4.12 TRANSPORTATION AND CIRCULATION

This section provides analyses of the potential traffic and circulation impacts associated with the OASIS Project in the Orcutt Community Plan (OCP) area in northern Santa Barbara County. This section includes the results of the *Traffic and Circulation Study* prepared for the OASIS project by Associated Transportation Engineers (ATE) dated July 23, 2019. In addition to the analysis performed by ATE, as identified in the list of *References* in their study, ATE considered traffic counts and traffic data from other recent traffic studies and documents, including data from Stantec, the project traffic engineers, including, but not limited to, the October 31, 2017 Revised Traffic Study for the project.

4.12.1 SETTING

The Project site is located on the north side of Clark Avenue west of Foxenwood Lane on vacant land designated as Open Space within Orcutt Community Plan (OCP) Key Site 18 in Santa Barbara County. Figure 4.12-1 (*Project Location*) presents the location of the project site within the Orcutt area.

Figure 4.12-1 Project Location

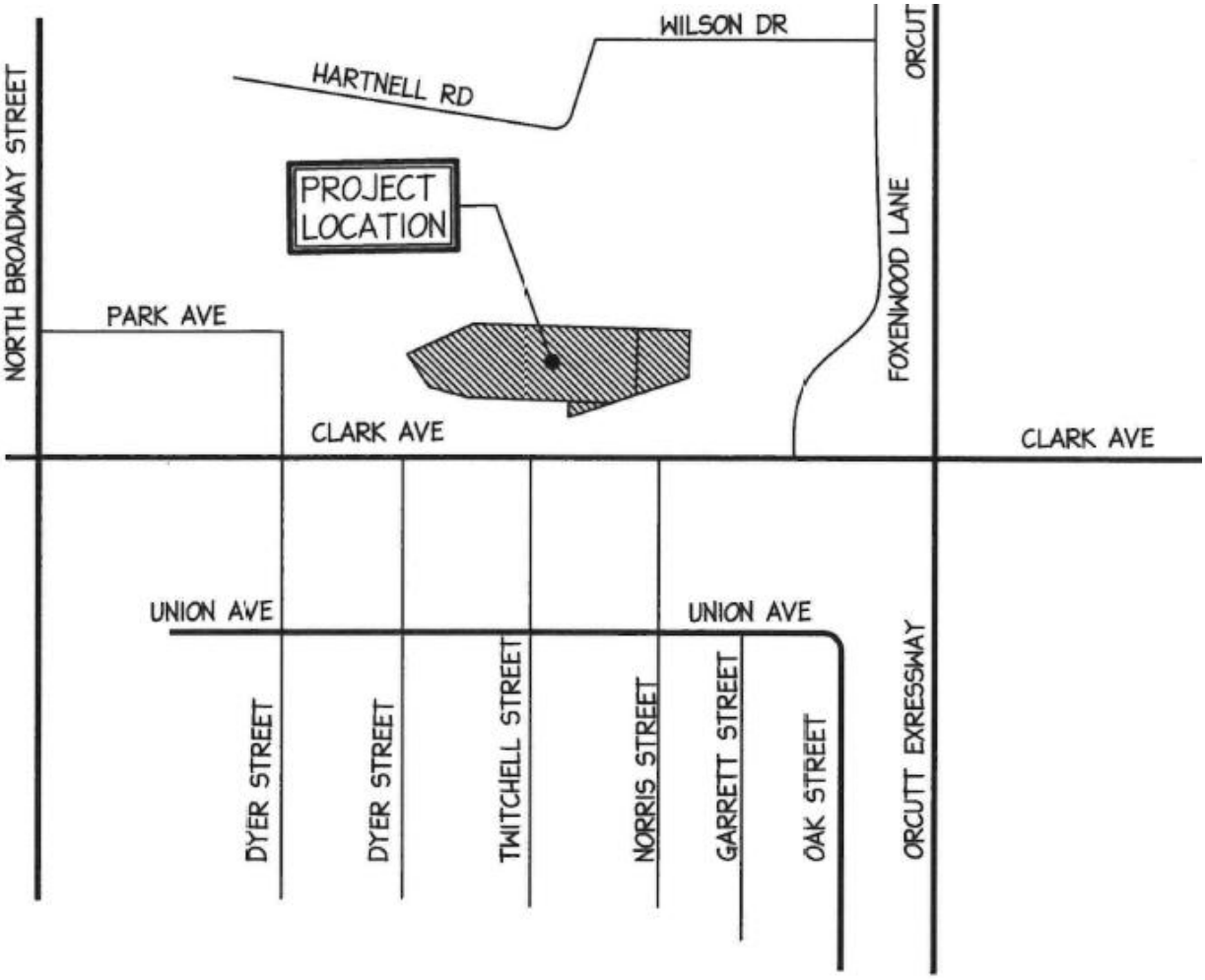
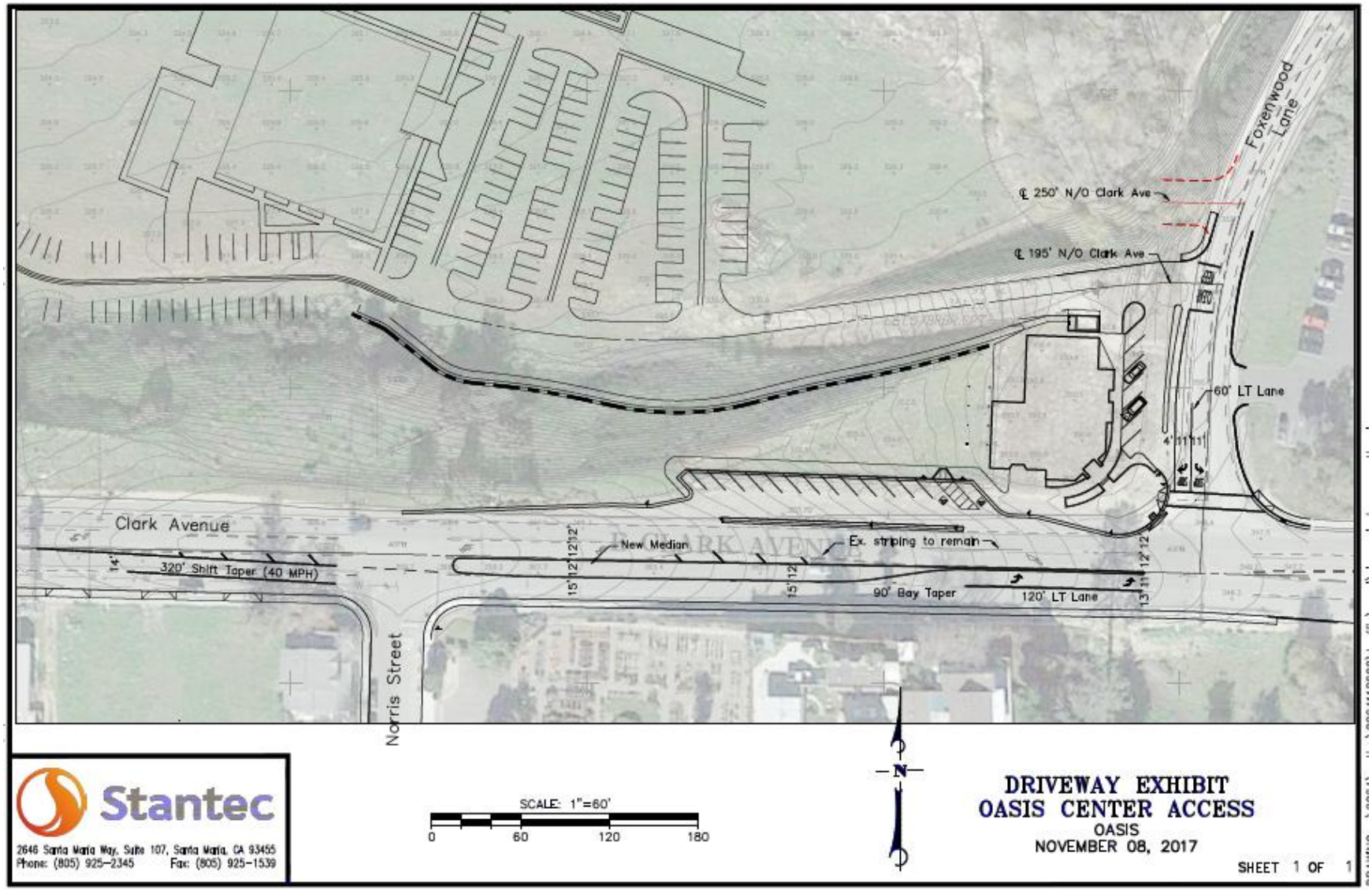


