

**Santa Barbara Polo Villas  
Revised Traffic and Circulation Study  
County of Santa Barbara, CA**

**February 19, 2018**

**W.O. 2064144500**

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## TABLE OF CONTENTS

<b>Introduction</b>	<b>1</b>
<b>Project Description</b>	<b>1</b>
<b>Study Area</b>	<b>1</b>
<b>Study Methodology</b>	<b>4</b>
Level of Service Criteria	4
<b>Existing Conditions</b>	<b>4</b>
Street Network	5
Roadway and Intersection Operations	5
<b>Project-Specific Analysis</b>	<b>6</b>
Traffic Impact Thresholds	6
Project Trip Generation and Distribution	8
Roadway and Intersection Operations	9
<b>Cumulative Conditions</b>	<b>12</b>
Cumulative Traffic Forecasts	12
Roadway and Intersection Operations	13
<b>Site Access and Circulation</b>	<b>16</b>
<b>Mitigation Measures</b>	<b>16</b>
<b>Congestion Management Plan (CMP) Analysis</b>	<b>17</b>
Potential Impacts and Mitigations	17

## **LIST OF TABLES**

Table 1: Study-Area Roadways and Intersections	1
Table 2: Intersection Level of Service Criteria	4
Table 3: Existing Roadway Levels of Service	5
Table 4: Existing AM and PM Peak Hour Intersection Levels of Service	6
Table 5: Project Trip Generation	9
Table 6: Existing + Project Roadway Levels of Service	9
Table 7: AM Peak Hour Existing + Project Intersection Level of Service	12
Table 8: PM Peak Hour Existing + Project Intersection Level of Service	12
Table 9: Cumulative + Project Roadway Levels of Service	13
Table 10: Cumulative + Project AM Peak Hour Intersection Level of Service	13
Table 11: Cumulative + Project PM Peak Hour Intersection Level of Service	16

## **TABLE OF EXHIBITS**

Exhibit 1: Project Site Location/Existing Traffic Volumes	2
Exhibit 2: Project Site Plan	3
Exhibit 3: Project-Added Traffic Volumes	10
Exhibit 4: Existing + Project Traffic Volumes	11
Exhibit 5: Cumulative Traffic Volumes	14
Exhibit 6: Cumulative + Project Traffic Volumes	15

## **TECHNICAL APPENDIX**

Appendix 1 - County Roadway Classifications and Levels of Service Standards
Appendix 2 – Roadway and Intersection Counts
Appendix 3 - Intersection Levels of Service Calculation Worksheets

## INTRODUCTION

Stantec has prepared the following revised traffic and circulation study for the Santa Barbara Polo Villas. The traffic and circulation study determines the trip generation and trip distribution for the proposed development, evaluates the potential traffic impacts to the vicinity roadways and intersections, evaluates the proposed access and circulation plan and provides mitigations where applicable.

## PROJECT DESCRIPTION

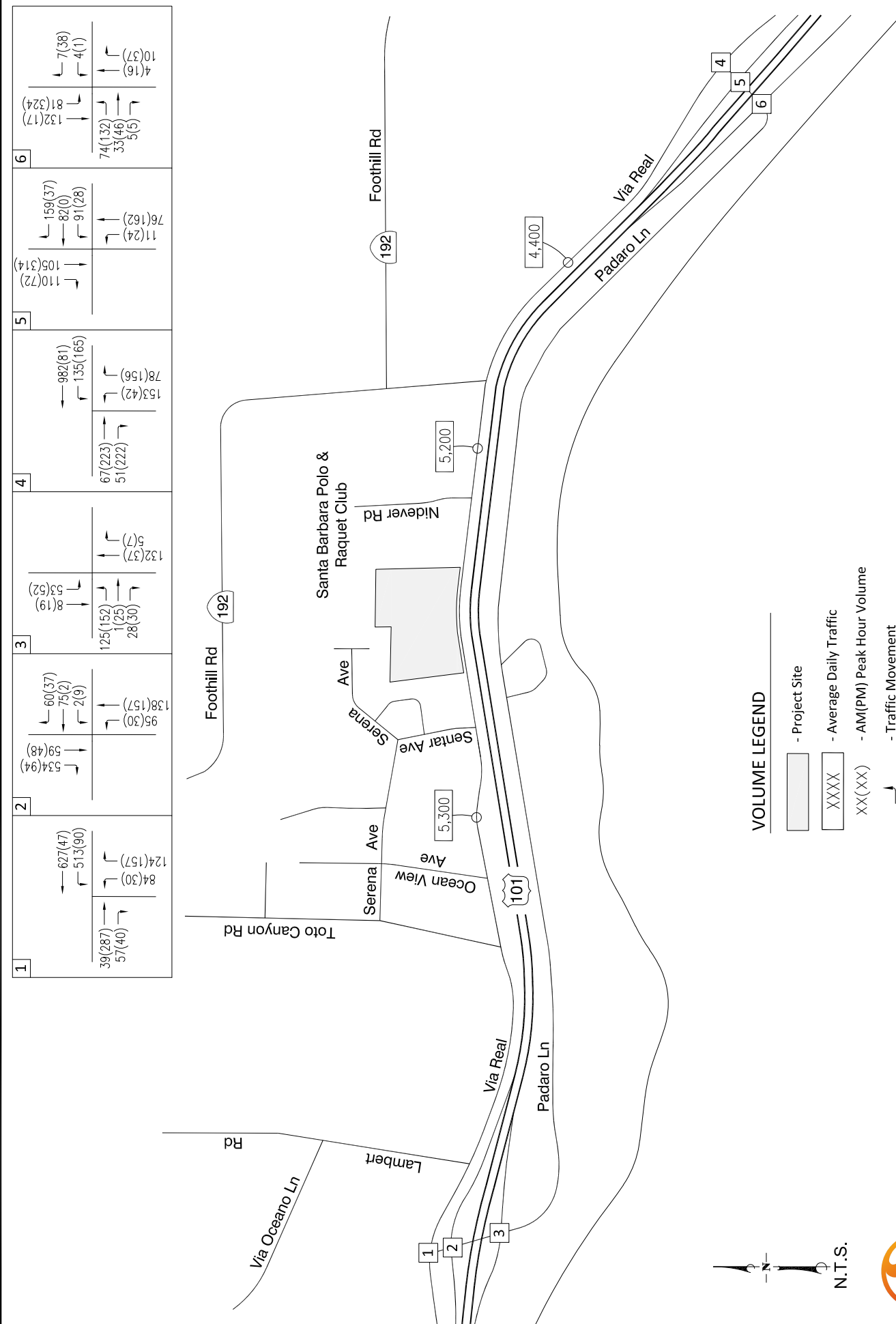
The project is located at 3250 – 3282 Via Real in the Toro Canyon Planning (TCP) Area of Santa Barbara County. The project proposes to construct 25 single family dwellings (estates and villas) and 15 townhouses/condominiums (villas), for a total of 40 residential units. The existing 11-unit rental complex at 3250 Via Real would be demolished. The project location and site plan are illustrated in Exhibits 1 and 2, respectively. Access is proposed via two driveway connections to Via Real.

