>
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#### LEGEND

- (XX)XX - (AM)PM Peak Hour Volume  
 X - Average Daily Traffic Volume



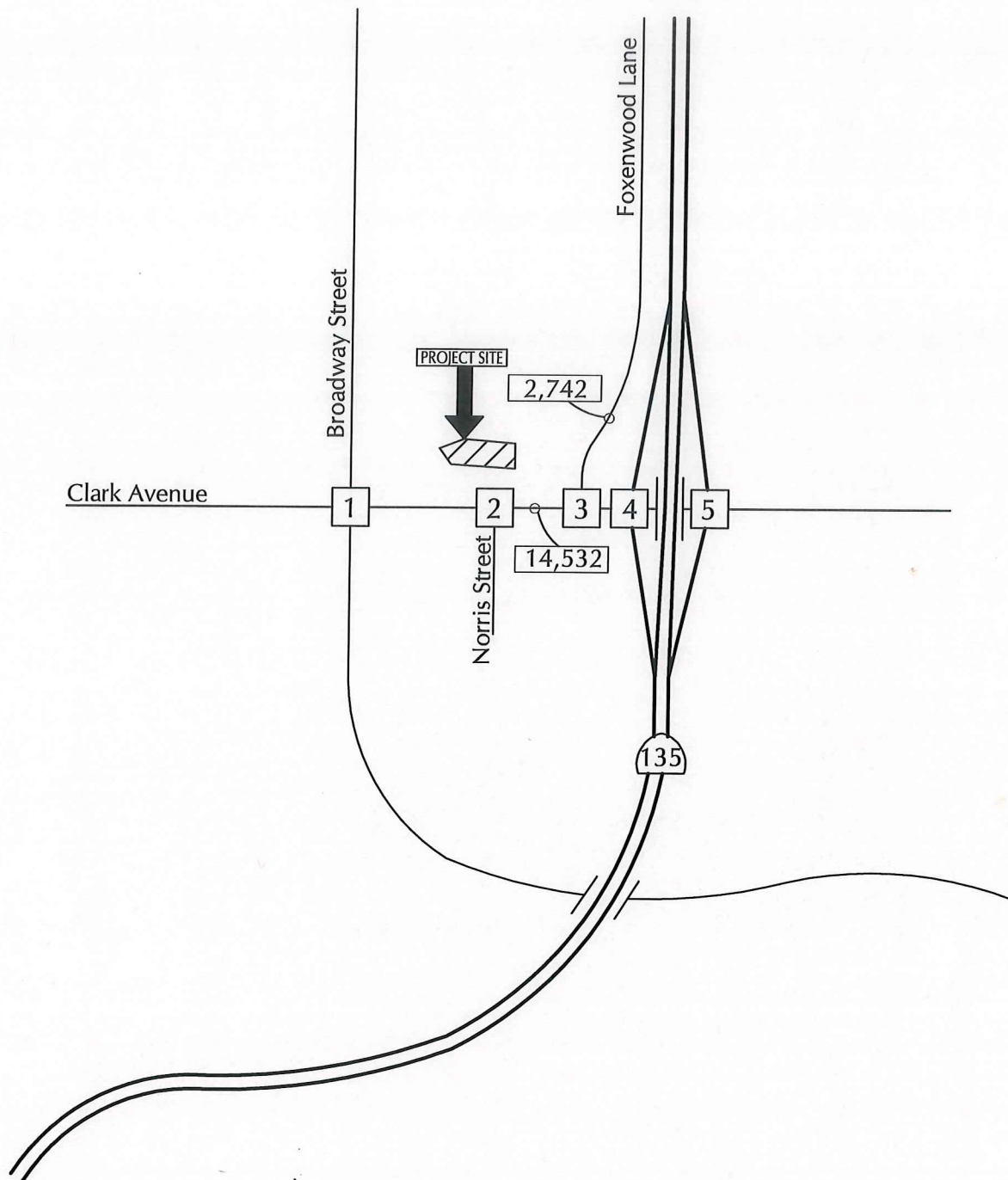
ASSOCIATED  
 TRANSPORTATION  
 ENGINEERS