Figure 4.12-2 Proposed Road Improvements



For revised retaining wall on south side of access drive, see Figure2-32 (Preliminary Grading Plan),

The Project includes construction of a new 15,333 (net) square-foot meeting center with 155 parking spaces as shown on Figure 2-17 (*Overall Site Plan*). Access to the site is proposed via a private driveway from Foxenwood Lane via an access easement across the adjacent corner commercial parcel. The driveway on Foxenwood Lane would be un-signalized 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 median on Clark Avenue is proposed from Norris Street to Foxenwood Lane with an eastbound left-turn lane at Clark Avenue. (See Figure 4.12-2, *Proposed Road Improvements).* A detailed project description is included in Section 2.0 (*Project Description*). The overall project description was considered in evaluating project traffic. However, the operational information below is particularly relevant to evaluating project traffic:

- There are currently approximately 1,500 OASIS members and five employees;
- Programs and services offered at the existing OASIS facility on Soares Avenue would continue at the proposed project site;
- OASIS anticipates a 30 percent increase in attendance at activities/programs at the proposed project site;
- Regular OASIS hours of operation are 7:30 A.M. to 4:00 P.M;.
- Weekday evening programs would be from 6:30 P.M. to 9:30 P.M.;
- Weekend programs would be allowed from 9:00 A.M. to 9:30 P.M.;
- Weekday hot lunches (11:00 A.M. to 2:00 P.M.) is the most highly attended program with up to 100 attendees;
- Any-Given-Time maximum people onsite (at any time) would be 200 people applicable to members, non-members, regular activities/programs, special events, rentals, etc;
- 12 Special Events (Members/Non-Members) could occur 12 times/year subject to the same any-given-time maximum of 200 people onsite, (which includes up to 15 employees or catering staff);

EXISTING CIRCULATION SYSTEM

Street Network

Figure 4.12-1 identifies the local network of highways, arterial roadways, and collector streets, which would serve the project. 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, Vandenberg 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 study-area roadways were obtained from counts conducted in November 2018 for this study (count data contained in ATE Study Technical Appendix). Figure 4.12-3 includes existing traffic volumes for study-area roadway segments.

Figure 4.12-3 Existing Traffic Volumes

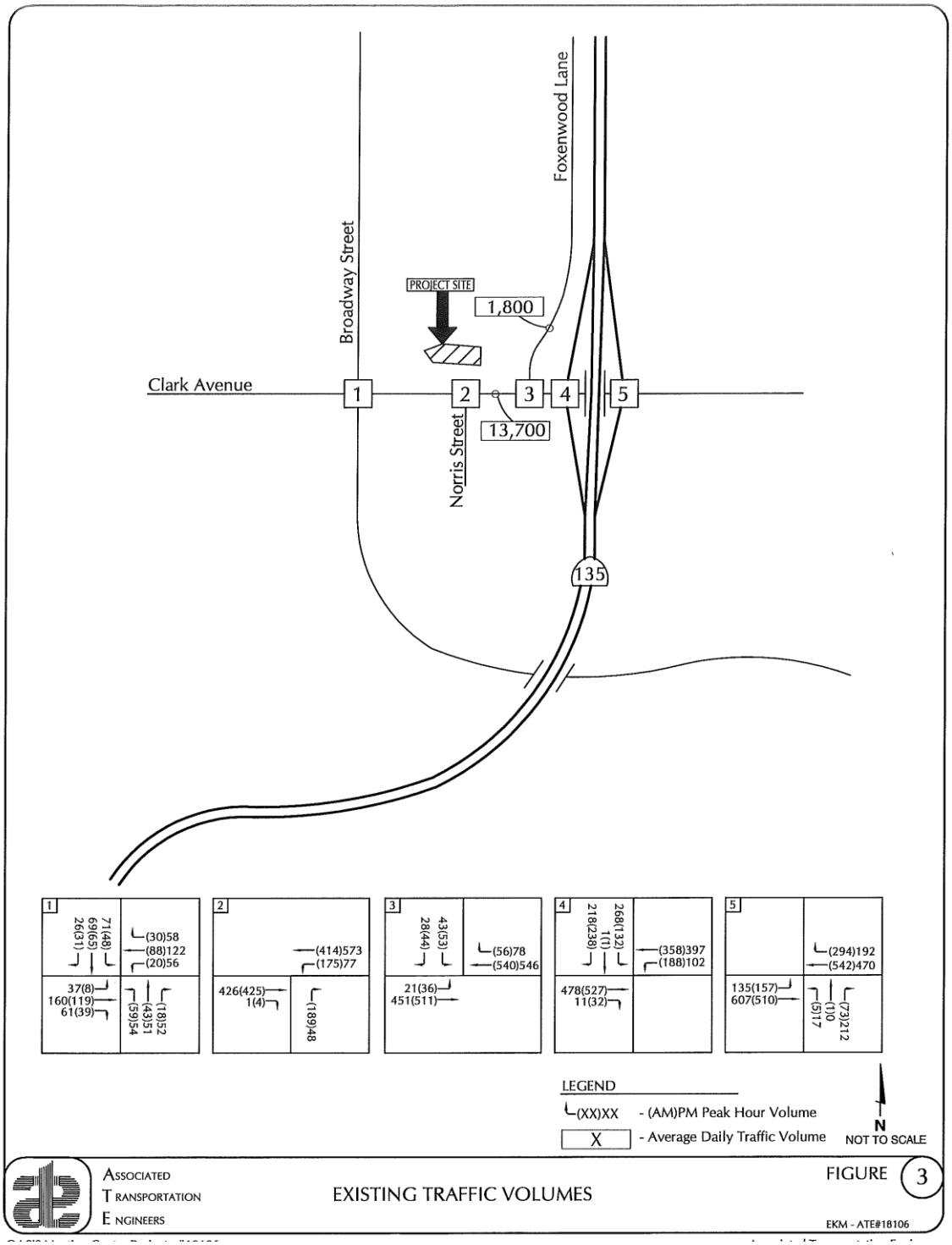
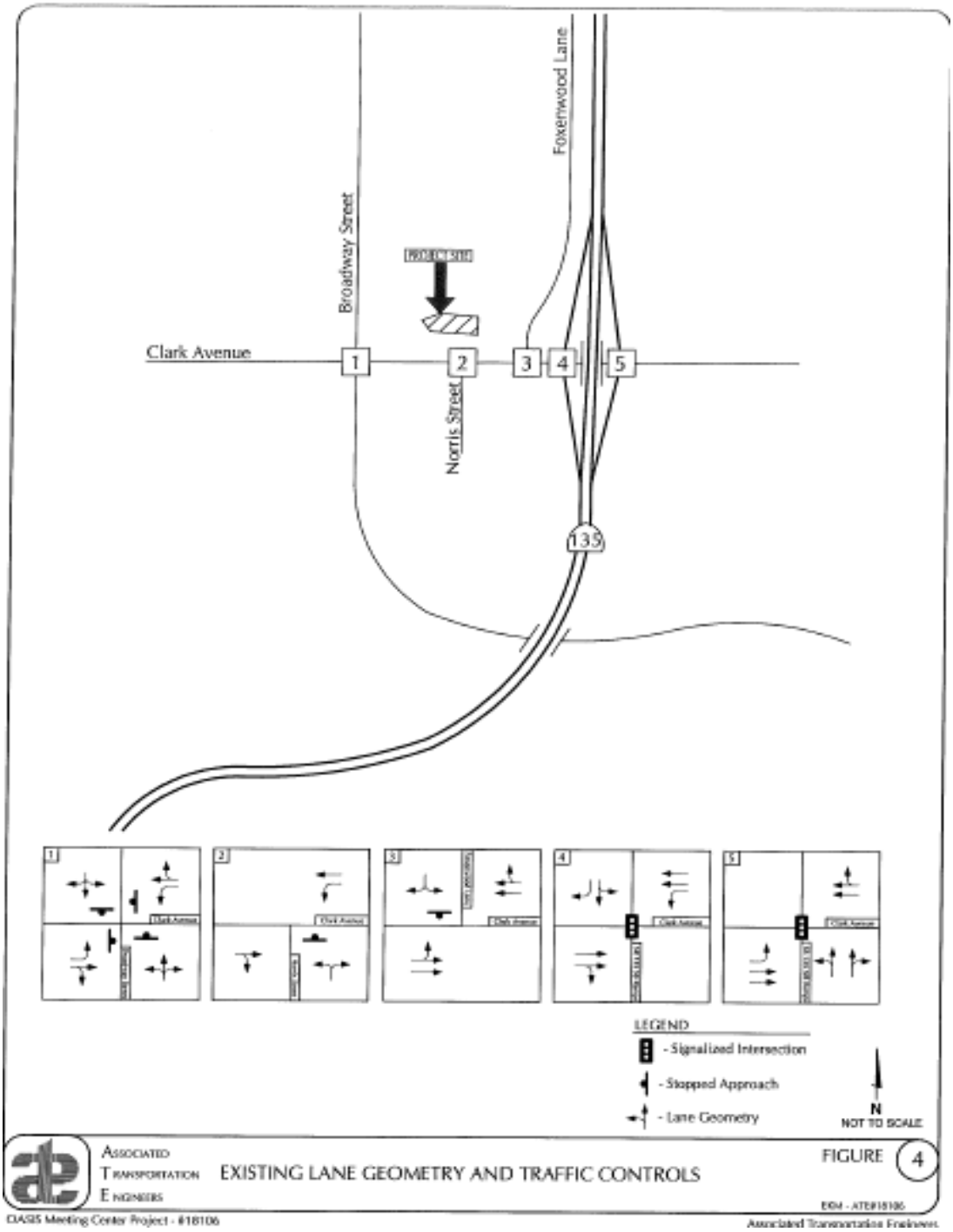