## STUDY AREA

The roadway segments and intersections identified for analysis in the traffic and circulation study are listed in Table 1.

**Table 1**  
**Study-Area Roadways and Intersections**

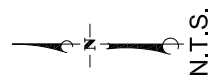
<b>Roadways</b>	<b>Intersections</b>
Via Real e/o Toro Canyon Rd	Via Real/N. Padaro Ln
Via Real w/o Nidever Rd	U.S. 101 NB Ramps/Padaro Ln
Via Real e/o Nidever Rd	U.S. 101 SB Ramps/N. Padaro Ln
	Via Real/S. Padaro Ln
	U.S. 101 NB Ramps/S. Padaro Ln
	U.S. 101 SB Ramps/S. Padaro Ln - Santa Claus Ln

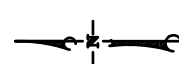


# EXHIBIT 1 PROJECT SITE LOCATION/ EXISTING TRAFFIC VOLUMES



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# EXHIBIT 2 PROJECT SITE PLAN

## STUDY METHODOLOGY

### Level of Service Criteria

To identify the operating condition at the study area roadways and intersections, a level of service (LOS) ranking scale was used. This scale compares traffic volumes to roadway and intersection capacity and assigns a letter value to this relationship. The letter scale ranges from A to F with LOS A representing free flow conditions and LOS F representing congested conditions. The County's acceptable level of service standard for roadways and intersections in the Toro Canyon Planning Area is LOS B and the acceptable level of service standard for Caltrans facilities is LOS C.

**Roadways.** Levels of service for the roadways within the study area are based on the County's engineering design capacities for roadways and the Circulation Element roadway designations as presented in the Toro Canyon Planning Area Circulation Element. A table discussing the roadway definitions and capacities is included in the Technical Appendix.

**Intersections.** Levels of service for the unsignalized intersections in the study area were calculated using Highway Capacity Software (HCS), which applies the methodologies outlined in the Highway Capacity Manual (HCM)<sup>1</sup> and the results are presented as seconds of vehicle delay. Table 2 summarizes the LOS definitions.

**Table 2**  
**Intersection Level of Service Criteria**

LOS	Unsignalized intersections (sec. of control delay)
A	$\leq 10$
B	$> 10$ and $\leq 15$
C	$> 15$ and $\leq 25$
D	$> 25$ and $\leq 35$
E	$> 35$ and $\leq 50$
F	$> 50$

Source: Highway Capacity Manual, 6<sup>th</sup> Edition

## EXISTING CONDITIONS

### Street Network

The principal components of the road network are discussed in the following paragraphs.

*U.S. Highway 101 (U.S. 101)*, located south of the site, is the principal inter-city route along the Pacific Coast. This highway provides the primary east-west route through the Carpinteria area.

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<sup>1</sup> Highway Capacity Manual, Transportation Research Board, 6<sup>th</sup> Edition, 2016.

Access between the project site and U.S. 101 is provided via the Padaro lane interchange located west of the site, and the Santa Claus Lane interchange located east of the site.

*Via Real* is a two-lane major roadway that parallels U.S. 101 on the north side. It extends east-west from Santa Ynez Avenue in the City of Carpinteria until it transitions into Lillie Avenue in Summerland. The roadway is 30 feet wide contains one travel lane and Class II bike lanes in each direction. The speed limit adjacent to the site is 50 mph and transitions to 40 mph directly west of the site.

### **Roadway and Intersection Operations**

Roadways. Average daily traffic (ADT) volumes for *Via Real* were derived from counts collected by Stantec on February 8, 2017. The roadway classification and design capacities, as presented in the TCP Area Circulation Element, are summarized below in Table 1. Comparison of the existing ADT volume and the corresponding design capacities for each segment shows that *Via Real* in the study-area currently operate in the LOS A range, which is acceptable based on the County's TCP Area LOS B standard.