## CUMULATIVE TRAFFIC VOLUMES

FIGURE 7

EKM - ATE#18106





<p>1</p> <p>109(64) 69(65) 26(31)</p> <p>37(8) 197(136) 61(39)</p> <p>(49)93 (106)157 (20)57</p> <p>(18)53 (43)51 (59)54</p>	<p>2</p> <p>(452)644 (175)78</p> <p>502(458) 1(4)</p> <p>(190)48</p>	<p>3</p> <p>60(59) 36(53)</p> <p>30(45) 522(540)</p> <p>(69)88 (575)615</p>	<p>4</p> <p>304(147) 1(1) 221(241)</p> <p>593(574) 17(36)</p> <p>(401)473 (206)136</p>	<p>5</p> <p>(312)226 (601)536</p> <p>141(160) 638(557)</p> <p>(38)247 (1)0 (12)21</p>
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#### LEGEND

└(XX)XX - (AM)PM Peak Hour Volume

└ X - Average Daily Traffic Volume

N  
NOT TO SCALE



ASSOCIATED  
TRANSPORTATION  
ENGINEERS

### CUMULATIVE + PROJECT TRAFFIC VOLUMES

FIGURE 8

EKM - ATE#18106

**Cumulative (Existing + Approved/Pending Projects) + Project Intersection Operations**

Cumulative and Cumulative+Project levels of service were calculated for the study-area intersections assuming the traffic volumes presented on Figures 7 and 8. Tables 10 and 11 compares the peak hour Cumulative and Cumulative+Project levels of service and identifies cumulative impacts based on County thresholds.

**Table 10**  
**Cumulative + Project Intersection Operations – A.M. Peak Hour**

Intersection	V/C Ratio/LOS		Project-Added		Project Impact?
	Cumulative	Cumulative + Project	Trips	V/C	
Clark Avenue/Broadway	9.4 sec./LOS A	9.4 sec./LOS A	6	0.0 sec.	No
Clark Avenue/Norris Avenue	12.0 sec./LOS B	12.2 sec./LOS B	8	0.2 sec.	No
Clark Avenue/Foxenwood Lane	> 50.0 sec./LOS F	> 50.0 sec./LOS F	21	N/A	Yes
S.R. 135 SB Ramps/Clark Avenue ICU HCM	0.57/LOS A 16.6 sec./LOS B	0.57/LOS A 16.6 sec./LOS B	13	0.00 0.0 sec.	No
S.R. 135 NB Ramps/Clark Avenue ICU HCM	0.51/LOS A 30.3 sec./LOS C	0.52/LOS A 31.0 sec./LOS A	11	0.01 0.7 sec.	No

**Table 11**  
**Cumulative + Project Intersection Operations – P.M. Peak Hour**

Intersection	V/C Ratio/LOS		Project-Added		Project Impact?
	Cumulative	Cumulative + Project	Trips	V/C	
Clark Avenue/Broadway	11.8 sec./LOS B	11.9 sec./LOS B	10	0.1 sec.	No
Clark Avenue/Norris Avenue	10.2 sec./LOS B	10.2 sec./LOS B	11	0.0 sec.	No
Clark Avenue/Foxenwood Lane	> 50.0 sec./LOS F	> 50.0 sec./LOS F	29	N/A	Yes
S.R. 135 SB Ramps/Clark Avenue ICU HCM	0.56/LOS A 15.4 sec./LOS B	0.57/LOS A 15.6 sec./LOS B	18	0.01 0.2 sec.	No
S.R. 135 NB Ramps/Clark Avenue ICU HCM	0.51/LOS A 17.6 sec./LOS B	0.51/LOS A 17.8 sec./LOS B	15	0.00 0.2 sec.	No

The data presented in Tables 10 and 11 show that generally the study-area intersections are forecast to operate at LOS C or better during the A.M. and P.M. peak commute periods which meets the County's LOS D standard in the Orcutt Community Plan with Cumulative + Project



traffic volumes. The Clark Avenue/Foxenwood Lane intersection would operate at LOS F with or without Project generated traffic. The Project's traffic additions would exceed the County's impact threshold; thus, the Project would result in a significant cumulative impact at the intersection.

## **SITE ACCESS AND CIRCULATION**

Access to the site is proposed via a driveway connection to Foxenwood Lane. The driveway on Foxenwood Lane would be unsignalized and would be off-set to the north of the driveway that serves the Caltrans Park & Ride lot (located north of Clark Avenue). The Project driveway would be located approximately 120 feet north of the unsignalized Clark Avenue/Foxenwood Lane intersection. The proposed Project driveway connection to Foxenwood Lane would not meet County design standards and would require a design exception from County Public Works. The Design Exception Committee makes a recommendation to the Roads Commissioner (Public Works Director) for granting this exception. The applicant presented the Project to the committee on December 18, 2017. The committee responded that the applicant should provide evidence that other access connections are not feasible (i.e. California Boulevard, Clark Avenue, Park Avenue, Foxenwood Lane to the North). Additional information was submitted by the applicant on January 23, 2018. To date a design exception for the driveway has not been granted.