Figure 4.12-4 Existing Lane Geometry and Traffic Controls



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 ATE Technical Appendix). Table 4.12-1 shows the acceptable capacity ratings and existing ADT volumes for the study-area roadways.

Table 4.12-1 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 4.12-1 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's acceptable level of service standard for roadways and intersections within the Orcutt Planning Area is LOS C, except that LOS D is required to be maintained at all Clark Avenue roadway segments and intersections between Blosser Road on the west and Foxenwood Lane on the east. County Board of Supervisors Resolution 12-294 revised OCP Policy CIRC-O-3 to allow LOS D at the additional Clark Avenue roadway segments and intersections below::

- ***Policy CIRC-O-3****: The County shall maintain a minimum LOS (LOS) C or better on roadways and intersections within the Orcutt Planning Area, except that the 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 the Clark Avenue roadway segments and intersections between Blosser Road on the west and Foxenwood Lane on the east.*

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 period and the 4:00 – 6:00 P.M. peak hour period (4 highest consecutive 15-minute intervals).

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 ATE 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 4.12-3 presents the existing standard peak hour traffic volumes for the study-area intersections. Figure 4.12-4 illustrates the existing lane geometries and traffic controls for the study-area intersections.

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 the Santa Barbara County Association of Governments (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 4.12-2 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 Ave ICU HCM	Signal	 0.54 16.40 sec.	 LOS A LOS B	 0.48 14.60 sec.	 LOS A LOS B
S. R. 135 NB Ramps/Clark Ave ICU HCM	Signal	 0.48 23.90 sec.	 LOS A LOS C	 0.46 15.40 sec.	 LOS A LOS B

The data presented in Table 4.12-2 shows 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 at the end of the school day 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), 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 by Public Works are presented in Table 4.12-3. The Project will have programs during the peak traffic period. This includes the end of the 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 affect the operation of the intersection and would potentially affect the Project driveway on Foxenwood Lane.

Table 4.12-3 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 4.12-3, 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 existing OASIS Center includes a covered bus stop on Soares Avenue. The proposed 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 routes operate weekdays and weekends. The closest bus stops are located between $^1/_3$ and $^1/_2$ mile from the project site:

- **Eastbound**: Clark Avenue at Dyer and Clark Avenue at Orcutt Road (near Jack in the Box);
- **Westbound**: Clark Avenue at Pacific Avenue and Clark Avenue at Orcutt Road (across the street from Jack in the Box)

SMAT has requested "*a bus stop at Clark/Foxenwood Lane to allow access for senior community visiting the new senior center. The bus stop should include a bus cut out, a shelter (w/ solar lighting), and a trash receptacle.*" (A. O'Dell SMAT email 2/22/17).

OASIS proposes to promote the use of transit, but is not proposing new bus stops to serve the project. While some OASIS members/volunteers/employees could take the bus, the distance and topography of the pedestrian route from the existing bus stops to the meeting center would restrict many members from utilizing the fixed route transit service. OASIS has indicated that many members would utilize the Santa Maria Organization of Transportation Helpers (SMOOTH) Senior Dial-A-Ride service, which provides seniors with individual door to door drop off and pick up transit service.

Pedestrian Facilities

Currently sidewalk exists along the south side of Clark Avenue from Broadway to the State Route 135 interchange. There is also an existing sidewalk on the north side of Clark Avenue. However there are gaps in the sidewalk from Twitchell Street to State Route 135. There is no sidewalk along Foxenwood Lane, from Clark Avenue to Wilson Street. The Project includes on-site pedestrian facilities that would connect to Foxenwood Lane. The proposed access road includes a separated ADA-accessible pedestrian path immediately south and paralleling the proposed driveway. At OASIS' eastern property line, there is an option to cross the driveway (via presumed steps between the higher pedestrian path and the lower driveway elevation, see Figure 2-32, *Preliminary Grading Plan*) to continue on the multi-use Orcutt Creek Trail/Class I bikeway, which would be constructed generally along OASIS eastern and northern property lines. The Orcutt Creek Trail including a parallel paved bike path is described in the Orcutt Community Plan (OCP) and shown on the OCP Parks, Recreation and Trails Map (PRT Map Excerpt included as Figure 2-8). The Project also includes an internal walking path within the OASIS property. (See Figure 2-17, *Cover Sheet C1.0 Overall Site Plan* and aforementioned Figure 2-32).

Bicycle Facilities

Clark Avenue, Broadway and Foxenwood Lane are identified as part of the Orcutt Community Plan Bikeway System. The Project would include 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 part of the multi-use Orcutt Community Plan (OCP) Creek Trail/Class I Bikeway as identified on the OCP Bikeways Map (see Figure 2-8, OCP Bikeways Map Excerpt) and Parks, Recreation and Trails Map (See Figure 2-9 for OCP PRT Map Excerpt). The trail/bikeway segment would generally follow the OASIS northern and eastern property lines (See Figure 4.12-2, Overall Site Plan).

Planned Roadway Improvements

The Orcutt Transportation Improvement Plan (OTIP) identifies long-term public improvements to roadways and alternative transportation facilities targeted to provide for acceptable levels of service on roadways and intersections within the Orcutt Planning Area. The Orcutt Transportation Improvement Plan (OTIP) requires fees for transportation impacts caused by new development in the Orcutt Planning Area. These fees may be used for roads, pedestrian facilities, transit and bicycle facilities.

4.12.2 PREVIOUS ENVIRONMENTAL REVIEW

Orcutt Community Plan EIR

The Orcutt Community Plan (OCP) Environmental Impact Report (EIR) examined the transportation and circulation setting of the OCP area and the potential traffic impacts resulting from development of the region.

The Orcutt Community Plan EIR identified significant unavoidable impacts (Class I) associated with turning movement conflicts and safety hazards at Clark Ave./SR 135 and Clark Ave./Foxenwood Lane, which are identified below. An excerpt of the "*Findings and Statement of Overriding Considerations for the Orcutt Community Plan (July 1997)"* is included in Appendix C and the full findings document is available as a link on the OASIS project webpage https://www.countyofsb.org/plndev/projects/oasiscenter.sbc or by contacting the project planner (Natasha Campbell, ncampbell@co.santa-barbara.ca.us, 805-570-4871, 805-934-6250).

- ***Impact CIRC-13: Clark Ave./Foxenwood Lane congestion-turning movements:*** *Residential and commercial development in west Orcutt and Old Town Orcutt, including approximately 29,000 sq. ft. of commercial development on Key Site 18, would create potentially significant impacts to the Clark Ave./Foxenwood Lane intersection through turning movement conflicts created by an increase of 4,300 ADT on Clark Ave, 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 associated with access to the proposed commercial development on Key Site 18.*

- ***Impact CIRC-15**: **Significant overall increases in traffic volumes/delays:** 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 was considered unavoidable and significant in the OCP EIR "...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.*

The EIR identified 26 mitigation measures to reduce traffic impacts. Twenty-five of the OCP EIR mitigation measures were incorporated into the OCP and the remaining measure was determined to be covered by the standard review practices and procedures of the County Fire Department.

OCP EIR Mitigation CIRC-7 included 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. Realignment of Foxenwood Lane was considered as an alternative in the OCP EIR, but was rejected at the time of OCP adoption, in part, because it would result in greater impacts to biology, geology and flooding. The remaining requirement in CIRC-7 for a landscaped median is included in DevStd KS18-6.

The OCP EIR mitigation measures were incorporated into the OCP as follows:

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. ….