**Table 3**  
**Existing Roadway Levels of Service**

<b>Roadway Segment</b>	<b>Classification</b>	<b>Number of Lanes</b>	<b>Existing ADT</b>	<b>LOS B Threshold</b>	<b>Existing LOS</b>
Via Real e/o Toro Canyon Rd	Secondary 2	2 lanes	5,300 ADT	6,370 ADT	LOS A
Via Real w/o Nidever Rd	Secondary 2	2 lanes	5,200 ADT	6,370 ADT	LOS A
Via Real e/o Nidever Rd	Primary 3	2 lanes	4,400 ADT	10,990 ADT	LOS A

Intersections. Intersection levels of service were calculated for the AM and PM peak hours based on turning volume counts collected by Stantec on Tuesday, January 30 and February 6, 2018. During the AM commute period, *Via Real* is heavily used by southbound traffic as an alternative route to U.S. 101 Southbound, which experiences significant congestion. Stantec observed AM peak hour operations at the intersections to verify traffic flow, delays and queuing, and calibrated the level of service calculations to reflect observed conditions. The AM and PM peak hour volumes are illustrated in Exhibit 1 and the intersection levels of service are summarized in Table 4.

As shown, the east and west intersections of *Via Real* & Padaro Lane currently operate in the LOS A-B range, which meets the County's LOS B standard.. The intersections in Caltrans jurisdiction currently operate at LOS C or better, which is considered acceptable based on Caltrans' LOS C standard.



**Table 4**  
**Existing AM and PM Peak Hour Intersection Levels of Service**

<b>Intersection</b>	<b>Traffic Control</b>	<b>AM Peak Hour Delay</b>	<b>PM Peak Hour Delay</b>
Via Real/N. Padaro Ln	One-Way Stop	11.4 sec/LOS B	8.3 sec/LOS B
U.S. 101 NB Ramps/N. Padaro Ln	One-Way Stop	17.1 sec/LOS C	8.0 sec/LOS A
U.S. 101 SB Ramps/N. Padaro Ln	One-Way Stop	10.2 sec/LOS B	10.4 sec/LOS B
Via Real/S. Padaro Ln	One-Way Stop	13.0 sec/LOS B	8.4 sec/LOS A
U.S. 101 NB Ramps/S. Padaro Ln	One-Way Stop	9.2 sec/LOS A	8.5 sec/LOS A
U.S. 101 SB Ramps/S. Padaro Ln - Santa Claus Ln	Two-Way Stop	10.0 sec/LOS A	14.8 sec/LOS B

Delay noted is average delay per vehicle per County unsignalized intersection analysis method.

## **PROJECT-SPECIFIC ANALYSIS**

### **Traffic Impact Thresholds**

The County's CEQA Thresholds and the Toro Canyon Plan Circulation Element were applied to evaluate the project's consistency with County policy and to determine if any potential traffic impacts would be associated with the project. The applicable traffic thresholds are outlined below.

#### County of Santa Barbara CEQA Thresholds

The Environmental Thresholds and Guidelines Manual (County of Santa Barbara, 1992) provides criteria by which to evaluate a project's environmental impacts according to the California Environmental Quality Act (CEQA). The thresholds for traffic impacts are listed below.

#### *Threshold Criteria*

The impacts of project-generated traffic are assessed against the following County thresholds. A significant traffic impact occurs when:

1. The addition of project traffic to an intersection increases the volume to capacity (V/C) ratio by the value provided below or sends at least 5, 10, or 15 trips to intersections operating at LOS F, E or D.

Level of Service (including project)	Increase in V/C <u>Greater than</u>
A	0.20
B	0.15
C	0.10
	<u>or the addition of</u>
D	15 trips
E	10 trips
F	5 trips

2. Project access to a major road or arterial road would require a driveway that would create an unsafe situation or a new traffic signal or major revisions to an existing traffic signal.
3. Project adds traffic to a roadway that has design features (e.g. narrow width, road side ditches, sharp curves, poor sight distance, inadequate pavement structure) or receives use which would be incompatible with substantial increase in traffic (e.g. Rural roads with use by farm equipment, livestock, horseback riding, or residential roads with heavy pedestrian or recreational use, etc.) that will become potential safety problems with the addition of project or cumulative traffic. Exceedence of the roadway's designated Circulation Element Capacity may indicate the potential for the occurrence of the above impacts.
4. Project traffic would utilize a substantial portion of an intersection(s) capacity where the intersection is currently operating at acceptable levels of service (A-C) but with cumulative traffic would degrade to or approach LOS D (V/C 0.81) or lower. Substantial is defined as a minimum change of 0.03 for intersections which would operate from 0.80 to 0.85 and a change of 0.02 for intersections which would operate from 0.86 to 0.90, and 0.01 for intersections operating at anything lower.

#### Toro Canyon Plan Standards for Determination of Project Consistency

##### *Consistency Standards for Primary and Secondary Roadways (P1 through P3 & S-1 through S-3):*

1. For Primary roadway segments, a project is considered consistent with this section of the 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 Plan if intersections affected by traffic assigned from the project operate at or above minimum level of service standards.
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 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., sight 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 Plan if: 1) the project generates 70 ADT or less, or 2) the project provides a contribution toward an alternative transportation project (as identified in the applicable TIP) that is deemed to offset the effects of project-generated traffic.

*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 Plan unless the project results in a change of one level of service or an equivalent amount of delay.
2. Projects contributing peak hour trips to intersections that operate better than or equal to Estimated Future Level of Service B shall be found consistent with this section of the Plan, provided that the intersection's Level of Service would not fall below B.
3. Projects contributing traffic to unsignalized intersections that do not trigger traffic signal warrant criteria shall be found consistent with this section of the Plan.

Caltrans. Caltrans has established the cusp of the LOS C/D range as the target level of service standard for State Highway intersections. If an existing State Highway facility is operating at less than the target LOS, the existing Measure of Effectiveness (MOE) should be maintained.