### **Alternative Site Access**

The following site access alternatives were evaluated for the Project. Because of the terrain and the floodplain each alternative would require significant grading to construct and have engineering issues related to biology, flooding and traffic circulation. More detailed engineering and biological studies would be required to determine the cost and feasibility.

**Broadway/California Boulevard:** The Project would take access from Broadway/California Boulevard to the west of the site and the Bikepath/Orcutt Creek Trail route would be retained from Foxenwood Lane (as shown on the Orcutt Community Plan Bikeways Map and Parks Recreation and Trails Map). The Project would be required to acquire off-site land and right-of-way to connect to Broadway/California Boulevard (APNS 105-020-070,-060,-061). This driveway connection would be located in the southern part of the regional flood control basin and within the mapped=flood hazard zone. Project access/egress would be impacted during flooding events including but not limited to a 100 Year flood. This access connection would eliminate the planned bike path. Given the trips generated by the Project, the Broadway/California Boulevard driveway connection would operate acceptably (LOS A). This alternative access would shift the majority of Project access/egress traffic from the Clark

Avenue/Foxenwood intersection and would not significantly impact the operation of the Clark Avenue/Foxenwood Lane intersection.

**Clark Avenue:** Project would take access from Clark Avenue via a driveway connection opposite Norris Street. The Bikepath/Orcutt Creek Trail route would be retained from Foxenwood Lane (as shown on the Orcutt Community Plan Bikeways Map and Parks Recreation and Trails Map). There is a significant grade separation from Clark Avenue to the Project development area. The Project would be required to acquire off-site land and right-of-way to connect to Clark Avenue. A Clark Avenue access connection would affect APN 105-020-041 along Clark Avenue. Given the trips generated by the Project the Clark Avenue driveway connection would operate acceptably (LOS A). This alternative access would shift the majority of Project access/egress traffic from the Clark Avenue/Foxenwood Lane intersection and would not significantly impact the operation of the intersection.

**Park Avenue:** The Project would take access from Park Avenue to the west of the site. There is a significant grade separation from Park Avenue down to the Project. The Project would be required to acquire additional land and right-of-way to connect to Park Avenue. Connecting the Project access to Park Avenue would introduce non-residential traffic to the local neighborhood. Given the trips generated by the Project the driveway connection would operate acceptably. This alternative access would shift the majority of Project access/egress traffic from the Clark Avenue/Foxenwood Lane intersection and would not significantly impact the operation of the intersection.

**Foxenwood Lane to the North:** The Project would take access from Foxenwood Lane to the north of the proposed access connection. The Bikepath/Orcutt Creek Trail route would be retained from Foxenwood Lane (as shown on the Orcutt Community Plan Bikeways Map and Parks Recreation and Trails Map). There is a significant grade separation from Foxenwood Lane down to the Project. The Project would be required to acquire off-site land (APN 105-020-018, -022) and right-of-way to connect to Foxenwood Lane. Connecting the Project access to Foxenwood Lane to the north would require a new box culvert in order to cross the Orcutt Creek. Given the trips generated by the Project the driveway connection would operate acceptably (LOS A). This alternative access would retain the majority of Project access/egress traffic using the Clark Avenue/Foxenwood Lane intersection and would significantly impact the operation of the intersection.



## PARKING ANALYSIS

The Project is proposing to provide 155 vehicle spaces in an on-site surface parking lot. The County parking requirement for office/educational space is 1 parking space per 300 SF of building area, for assembly space is 1 parking space per 30 SF of building area, and for storage room space is 1 parking space per 1,000 SF of building space area. Based on these ratios, the proposed 15,333 SF OASIS Senior Center would be required to provide 228 on-site parking spaces. The Project is therefore requesting a reduction to the County's parking requirement. The adequacy of the proposed parking supply was evaluated based on operational data provide by the applicant. ATE evaluated the parking based on peak period operational information provided by the applicant. During lunch service up to 133 members (assumes existing maximum attendance of 100 members plus OASIS assumed 30% increase in new facility) and 5 OASIS employees will be on site. Non-OASIS member events will occur up to 7 times a year. The maximum attendance at any given time on-site will be 200 persons which includes up to 15 OASIS or catering staff on site. ATE used a conservative vehicle occupancy of 1.5 persons per vehicle to account for ride-sharing and the use of alternative transportation (bus, Senior Dial-A-Ride, bike, walk, etc.) by employees and members. The estimated peak parking demands are presented in Table 12.