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 …and presented to the Board …(approximately every 2-3 years). At such time, the Transportation Impact Fee shall be re-evaluated and modified as necessary to account for changes to the OTIP.*

Action CIRC-O-1.3: *The County Public Works Department shall submit current traffic count and intersection level of service data … with each OTIP update.*

****Action CIRC-O-1.4:*** *The following roadway and intersection improvements shall be incorporated in the OTIP:*

10-YEAR SCENARIO (1996 - 2006)

Roadways

…

Intersections

…

Additional intersections which may meet traffic signal warrants include:

- *Clark Avenue/Sites 1 & 2 access road;*
- *Clark Avenue/Foxenwood Lane (without Foxenwood Lane re-alignment);*
- *Clark Avenue/Norris Street (with Foxenwood Lane re-alignment).*

FULL BUILDOUT (THROUGH 2016)

Roadways

…

Intersections

The following traffic signals would be warranted at full-buildout:

- *Clark Avenue/California Boulevard;*

…

Additional intersections which may meet traffic signal warrants at full-buildout include:

…

- *Clark Avenue/Gray Street*

Policy CIRC-O-2: ***The County shall strive to provide an efficient and safe circulation system to accommodate future growth in Orcutt.***

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. ….*

Action CIRC-O-2.2: *The County shall adopt the new Circulation Element map, roadway classifications and designations, and roadway and intersection consistency standards as depicted in the Orcutt Community Plan. Circulation Element map changes include:*

- *add an extension of E Street between UVP and the City of Santa Maria;*
- *add an extension of Stillwell Road to Bradley Road;*
- *add an extension of Hummel Drive;*

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 Level of Service for the Foster Road/Hwy 135 and Lakeview/Skyway Dr. intersections shall be mid-range LOS D (0.85 V/C).*

**** The 2012 OCP Update revised Policy CIRC-O-3 to include another exception to LOS D for: "All the 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, … should pursue a cost sharing agreement with the City of Santa Maria and Santa Maria Public Airport for roadway 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 … should be shared by the City, the County, and the State (Caltrans). ….*

Action CIRC-O-5.1: *County … should work with Caltrans on the planning associated with widening the U.S. 101/Santa Maria River Bridge ….*

Action CIRC-O-5.2: *The County … 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) ...*

Action CIRC-O-6.3: *The County shall consider revising the existing Transportation Impact fee to allow an increased level of funds to be allocated for: 1) implementation of pedestrian, bike path, and transit improvements; 2) new and expanded park-and-ride facilities …; and 3) capital purchases for long distance commuter program such as the Clean Air Express.*

Action CIRC-O-6.4: *The County shall adopt the new Bikeways map as displayed in Figure III.G.2 of the Community Plan.*

Policy CIRC-O-7: *The County shall encourage Caltrans to accommodate planned bicycle facilities in the design and construction of new highway overpasses ….*

Policy CIRC-O-8: The County shall ensure that the circulation system maintains the quality of life within residential neighborhoods … to the greatest extent feasible.

Action CIRC-O-8.1: *The Public Works Department shall review and respond to … 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…*

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....*

The integrated program should involve a multi-faceted approach, utilizing a system of thresholds or criteria to evaluate the need for traffic calming …. 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 ...*

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 … 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, not limited to, reduction in fees, tax incentives and design flexibility.*

DevStd CIRC-O-10.2: *If an Assessment District is formed to fund and maintain internal subdivision roads,… applicants in the Planning Area must agree to either develop and maintain internal subdivision roads through the Assessment District, or…demonstrate that a Homeowners Association will…generate adequate revenues to provide long term maintenance….*

Policy AQ-O-1: *The County shall encourage land use planning and development design which reduces air pollution through development of transportation infrastructure supportive of alternative modes of transportation and pedestrian oriented developments.*

Prog. AQ-O-1.1: *The County should develop a vehicle trip reduction incentive program for projects incorporating measures proven to reduce employee commute trips or customer trips. Incentives could include reduced permit fees, expedited permit processing, and/or on-site parking requirement reductions.*

Prog. AQ-O-1.2: *The County should develop a program (i.e., enterprise zone, redevelopment, incentive programs, etc.) which promotes and supports Old Town Orcutt as the primary pedestrian-oriented, commercial center in the community.*

Action AQ-O-1.3: *The County should encourage mixed use developments that provide commercial services such as day care centers, restaurants, banks, and stores near employment centers.*

Action AQ-O-1.4: *In its long range land use planning efforts, the County shall provide access to retail, commercial, recreational, and educational facilities via transit lines, bikeways, and pedestrian trails.*

Action AQ-O-1.5: *The County shall apply land use and zoning designations which encourage the use of alternative transportation and less commuting, including development of mixed use neighborhoods, increased residential densities ...*

Policy LUR-O-6: *In order to provide community cohesiveness, new neighborhoods should be designed to provide circulation, pedestrian, bicycle and public transportation linkage to existing neighborhoods, schools, parks, and commercial areas.*

Policy LUR-O-8: *The Community Plan shall provide a mix of residential, commercial and industrial uses while maintaining neighborhood integrity where feasible.*

Action PP-O-1.3: *The County Public Works Department should work with the CHP to address speeding issues on problem streets (e.g. California Blvd.).*

Action PRT-O-1.6: *The County shall update the existing PRT-6 map to include those parks and trails as identified on the Orcutt Trails and Recreational Facilities Map.*

Action PRT-O-1.7: *The County should adopt and implement the Bikeways Plan as a means of offsetting the increased demand for commuting and recreational opportunities associated with buildout of the OCP.*

Policy PRT-O-4: *The County Park Department and other agencies or groups pursuing implementation of the trail system shall use the Orcutt Multiple Use Trails Plan and its Trail Siting and Design Guidelines to guide future trail development and implementation.*

Prog PRT-O-4.1: *… implement the Orcutt Multiple Use Trails Plan, including the Trail Siting Guidelines as outlined within the Orcutt Multiple Use Trails Plan by requiring, to the maximum extent feasible, development projects to dedicate, and where appropriate, construct designated trails. The County shall also pursue other methods to acquire and construct the trail system, including the use of grants and community volunteers.*

DevStd PRT-O-4.2: *Development shall comply with the Trail Siting Guidelines as set forth in the Orcutt Multiple Use Trails Plan.*

DevStd PRT-O-4.4: *Trails should cross primary, and where appropriate secondary, roadways at controlled intersections. Trails located within an urban area may be included within the sidewalk system where appropriate.*

DevStd KS1-4: *Primary access to the site from Clark Avenue shall be from one signalized intersection located at the "preferred access point" shown on Figure KS1-2. …*

DevStd KS2-4: *Primary access to the site from Clark Avenue shall be from one signalized intersection located at the "preferred access point" ....*

DevStd KS3-7: *Primary access to the site shall be from the frontage road along U.S. 101…*

DevStd KS3-8: *The developer shall construct access road improvements …*

DevStd KS18-6: *The developer of commercial uses shall construct a raised center median and planter on Clark Avenue between Foxenwood Lane and Dyer Street which includes left-hand tum pockets serving commercial development along Clark Avenue, Foxenwood Lane, Norris Street, and Twitchell Street. The entire length of the center median shall be landscaped with drought to1erdl1t street trees, shrubs, groundcover and decorative flatwork acceptable to County Public Works and P&D, or shall be consistent with the standard established by the landscape/median maintenance district. Trees shall be of sufficient height at maturity and spacing to provide a partial canopy over Clark Avenue. The developer shall be responsible through a bond for maintaining the new landscaping for a period of 3 years or until such time as the County determines it is "established" or adopts a landscape maintenance district, whichever occurs first.*

The above measures incorporated into the OCP serve to reduce traffic impacts resulting from buildout under the OCP. In addition, other areas of the OCP were also found to help improve the areas' overall traffic and circulation, including: DevStd PRT-O-4.4 and Action PP-O-1.3 (traffic safety), Policy AQ-1, Programs AQ-O-1.1 and AQ-O-1.2, and Actions AQ-O-1.3 through -1.5 (vehicle trip reduction), and Policy LUR-O-6 (overall circulation system functionality).

Significant turning movement conflicts and traffic safety hazards at the Clark Avenue/Highway 135 and Clark Ave./Foxenwood Lane intersections were determined to be partially mitigated by

the above measures and particularly by site-specific OCP DevStd KS18-6. However, residual traffic impacts at the Clark Avenue/Foxenwood Lane intersection were determined to be significant and unavoidable.

The OCP EIR alternative that included realigning Foxenwood Lane to the west was rejected due to its greater impacts to biology, geology and flooding, air quality, traffic, and solid waste while involving significantly greater public infrastructure costs, all disproportionate to offsetting community benefits.