**Project Trip Generation and Distribution**

The project proposes to construct 25 single-family homes and 15 townhomes/condominiums. Trip generation estimates were developed for the proposed project based on rates contained in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*<sup>2</sup> for Single-Family Detached Housing (Land Use #210) and Multi-Family Housing (Low-Rise) (Land Use #221). Multi-Family Housing (Low-Rise) (Land Use #221) was also used to estimate trips generated by the existing 11-unit complex that will be demolished. The trip generation estimates are shown in Table 5. As shown, the proposed development is expected to generate 265 new ADT (daily trip ends), with 21 trips occurring in the AM peak hour and 27 trips occurring in the PM peak hour.

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<sup>2</sup> Trip Generation, Institute of Transportation Engineers, 10th Edition, 2017.

**Table 5  
Project Trip Generation**

Land Use	Size	ADT		A.M. Peak Hour Trips		P.M. Peak Hour Trips	
		Rate	Trips	Rate	Trips (in/out)	Rate	Trips (in/out)
<u>Existing</u> Multi-Family Housing (Low-Rise) (Land Use #220)	11 Units	7.32	81	0.46	5 (1/4)	0.56	6 (4/2)
<u>Proposed</u> Single Family Housing (Land Use #210)	25 Units	9.44	236	0.74	19 (5/14)	0.99	25 (16/9)
Multi-Family Housing (Low-Rise) (Land Use #220)	15 Units	7.32	110	0.46	7 (1/6)	0.56	8 (5/3)
<b>Net New Trips</b>			<b>265</b>		<b>21 (5/16)</b>		<b>27 (17/10)</b>

Project trips were distributed based on the project site location and knowledge of the local street network and existing traffic flows in the study-area. It is anticipated that 60% of project traffic travels to and from the west and 40% of project traffic travels to and from the east. Exhibit 3 shows the project-added trips and Exhibit 4 shows the existing plus project traffic volumes.

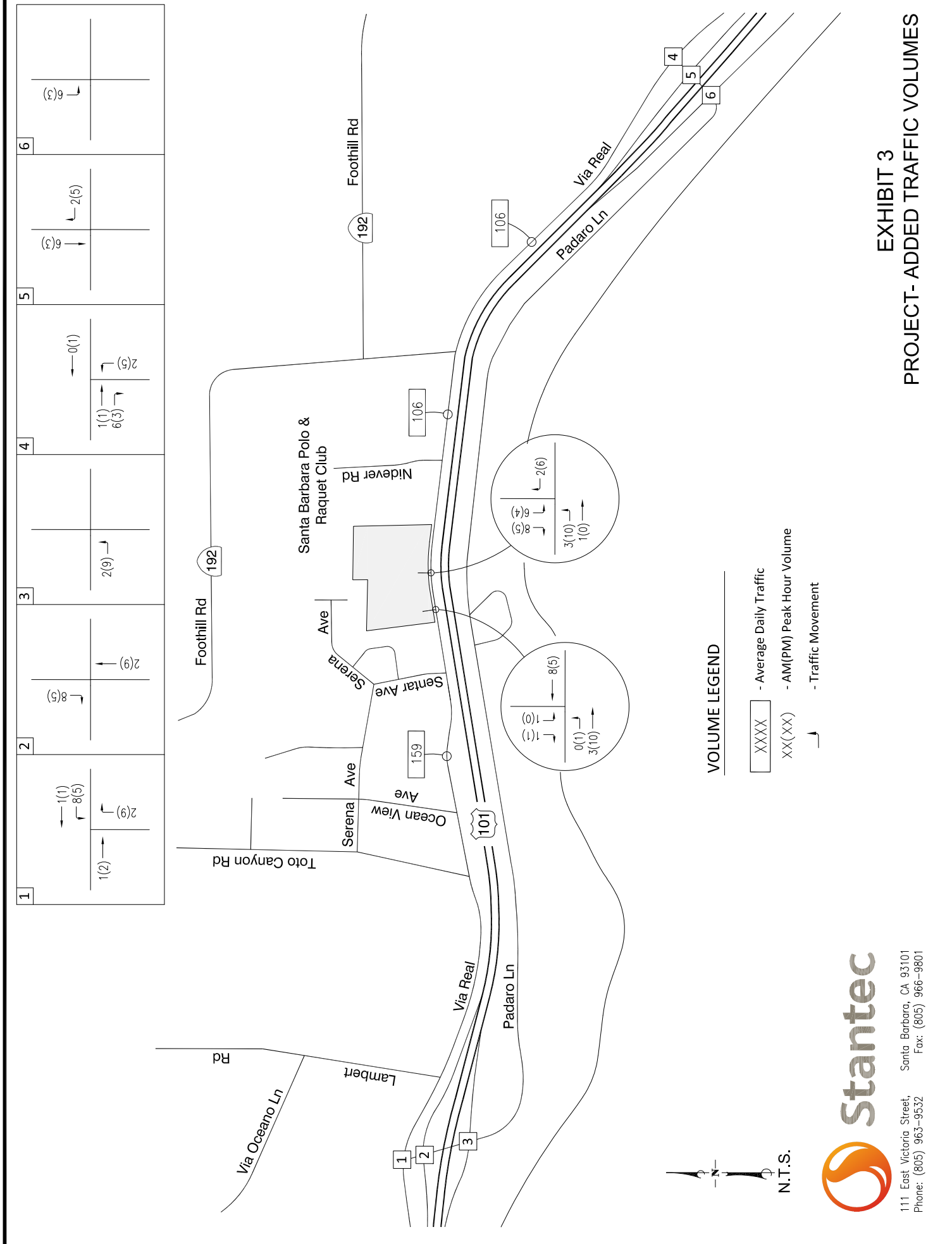
### Roadway and Intersection Operations

Roadways. Table 6 shows the existing plus project roadway volumes. The segments of Via Real in the study-area would continue to operate in the LOS A range, which is acceptable based on the County's TCP Area LOS B standard. No project-specific roadway mitigations are required.