**Table 12**  
**Parking Analysis**

Site Activities/Events	Employees/Members/ Non-Members	Vehicle Occupancy	Parking Required	Parking Provided
Lunch Service: Oasis Staff Oasis Members	5 Staff <u>133 Members</u> <u>138 Individuals</u>	1.0 1.5	5 Spaces <u>89 Spaces</u> <u>94 Spaces</u>	155 Spaces
Maximum 200 Person) Event: Oasis Staff/Catering Staff Non-Members	15 Staff/Caterers <u>200 Non-Members</u> <u>215 Individuals</u>	1.0 1.5	15 Spaces <u>133 Spaces</u> <u>148 Spaces</u>	155 Spaces

The OASIS Meeting Center will provide 155 parking spaces. OASIS proposes a maximum any given time attendance on-site of 200 individuals (members and non-members) and 15 staff (OASIS staff, caterers, etc.,). The estimated peak parking demand based on this any given time maximum attendance would be 148 parking spaces. This would result in an estimated reserve of 7 parking spaces, at a minimum, to accommodate vehicles of future Orcutt Creek Multi-Use Trail users during maximum attendance. At lower attendance time periods, many more parking spaces would be available.

## ORCUTT COMMUNITY PLAN BUILDOUT

The land use for the OASIS Meeting Center was not considered a part of the Orcutt Community Plan. The site of the proposed Oasis Meeting Center is located within the portion of Key Site 18 that was designated for open-space and a future neighborhood park. The Orcutt Community Plan EIR made the following findings for buildout of the Community Plan.

**Impact CIRC-15:** Significant overall increases in traffic volumes/delays: Buildout of the Community Plan would result in a 230% increase in peak hour traffic in the community. Even with this overall increase, congestion will generally remain within the county's adopted standards of LOS "C" for roads and intersections. However, the average motorist would experience increased congestion due to both delays in implementing pending major facility improvements, and an overall increase in traffic congestion in the community. Delays will increase significantly at almost all of the 20 major intersections listed in Table 5.9-11, as well as at many side streets. With buildout of this Community Plan, typical levels of traffic congestion in Orcutt will have made the transition from a semi-rural free flow on often lightly traveled and controlled streets to more urban, although acceptable, levels of congestion found in communities such as Santa Maria and Goleta. Although not exceeding any County adopted thresholds, this impact is considered unavoidable and significant "...since it will cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (CEQA Guidelines Appendix G(l))."

**Impact CIRC-26:** Clark Avenue/Foxenwood Lane congestion-turning movements: Residential and commercial development in west Orcutt and Old Town Orcutt, including approximately 29,000 square-feet of commercial on Key Site 18, would create potentially significant impacts to the Clark Avenue/Foxenwood Lane intersection through turning movement conflicts created by an increase of 10,800 ADT on Clark Avenue w/o Foxenwood Lane. Impacts would include traffic delays and potentially significant safety hazards for left turn movements from Foxenwood Lane onto Clark Avenue, as well as ingress/egress turning movement conflicts associate with access to the proposed commercial development on Key Site 18.

**Impact KS18-CIRC-1 Turning Movement Safety Hazards:** Project buildout would generate approximately 848 average daily trips (ADT) and 78 peak hour trips. Approximately 762 ADT would result from commercial development along Clark Avenue with the remainder (86 ADT) generated by residential development in the north east corner of the site. Trips added to Clark Avenue could create a substantial increase in turning movement conflicts near the Clark Avenue/Foxenwood Lane intersection due to its proximately top potential



access points for parking area along the northern side of Clark Avenue and the Clark Avenue/State Route 135 intersection. Drivers slowing to make left-turns from eastbound Clark Avenue into commercial areas and onto Foxenwood Lane would adversely affect traffic flow on Clark Avenue. This is considered a potentially significant impact.

**Mitigation CIRC-7:** The County shall consider re-alignment of Foxenwood Lane to align with Norris Avenue to the west and/or construction of a landscaped center median on Clark Avenue (between Foxenwood Lane and Norris Street), to alleviate existing and future turning movement conflicts on Clark Avenue.