4.12.3 IMPACT ANALYSIS

The project's physical impacts on the environment would result from the proposed construction and long-term use of the OASIS property. Also refer to discussion in section 4.0 (*Environmental Impact Analysis*) regarding the companion project applications and Section 6.1 (*Growth Inducing Impacts*) regarding increased development potential related to the General Plan Amendments, and Government Code consistency requests.

METHODOLOGY AND SIGNIFICANCE THRESHOLDS

THRESHOLDS OF SIGNIFICANCE

Appendix G of the CEQA guidelines considers a project to have a significant impact on transportation and/or circulation if the project would:

- Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities;
- Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b);
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment); and/or
- Result in inadequate emergency access.

CEQA Guidelines Section 15064.3(b) provides guidance for determining the significance of transportation impacts. However, as stated therein, lead agencies may elect to be governed by the provisions of Section 15064.3(b) immediately but are not mandated to do so until July 1, 2020.

For the purposes of this analysis, the County's thresholds of significance for traffic impacts, contained in the County of Santa Barbara Environmental Thresholds and Guidelines Manual (March 2018), were used to determine if the project would result in potential traffic impacts. The applicable standards from the OCP were applied to evaluate the project's consistency with County policies for roadway segments. The applicable traffic thresholds and standards are outlined below.

Based on the Santa Barbara County Environmental Thresholds **and Guidelines Manual, traffic impacts would be considered significant if:**

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 IMPACTS

Impact TC-1: The project would add new trips to the study area roadways. All roadways would continue to operate at acceptable capacity with implementation of the project. If project improvements are not implemented as proposed and/or adequate traffic control is not adhered to during project construction activities, the project would result in potentially significant project-specific traffic impacts (Class II).

Impact TC-2: The project would not result in traffic that increases the volume-to-capacity (V/C) ratio at local intersections, assuming construction of roadway improvements proposed as part of the project description. The project would add new trips to the study area roadways and intersections. All roadways and intersections would continue to operate at acceptable levels of service with implementation of the project, subject to approval of final roadway improvement plans. Therefore, the project would result in less than significant project-specific traffic impacts (Class II).

Project Trip Generation

Trip generation estimates were calculated for the project using rates presented in the Institute of Transportation Engineers (ITE), Trip Generation, 10th Edition.[1] 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. This ITE Land Use Code was determined to be the best predictor of project generated traffic by Santa Barbara County Public Works-Transportation Division, Stantec (project traffic consultant) and ATE (County-contracted traffic consultant). Table 4 presents the average daily, A.M. and P.M. peak hour trip generation estimates for the proposed Project**.**

Table 12.8-4 Project Trip Generation Estimates

ITE Land Use Code 495	Size	ADT		A.M. Peak Hour		P.M. Peak Hour	
		Rate	Trips	Rate	Trips(In/Out)	Rate	Trips(In/Out)
Recreational Community Center	**15,333 SF**	**28.82**	**442**	**1.76**	**27(18/9)**	**2.31**	**35 (16/19)**

The data presented in Table 12.8-4 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 an any-given-time maximum attendance of 200 (applicable to OASIS and non-OASIS activities on-site). As stated, the 200-person maximum could occur at any time. Using a conservative vehicle occupancy ratio of 1.5 persons per vehicle would equate to 87 peak trips during the 3-hour lunch service period (assuming 100 attendees) and 300 trips within the start and end time for an activity involving the maximum 200 attendees (e.g. weekday morning Senior health screening, community group

[1] Trip Generation, Institute of Transportation Engineers, 10th Edition, 2017.

fundraiser dinner, weekend afternoon weddings, special meal, 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 4.12-5. 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 on the existing traffic flows on Clark Avenue adjacent to the Project. Figure 4.12-5 presents the trip distribution pattern and the assignment of project-added traffic.

Table 4.12-5 Project Trip Distribution

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

Existing+Project Roadway Operations

Existing+Project roadway volumes are shown on Figure 4.12-6. Table 6 compares the Existing and Existing+Project roadway operations and identifies project-specific impacts based on the County's roadway capacity standards.

Table 4.12-6 Existing+Project Roadway Operations

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

As shown in Table 4.12-6, 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.

Figure 4.12-5 Trip Distribution and Assignment

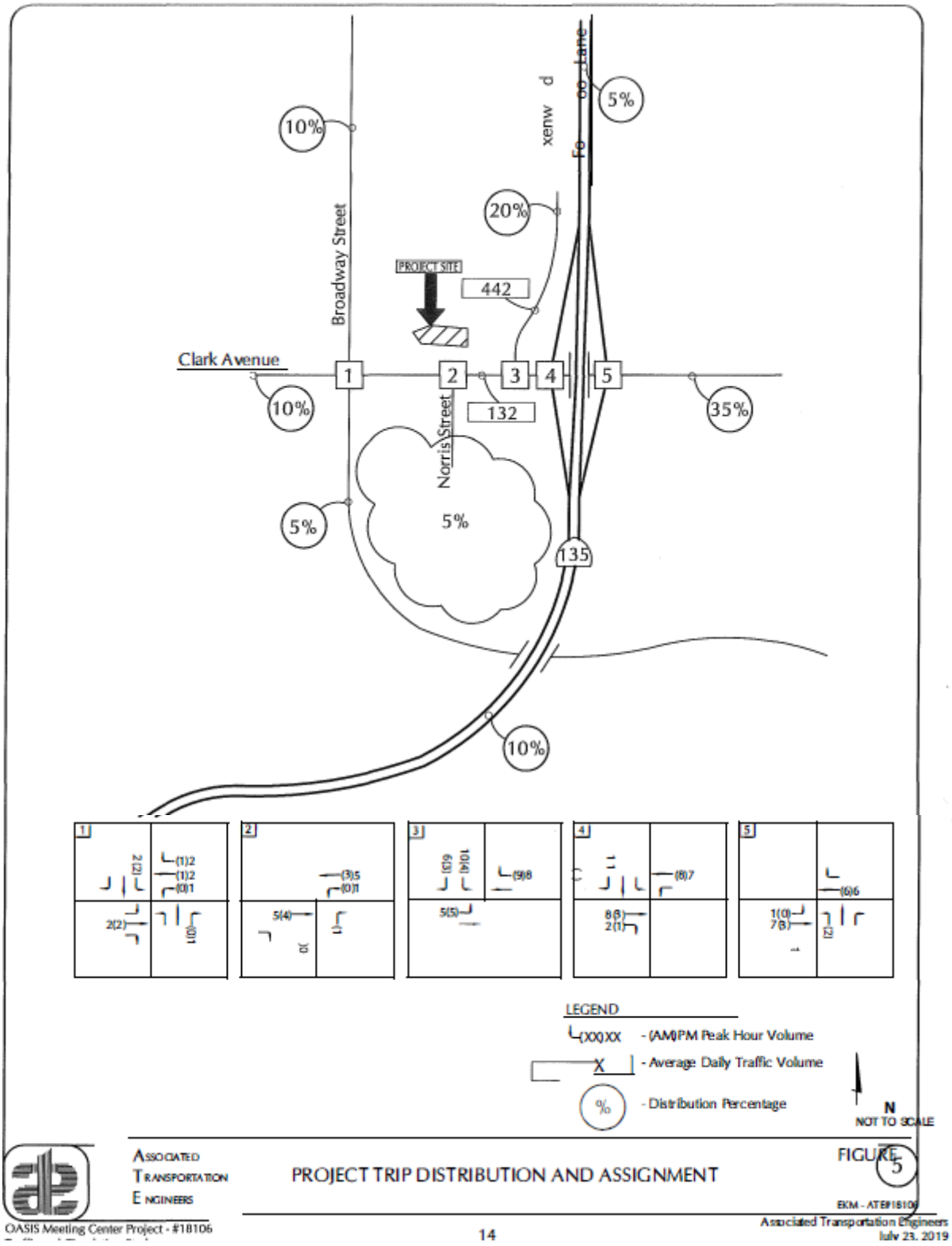
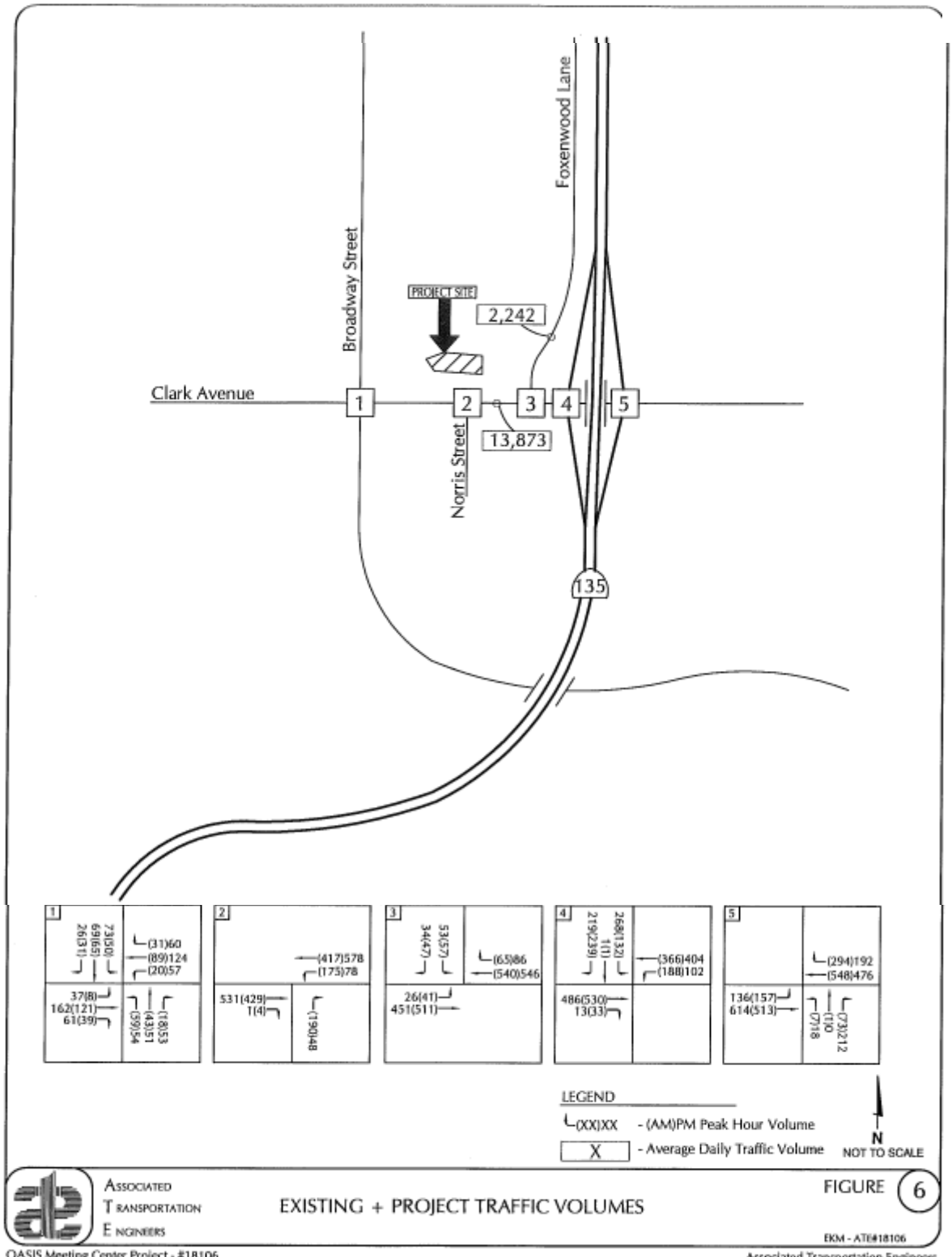