**Table 6  
Existing + Project Roadway Levels of Service**

Roadway Segment	Classification	Number of Lanes	Existing + Project ADT	LOS B Threshold	Existing LOS
Via Real e/o Toro Canyon Rd	Secondary 2	2 lanes	5,459 ADT	6,370 ADT	LOS A
Via Real w/o Nidever Rd	Secondary 2	2 lanes	5,306 ADT	6,370 ADT	LOS A
Via Real e/o Nidever Rd	Primary 3	2 lanes	4,506 ADT	10,990 ADT	LOS A

Intersections. The existing + project AM and PM peak hour intersection volumes are illustrated in Exhibit 4 and Tables 7 and 8 summarize the intersection level of service calculations. As shown, the study-area intersections would continue to operate in the LOS A-C during both the AM and PM peak hour under project-specific conditions, which is considered acceptable based on County and Caltrans standards. The project would not generate any project-specific intersection impacts.

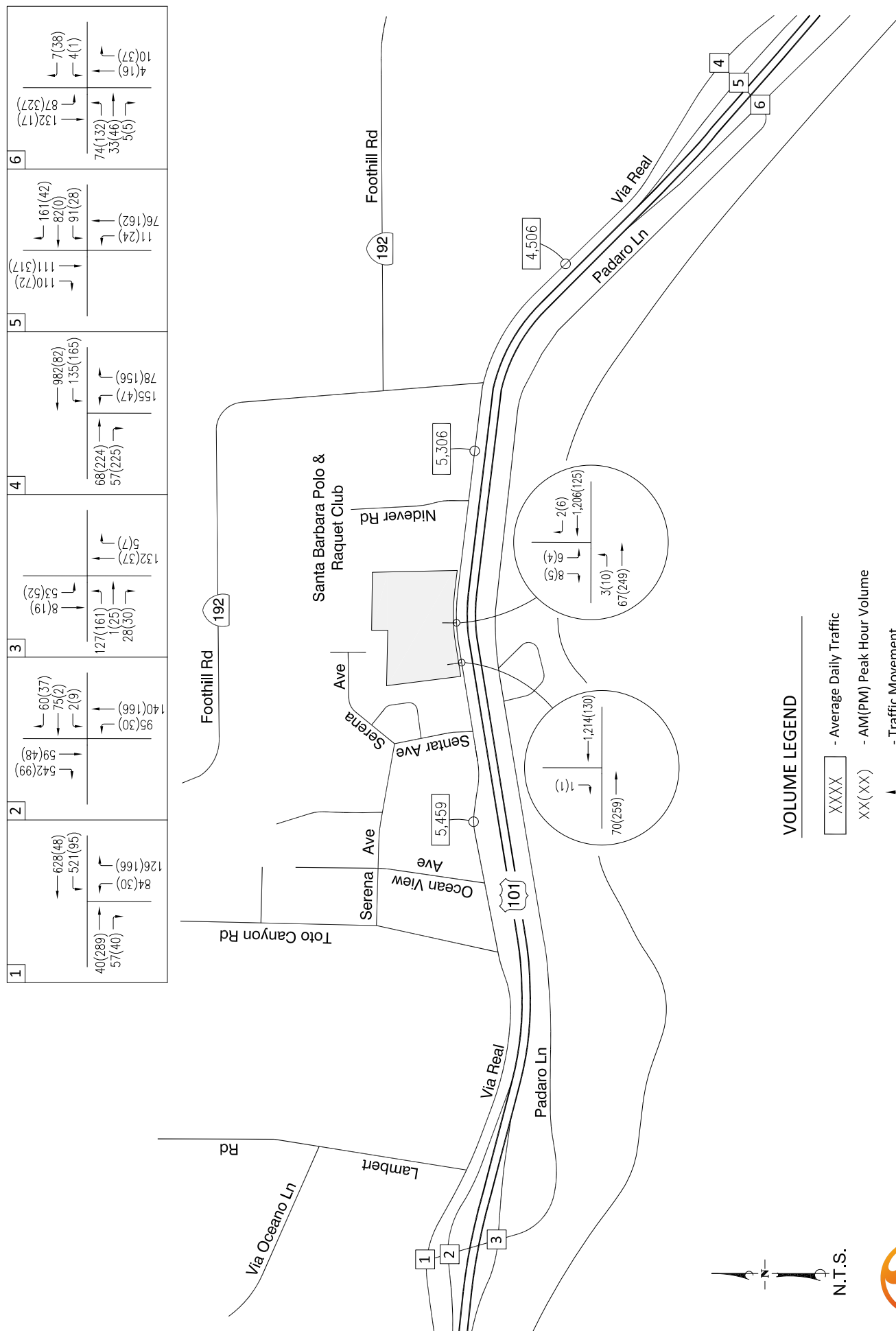




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# EXHIBIT 4 EXISTING + PROJECT TRAFFIC VOLUMES



**Table 7**  
**AM Peak Hour**  
**Existing + Project Intersection Level of Service**

Intersection	Existing Delay	Existing + Project Delay	Change in Delay	Impact?
Via Real/N. Padaro Ln	11.4 sec/LOS B	11.5 sec/LOS B	0.1 sec	No
U.S. 101 NB Ramps/N. Padaro Ln	17.1 sec/LOS C	17.4 sec/LOS C	0.3 sec	No
U.S. 101 SB Ramps/N. Padaro Ln	10.2 sec/LOS B	10.2 sec/LOS B	0.0 sec	No
Via Real/S. Padaro Ln	13.0 sec/LOS B	13.1 sec/LOS B	0.1 sec	No
U.S. 101 NB Ramps/S. Padaro Ln	9.2 sec/LOS A	9.2 sec/LOS A	0.0 sec	No
U.S. 101 SB Ramps/S. Padaro Ln - Santa Claus Ln	10.0 sec/LOS A	10.1 sec/LOS B	0.1 sec	No

Delay noted is average delay per vehicle per County unsignalized intersection analysis method.