The addition of traffic generated by the OASIS Meeting Center will add to the forecasted traffic congestion along Clark Avenue and to the turning movements at the Clark Avenue/Foxenwood Lane intersection. Re-aligning Foxenwood Lane with Norris Avenue would impact the development of both the OASIS Meeting Center and the Lebard commercial development along Clark Avenue. The Project will construct a center median on Clark Avenue between Foxenwood Lane and Norris Street. In the future the Clark Avenue/Foxenwood Lane intersection should be monitored to determine if Signal Warrants (Volume/Collision/Pedestrian) are satisfied. Given the proximity to the State Route 135/Clark Avenue ramp intersections coordination with Caltrans should be considered.

## **MITIGATION MEASURES**

Project-Specific Mitigations: The OASIS Meeting Center would not generate any Project-Specific impacts to the study-area faculties. The roadway and intersections would continue to operate at an acceptable LOS based on Santa Barbara County standards. The Project would construct the required frontage improvements along Foxenwood Lane. The Project would widen and restripe Foxenwood Lane to provide an 11-foot wide left-turn lane at the Project driveway. The Project would provide separate southbound left and right-turn lanes at the Clark Avenue/Foxenwood intersection. A raised median on Clark Avenue will be constructed from Norris Street to Foxenwood Lane.

Cumulative Mitigations: The Clark Avenue/Foxenwood Lane intersection would operate at LOS F with or without the addition of Project generated traffic. The Project's traffic additions would exceed the County's impact threshold: thus, the Project would result in a significant cumulative impact at the intersection. In addition, the Project requires approval of amendments to the General Plan Amendment to allow the OASIS Meeting Center use on-site, which was not considered in the Orcutt Community Plan traffic assumptions. Therefore, the Project would also incrementally increase previously identified transportation impacts that would result from buildout of the Orcutt Community Plan (Impacts CIRC-15, CIRC -26

and KS18-/CIRC-1). The Project's required payment of transportation development impact fees would address the Project's fair share contribution toward funding roadway and improvements that are necessary to accommodate cumulative traffic, pursuant to the Orcutt Transportation Improvement Plan (OTIP).

## CONGESTION MANAGEMENT PROGRAM ANALYSIS

### Impact Criteria

The Santa Barbara County Association of Governments (SBCAG) has developed a set of traffic impact thresholds to assess the impacts of land use decisions made by local jurisdictions on regional transportation facilities located within the Congestion Management Program (CMP) roadway system. The following guidelines were developed by SBCAG to determine the significance of project-generated traffic impacts on the regional CMP system.

1. For any roadway or intersection operating at "Level of Service" (LOS) A or B, a decrease of two levels of service resulting from the addition of project-generated traffic.
2. For any roadway or intersection operating at LOS C, project-added traffic that results in LOS D or worse.
3. For intersections within the CMP system with existing congestion, the following table defines significant impacts.

Level of Service	Project-Added Peak Hour Trips
LOS D	20
LOS E	10
LOS F	10

4. For freeway or highway segments with existing congestion, the following table defines significant impacts.

Level of Service	Project-Added Peak Hour Trips
LOS D	100
LOS E	50
LOS F	50

### Potential Intersection Impacts

The State Route 135/Clark Avenue ramp intersections are located on the CMP network. The traffic analysis found that the intersections are forecast to operate at LOS C or better under



Existing+Project and Cumulative+Project traffic conditions. These operations are acceptable based on CMP standards. The proposed Project would therefore not impact the CMP intersections in the study area.

### **Potential Freeway Impacts**

The proposed Project is forecast to add 2 peak hour trips to the segment of State Route 135 101 north of Clark Avenue and 3 peak hour trips to the segment of State Route 135 south of Clark Avenue. Data published by SBCAG<sup>2</sup> indicates that State Route 135 operates at LOS A within the Orcutt area. Based on CMP criteria, the project would not significantly impact the freeway segments within the study-area.

■ ■ ■

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<sup>2</sup> Staff Report - Congestion Management Program Biennial Review, SBCAG, May 15, 2014.

## REFERENCES AND PERSONS CONTACTED

### Associated Transportation Engineers

Scott A. Schell, AICP, PTP Principal Transportation Planner  
Darryl F. Nelson, Senior Transportation Planner  
Erica K. Monson, Transportation Planner I  
Ben Sheldon, Transportation Planner I

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### Persons Contacted

Natasha Campbell – County of Santa Barbara  
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