Figure 4.12-6 Existing + Project Levels of Service



Existing + Project Intersection Operations

Existing+Project levels of service were calculated for the study-area intersections assuming the traffic volumes presented on Figure 4.12-6. Tables 7 and 8 compare the Existing and Existing + Project peak hour levels of service and identify 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 4.12-7 Existing + Project Intersection Operations – A.M. Peak Hour

Intersection	V/C Ratio/LOS		Project-Added		Project Impact?
	Existing	Existing+ Project	Trips	V/C	
Clark Ave/Broadway	9.0 sec./LOS A	9.0 sec./LOS A	6	0.0 sec.	No
Clark Ave/Norris Ave	11.7 sec./LOS B	11.7 sec./LOS B	8	0.0 sec.	No
Clark Ave/Foxenwood Lane	11.9 sec./LOS B	12.4 sec./LOS B	21	0.5 sec.	No
S.R. 135 SB Ramps/Clark Ave 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 Ave 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 4.12- 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 Ave/Broadway	10.4 sec./LOS B	10.4sec./LOS B	10	0.0 sec.	No
Clark Ave/Norris Ave	9.7 sec./LOS A	10.4 sec./LOS B	11	0.7 sec.	No
Clark Ave/Foxenwood Lane	11.2 sec./LOS B	11.9 sec./LOS B	29	0.7 sec.	No
S.R. 135 SB Ramps/Clark Ave 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 Ave 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 4.12-7 and 4.12-8 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 IMPACTS

Impact TC-3: The project would contribute new vehicle trips to cumulative roadway conditions in the study area. All roadways would continue to operate at acceptable levels of service with implementation of the project, subject to project improvements being implemented as proposed. The project would result in potentially significant cumulative roadway impacts (Class II).

Impact TC-4: The project would contribute new vehicle trips to cumulative conditions that would result in an unacceptable level of service at the Foxenwood Lane/Clark Avenue Intersection. This cumulative impact would be mitigated to less than significant levels (Class II).

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 Section 3.0 Environmental Setting and in the ATE Study Technical Appendix.

Trip generation estimates were developed for the cumulative projects using the rates presented in the ITE, Trip Generation, 10th 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 4.12-7 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 4.12-8. Table 4.12-9 compares the Cumulative and Cumulative+ Project roadway volumes and identifies cumulative impacts based on the County's roadway capacity standards.

Table 4.12-9 Cumulative+Project Roadway Operations

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

As shown in Table 4.12-9, 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.