**Table 8**  
**PM Peak Hour**  
**Existing + Project Intersection Level of Service**

Intersection	Existing Delay	Existing + Project Delay	Change in Delay	Impact?
Via Real/N. Padaro Ln	8.3 sec/LOS A	8.3 sec/LOS A	0.0 sec	No
U.S. 101 NB Ramps/N. Padaro Ln	8.0 sec/LOS A	8.1 sec/LOS A	0.1 sec	No
U.S. 101 SB Ramps/N. Padaro Ln	10.4 sec/LOS B	10.5 sec/LOS B	0.1 sec	No
Via Real/S. Padaro Ln	8.4 sec/LOS A	8.4 sec/LOS A	0.0 sec	No
U.S. 101 NB Ramps/S. Padaro Ln	8.5 sec/LOS A	8.5 sec/LOS A	0.0 sec	No
U.S. 101 SB Ramps/S. Padaro Ln - Santa Claus Ln	14.8 sec/LOS B	15.0 sec/LOS B	0.2 sec	No

Delay noted is average delay per vehicle per County unsignalized intersection analysis method.

## CUMULATIVE CONDITIONS

### Cumulative Traffic Forecasts

Cumulative traffic forecast for the study-area were derived from the 2020 *Build Scenario* traffic data contained in the *SC101 HOV Traffic Study - Forecast Operations Report*<sup>3</sup>. The cumulative forecast assumes completion of the Highway 101 Widening Project that will provide an HOV lane in each direction from Carpinteria to Santa Barbara. The HOV project will connect to the SB/VEN 101 HOV capacity improvement project to the south and to the Route 101/Milpas Street to Hot Springs operational improvement project to the north. The combined projects aim to relieve

<sup>3</sup> SC101 HOV Traffic Study - Forecast Operations Report, Caltrans District 5/Dowling Associates, October 2009.

freeway congestion and reduce traffic diversion on local roadways, including Via Real. Exhibits 5 and 6 show the cumulative and cumulative plus project traffic volumes, respectively.

### Roadway and Intersection Operations

Roadways. Table 9 shows the cumulative and cumulative plus project traffic volumes. As shown, Via Real is forecast to operate in the LOS A-B range under cumulative and cumulative plus project conditions. No cumulative mitigations are required.

**Table 9**  
**Cumulative + Project**  
**Roadway Levels of Service**

Roadway Segment	Classification	Cumulative ADT	Cumulative + Project ADT	LOS B Threshold	Existing LOS
Via Real e/o Toro Canyon Rd	Secondary 2	5,750 ADT	5,909 ADT	6,370 ADT	LOS B
Via Real w/o Nidever Rd	Secondary 2	5,700 ADT	5,806 ADT	6,370 ADT	LOS B
Via Real e/o Nidever Rd	Primary 3	4,900 ADT	5,006 ADT	10,990 ADT	LOS A

Intersections. Tables 10 and 11 summarize the intersection level of service calculations. As shown, the study-area intersections would continue to operate in the LOS A-C range during both the AM and PM peak hour under cumulative plus project conditions, which is considered acceptable based on County and Caltrans standards. The project would not generate any cumulative intersection impacts.

**Table 10**  
**AM Peak Hour**  
**Cumulative + Project Intersection Level of Service**

Intersection	Existing Delay	Existing + Project Delay	Change in Delay	Impact?
Via Real/N. Padaro Ln	8.4 sec/LOS A	8.4 sec/LOS A	0.0 sec	No
U.S. 101 NB Ramps/N. Padaro Ln	9.5 sec/LOS A	9.6 sec/LOS A	0.1 sec	No
U.S. 101 SB Ramps/N. Padaro Ln	9.3 sec/LOS A	9.3 sec/LOS A	0.0 sec	No
Via Real/S. Padaro Ln	10.0 sec/LOS A	10.1 sec/LOS B	0.1 sec	No
U.S. 101 NB Ramps/S. Padaro Ln	8.6 sec/LOS A	8.6 sec/LOS A	0.0 sec	No
U.S. 101 SB Ramps/S. Padaro Ln - Santa Claus Ln	10.7 sec/LOS B	10.7 sec/LOS A	0.0 sec	No

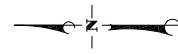
Delay noted is average delay per vehicle per County unsignalized intersection analysis method.