Figure 4.12-7 Cumulative Traffic Volumes

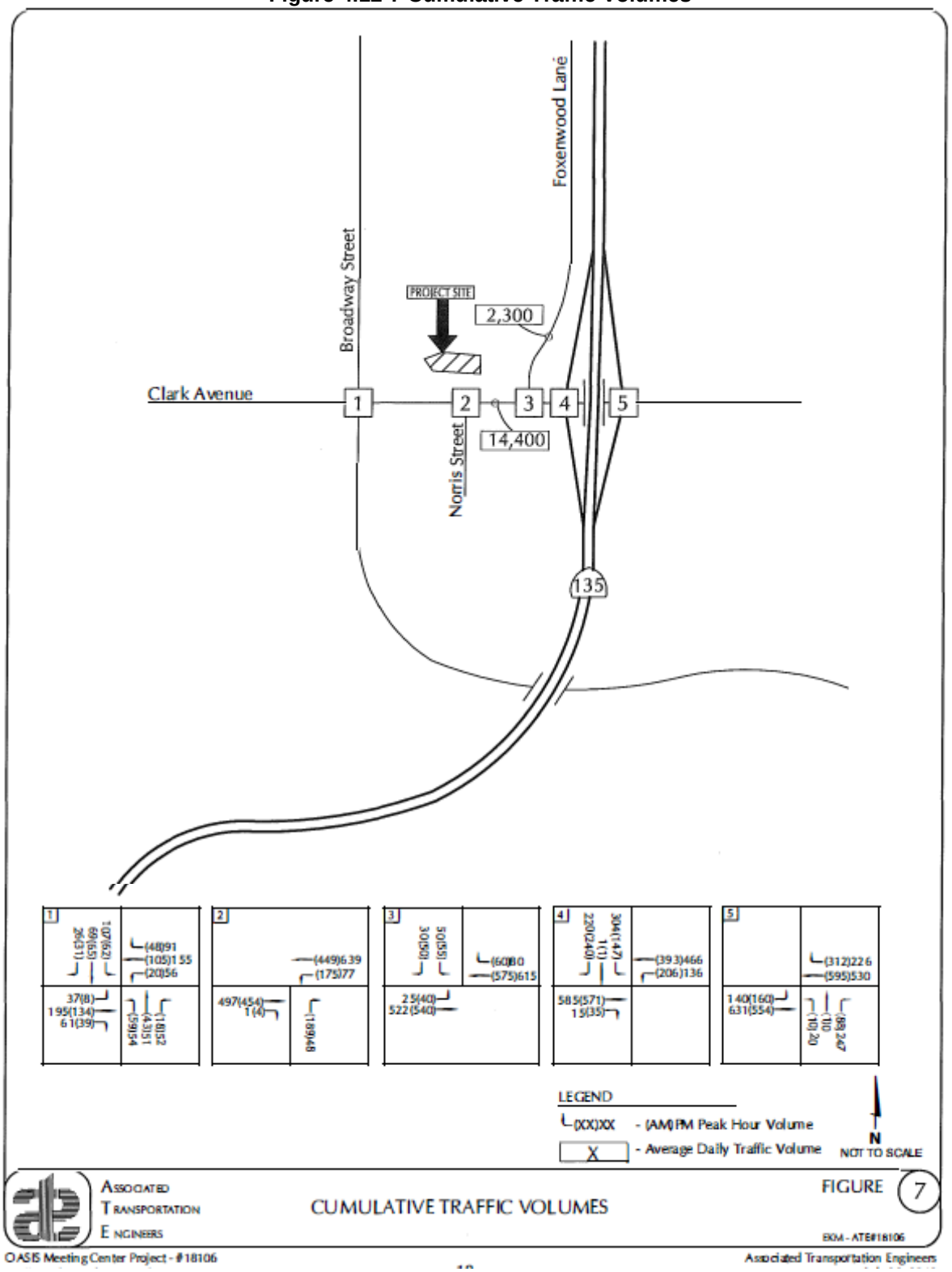
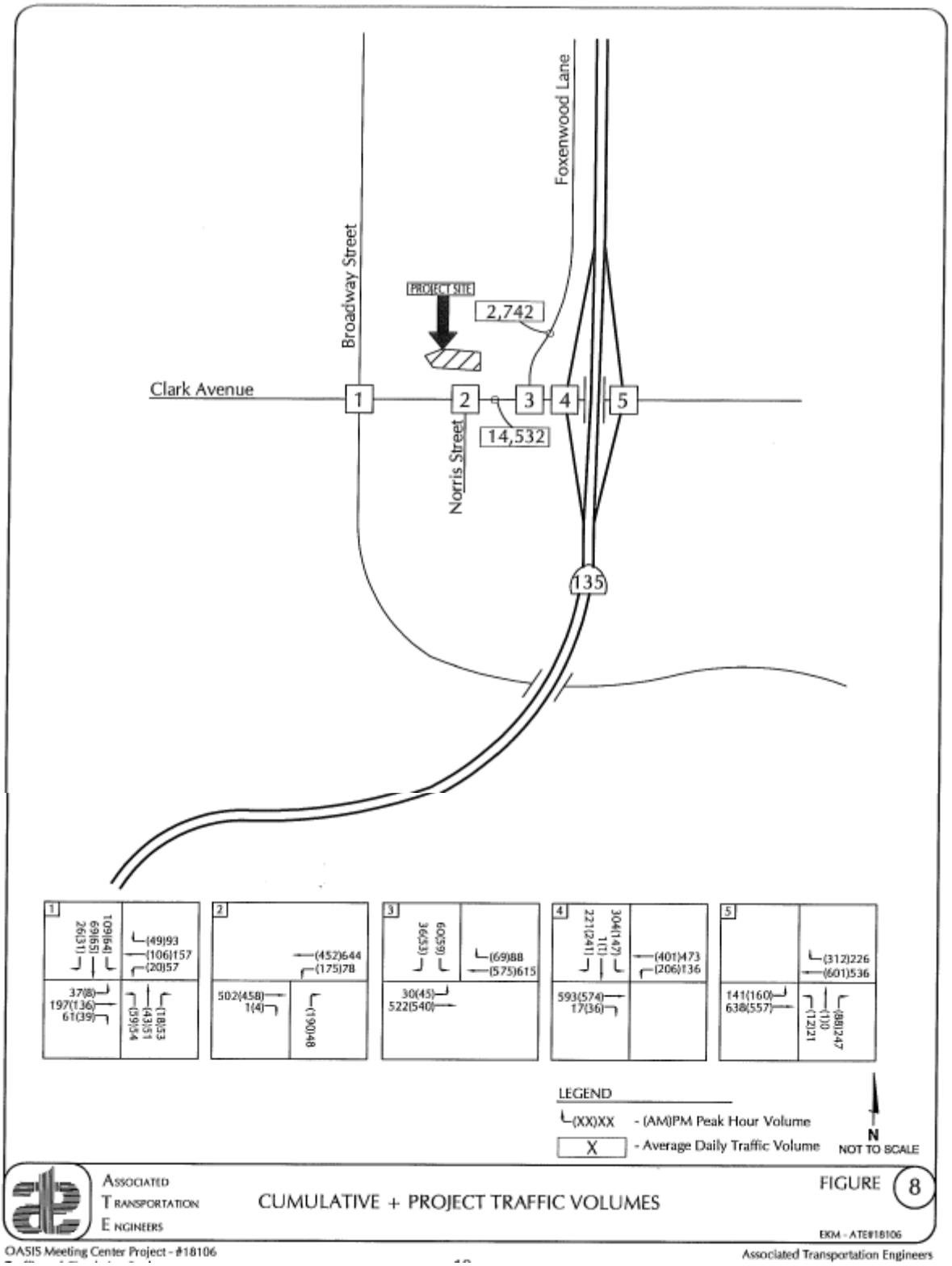


Figure 4.12-8 Cumulative + Project Volumes



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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 4.12-7 and 4.12-8. Tables 4.12-10 and 4.12-11 compare the peak hour Cumulative and Cumulative+Project levels of service and identify cumulative impacts based on County thresholds.

Table 4.12-10 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 Ave 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 Ave 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 4.12-11 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 Ave 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 Ave 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 4.12-10 and 4.12-11 show that with Cumulative+Project traffic volumes, the study-area intersections are generally 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 (for these Clark Avenue intersections). The exception to this is that the Clark Avenue/Foxenwood Lane intersection would operate at LOS F (with or without Project generated traffic). The Project's added traffic to this intersection would exceed the cumulative impact threshold. Therefore; the Project would result in a significant cumulative impact at the Foxenwood Lane/Clark Avenue intersection Payment of peak hour development impact fees

would fund the project's fair share contribution toward road improvements required to address cumulative traffic volumes.

SITE ACCESS AND CIRCULATION

Impact TC-5: The proposed driveway does not meet design standards, including due to proximity to the Clark Avenue/Foxenwood Lane intersection, for which a design exception has not been approved. In addition, the driveway entrance would potentially be blocked by vehicles queuing to turn left onto Clark Avenue could impact operation of this intersection. This impact would be less than significant with mitigation (Class II).

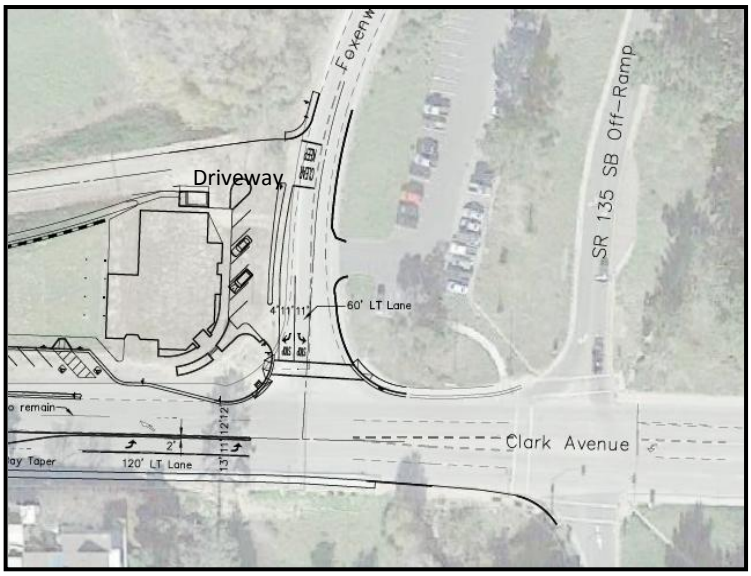
Access to the site is proposed via a driveway connection to Foxenwood Lane (see Figure 4.12-3 *Proposed Road Improvements*). The driveway on Foxenwood Lane would be unsignalized and would be off-set to the north of the driveway that serves the Caltrans Park & Ride lot (located north of Clark Avenue). The Project driveway would be located approximately 195 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 Roads Coordination Committee makes a recommendation to the Roads Commissioner (Public Works Director) for granting design exceptions. The applicant presented the Project to the committee on December 18, 2017. The committee required the applicant to provide evidence that other access connections are not feasible (i.e. California Boulevard, Clark Avenue, Park Avenue, Foxenwood Lane to the North) before making a decision on the requested exception. Additional information was submitted by the applicant on January 23, 2018. Public Works responded to this submittal with an updated request for information regarding feasibility of the access options. The project has not returned to the Roads Coordination Committee for additional consideration of the proposed driveway design exception.