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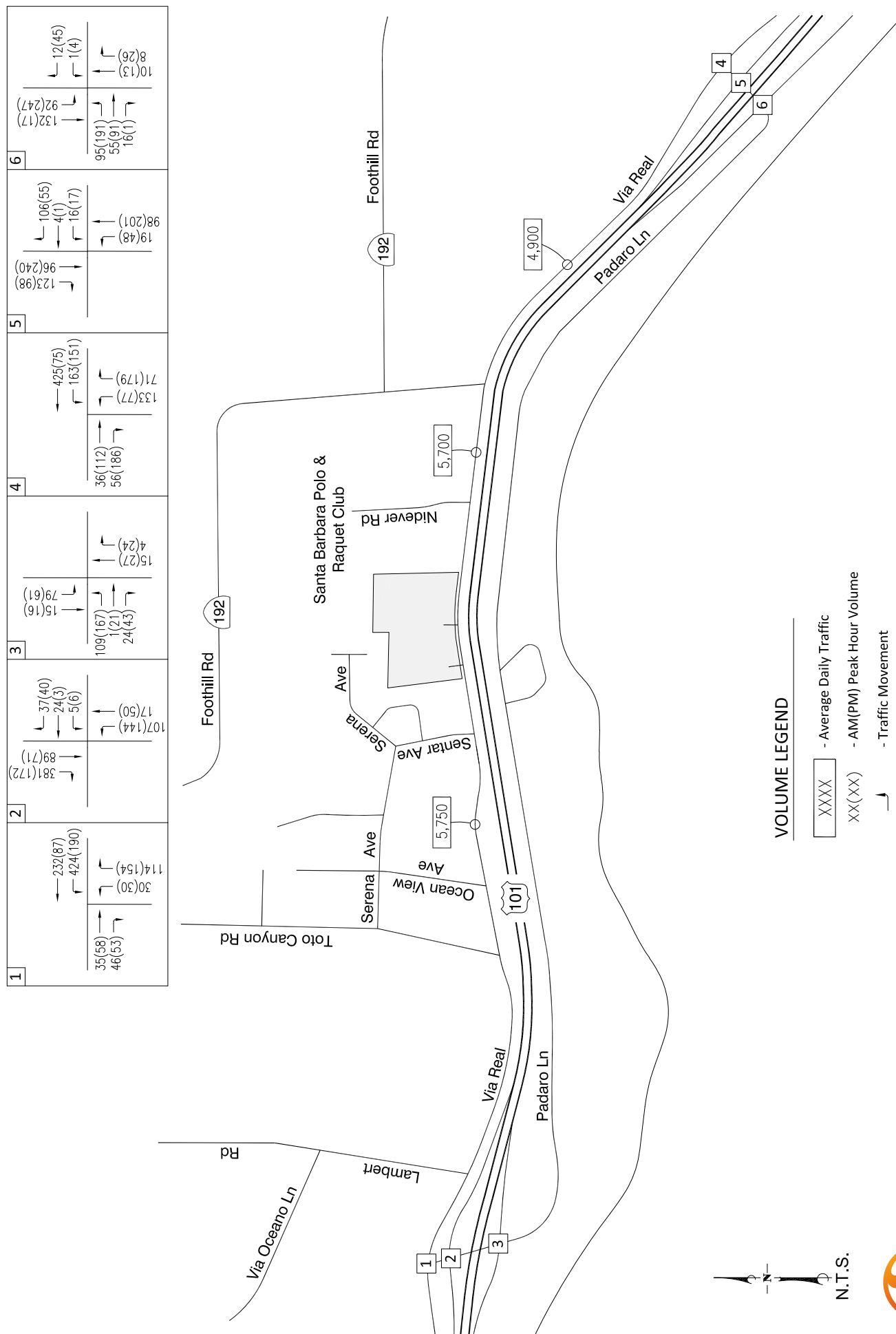
# EXHIBIT 5 CUMULATIVE TRAFFIC VOLUMES

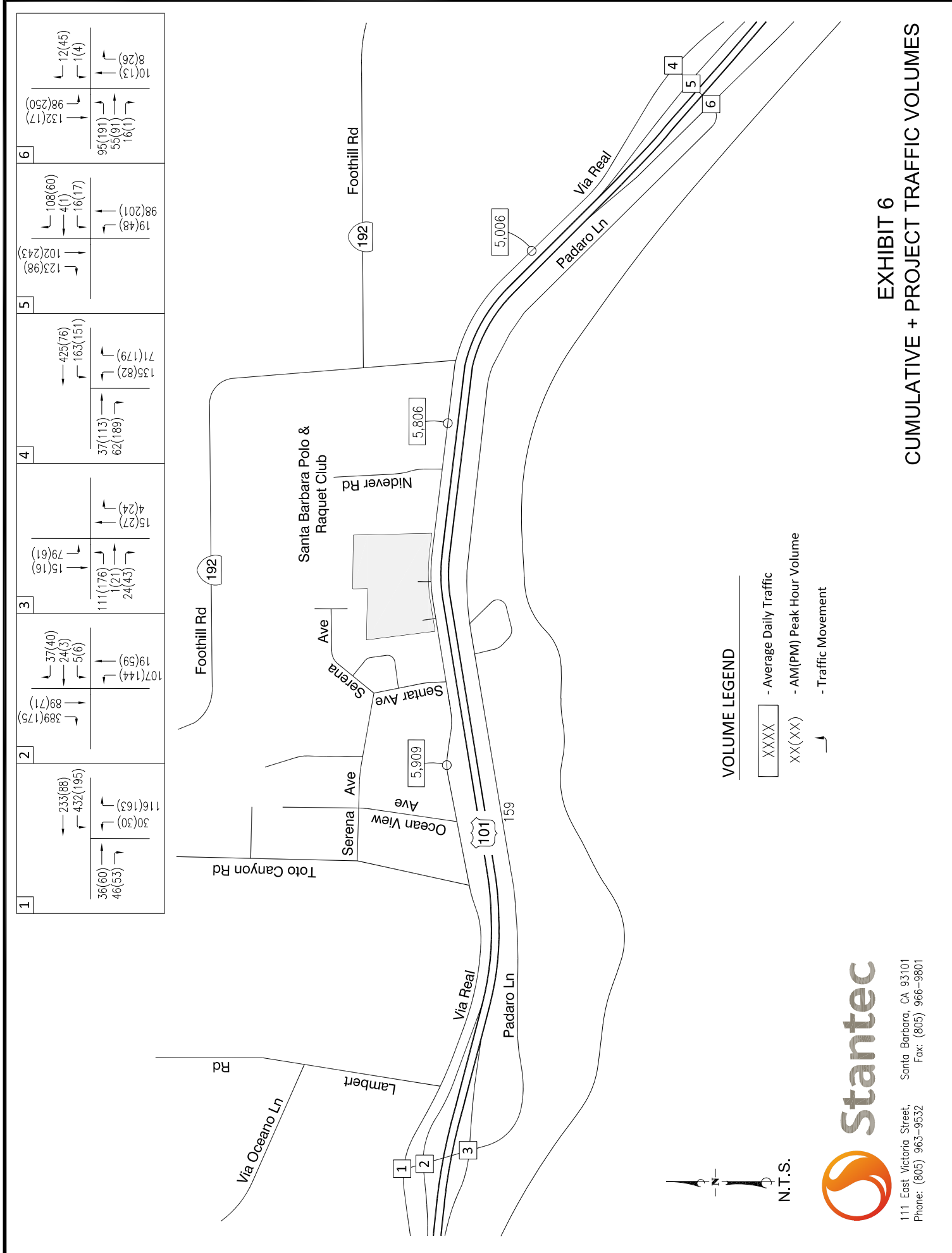


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## VOLUME LEGEND

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





**Table 11**  
**PM Peak Hour**  
**Cumulative + Project Intersection Level of Service**

<b>Intersection</b>	<b>Existing Delay</b>	<b>Existing + Project Delay</b>	<b>Change in Delay</b>	<b>Impact?</b>
Via Real/N. Padaro Ln	8.1 sec/LOS A	8.1 sec/LOS A	0.0 sec	No
U.S. 101 NB Ramps/N. Padaro Ln	8.1 sec/LOS A	8.2 sec/LOS A	0.1 sec	No
U.S. 101 SB Ramps/N. Padaro Ln	10.6 sec/LOS B	10.7 sec/LOS B	0.1 sec	No
Via Real/S. Padaro Ln	8.4 sec/LOS A	8.4 sec/LOS A	0.0 sec	No
U.S. 101 NB Ramps/S. Padaro Ln	8.4 sec/LOS A	8.5 sec/LOS A	0.1 sec	No
U.S. 101 SB Ramps/S. Padaro Ln - Santa Claus Ln	16.0 sec/LOS C	16.1 sec/LOS C	0.1 sec	No

Delay noted is average delay per vehicle per County unsignalized intersection analysis method.

## **SITE ACCESS AND CIRCULATION**

Access to the project site is proposed via two driveways. The eastern driveway provides access to the 25 single family residences and the western driveway provides access to the 15 townhomes/condominiums. The western driveway replaces the existing driveway that provides access to the 11-unit rental complex that will be demolished. Project driveways and the on-site circulation system will be designed according to County design standards and emergency and service vehicle turning requirements will be verified for adequate access throughout the project site.

The right-turn volume of 2 AM PHT and 6 PM PHT and left-turn volume of 3 AM PHT and 10 PM PHT into the eastern project driveway would not satisfy County warrants for right-turn and left-turn deceleration lanes. The corner sight distance requirement for 50 mph speeds (550 feet) is provided from both project driveways onto vehicles approaching on Via Real. Sight distance requirements should be verified during the design process to ensure that adequate sight lines are provided.

## **MITIGATION MEASURES**

The traffic analysis found that the proposed project would not generate any impacts under project-specific or cumulative plus project conditions. All roadway segments and intersections within the study area would operate acceptably based on County and Caltrans level of service standards. No project-specific or cumulative mitigations are therefore required.

The project will be responsible to pay its transportation fees in an amount determined by the County Public Works/Transportation Division, based on adopted fee schedules at the time of payment.

## CONGESTION MANAGEMENT PROGRAM (CMP) ANALYSIS

The Santa Barbara County Association of Governments (SBCAG) has developed a set of traffic impact guidelines to assess impacts of land use decisions made by local jurisdictions on regional transportation facilities located within the Congestion Management Program (CMP) roadway system. The SBCAG Congestion Management Program establishes a minimum intersection level of service of LOS D. The following guidelines were developed by SBCAG to determine the significance of potential traffic impacts on the regional CMP system.

- For any roadway or intersection operating at LOS A or B, a decrease of two levels of service from project added traffic;
- For any roadway or intersection operating at LOS C, project-added traffic that results in a LOS D or worse; and
- For any intersection with existing congestion, the following project-added trips constitute a significant impact:
  - 20 peak hour critical movement trips for LOS D.
  - 10 peak hour critical movement trips for LOS E.
  - 10 peak hour critical movement trips for LOS F.
- For freeway or highway segments with existing congestion, the following project-added trips constitute a significant impact:
  - 100 peak hour critical movement trips for LOS D.
  - 50 peak hour critical movement trips for LOS E.
  - 50 peak hour critical movement trips for LOS F.

### Potential Impacts and Mitigations

Intersections. No CMP intersections are located in the vicinity of the project site. No further analysis is therefore required.

Highways. The project would add a maximum of 14 peak hour trips to U.S. 101 north of the project site and a maximum of 8 peak hour trips to U.S. 101 south of the project site. Based on CMP criteria, the project would have less than a significant impact on U.S. 101.