The driveway design could adversely impact operations of the Foxenwood Lane/Clark Avenue intersection, which would be exacerbated by additional turning movements in and out of the approved LeBard commercial development on the corner of Clark Avenue and Foxenwood Lane. Operations would also be exacerbated by the additional existing deviations from design standards, in proximity to the proposed OASIS driveway:

- Foxenwood Lane/Clark Avenue intersection does not meet the 300-foot separation standard from the Highway 135 ramps/Clark Avenue signalized intersection;
- Caltrans ParknRide driveway (the only existing improved driveway on Foxenwood Lane near Clark Avenue) does not meet the 250-foot separation standard from the Foxenwood Lane/Clark Avenue intersection;
- Approved LeBard commercial project driveways (2) do not meet the 250-foot separation standard from the Foxenwood Lane/Clark Avenue intersection or the 150-foot separation standard from existing driveways (ParknRide driveway); alternatively, the standards allow driveways to be directly across the street from each other);
- OASIS driveway does not meet 250-foot separation standard from the Foxenwood Lane/Clark Avenue intersection or the 150-foot separation standard from the existing ParknRide driveway.

The project includes one point of access. Therefore, 100 percent of project related traffic will utilize the Foxenwood Lane driveway. Approximately 45 percent of these vehicle trips are estimated to be distributed to the Foxenwood Lane/Clark Avenue intersection (Table 4.12-5 *Project Trip Distribution* and Figure 4.12-5 *Trip Distribution and Assignment*). The project driveway's proximity to the intersection could lead to blocking of the project driveway entrance by vehicles on Foxenwood Lane waiting to turn left onto Clark Avenue. Vehicles attempting to turn into the project driveway from northbound Foxenwood Lane would then be blocked from turning into the driveway, in turn preventing vehicles on Clark Avenue from turning north onto Foxenwood Lane (either from eastbound Clark Avenue, westbound Clark Avenue, or vehicles exiting the Highway 135 southbound on-ramp immediately to the east.

Figure 4-12.9
Immediate Road / Intersection Network



Impact TC-6: The project is requesting a parking modification as the County Land Use and Development Code (LUDC) require 228 on-site parking spaces and the project proposes 155 spaces. The project would provide adequate parking onsite and would not cause vehicles to park offsite in a manner that would cause traffic safety issues (e.g., parking along Foxenwood Lane, where parking is not permitted). Class III

PARKING ANALYSIS

The Project is proposing to provide 155 vehicle spaces in on-site surface parking. The LUDC would require provision of 228 on-site parking spaces, based on the following land use parking ratios:

- Office/educational - 1 parking space per 300 SF of building area;
- Assembly - 1 parking space per 30 SF of building area; and
- Storage - 1 parking space per 1,000 SF of building space area.

OASIS is requesting a reduction to the County's parking requirements to provide 155 spaces, 77 spaces fewer than the 228 spaces that would normally be required under the LUDC.

The adequacy of the proposed parking supply was evaluated based on operational data provided by the applicant and proposed maximum attendance for the Project. ATE evaluated the parking based on two peak parking scenarios:

- OASIS' Proposed Maximum "Any Given Time" Attendance of 200 people (regular activities, special events, rental activities, etc.)
    - Includes up to 15 OASIS or catering staff onsite

- Existing Highest Attendance Program (Weekday Hot Lunch)
    - Existing highest attendance is 100 people and 5 OASIS employees, plus OASIS assumption of 30% increase in attendance at new facility;

ATE used 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 4.12-12.

Table 4.12-12 Parking Analysis

Site Activities/Events	Employees/Members/ Non-Members	Vehicle Occupancy	Parking Required	Parking Provided
200 Person Max Any Given Time Attendance (includes 15 Oasis employees and Catering Staff)	200 Attendees 15 Staff/Caterers 215 Individuals[2]	1.5 1.0	133 Spaces 15 Spaces 148 Spaces	155 Spaces
Lunch Service: (includes 5 employees)	133 Lunch Attendees 5 Staff 138 Individuals	1.5 1.0	89 Spaces 5 Spaces 94 Spaces	155 Spaces

[2] ATE assumed a maximum any given time number of people onsite of 215 (200 + 15 staff/caterers), rather than the 200 maximum in the project description, which assumes that the 15 staff/caterers would be included within the any given time 200 person maximum. Therefore, the ATE parking demand assumptions are more conservative than what it proposed in the project description. Approximately 10 fewer parking spaces would be required by 15 fewer attendees (15 attendees @ 1 vehicle (space) per 1.5 attendees = 10 spaces)

The Project includes 155 parking spaces. As noted above, currently OASIS most highly attended activity is the weekday hot lunch. In addition to anticipated increases in attendance at the weekday lunches, OASIS proposes a maximum any given time attendance on-site of 200 individuals (members and non-members) and 15 staff (OASIS staff, caterers, etc.,) to accommodate expanded uses at the proposed larger, improved, indoor and outdoor facilities. The estimated peak parking demand based on the any given time maximum attendance would be 148 parking spaces. This would result in an estimated reserve of 7 parking spaces during maximum attendance events. At lower attendance time periods, many more parking spaces would be available.

Impact TC-7: Foxenwood/Clark Intersection at OCP buildout: The project would contribute vehicle trips to OCP buildout conditions that would result in increased congestion, turning movement and safety impacts at the Foxenwood Lane/Clark Avenue Intersection. This cumulative impact would be significant and unavoidable (Class I)

Section 4.12.3 (*Previous Environmental Review*) discusses traffic impacts identified in the OCP, including impacts resulting from buildout of the OCP and from buildout of KS18 in particular. However, the OCP's analysis of traffic for KS18 did not assume any traffic for the OASIS property, which is designated as Open Space. In addition, the Project requires approval of amendments to the General Plan Amendment to allow the OASIS Meeting Center use onsite, which was also not considered in the OCP traffic assumptions. As a result, project related traffic would incrementally increase previously identified significant and unavoidable transportation impacts (increased congestion, turning movement and safety impacts) that are identified in OCP EIR Volumes I and II, incorporated herein by reference, (Impact CIRC-7, Impact CIRC-13, Impact CIRC-15, Impact CIRC-26, and KS specific impact KS18-CIRC-1). This includes impacts to the Foxenwood Lane/Clark Avenue intersection. See Section 4.12.3 (*Previous Environmental Review*).

Signal warrants are not currently met at the Foxenwood Lane/Clark Avenue intersection. However, as the Orcutt Planning Area continues to buildout under the OCP, the Clark Avenue/Foxenwood Lane intersection should be monitored to determine whether signal warrants (Volume/Collison/Pedestrian) are satisfied as part of the County's OTIP updates. Given the proximity to the State Route 135/Clark Avenue ramp intersections, this should involve coordination with Caltrans.

CONGESTION MANAGEMENT PROGRAM ANALYSIS

Impact TC-8: Congestion Management Program (CMP): The project would contribute new vehicle trips to regional transportation facilities in the study area. All facilities would continue to operate at acceptable levels of service with implementation of the project. The project would result in less than significant impacts to the CMP (Class III).

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[3] 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.

COMPANION APPLICATION REQUESTS

As mentioned in the beginning of Section 4.12.3 (*Impact Analysis*) and discussed in Section 4.0 (*Environmental Impact Analysis*) and Section 6.0 (*Other CEQA Discussions*), the project includes additional application requests. The General Plan Amendment components, Recorded Map Modifications and Government Code 65402 Consistency requests may encourage similar requests for the other Southpoint Estates (Key Site 18) open space parcels, as well as for other designated open space parcels in the Orcutt area or elsewhere in the County. The total amount and types of increased development that could result from similar requests throughout the County's unincorporated area are not specifically known. However, depending on the project type, size, and location such projects could result in increased traffic on area roads, increased congestion at specific intersections, line of sight impacts at new driveways, extended times for emergency service responses, potential conflicts with pedestrian or bicycles, and increases in vehicle miles traveled.

4.12.4 MITIGATION MEASURES

The following mitigation measures are required to ensure the project roadway improvements are implemented consistent with the proposed project description and assumptions in the traffic analyses:

TC-1 **Traf-06 Traffic Roadway Improvements**. The Owner/Applicant shall submit final roadway improvement plans for review and approval by Public Works, County Fire, Parks and P&D for the proposed improvements identified on Figures 4.12-2 (which show the preliminary improvement designs)**.** The County shall allow concurrent construction of the project and proposed roadway improvements; however Zoning Clearance will not be issued until the traffic improvement(s) have commenced. **PLAN REQUIREMENTS ANDTIMING**: The Owner/Applicant shall submit the plans and schedule for roadway, median, intersection, and related trail/bikeway components, including construction management component for roadway improvements, and must receive approvals prior to the first Zoning Clearance for grading or development of the project. **MONITORING:** The Owner/Applicant shall provide P&D compliance monitoring staff with proof that all improvements have been fully completed pursuant to approved plans prior to Final Building Inspection Clearance.

[3] Staff Report - Congestion Management Program Biennial Review, SBCAG, May 15, 2014.

TC-2 Transportation/Circulation. Driveway. The Owner/Applicant shall receive approval of exception from design standards for the proposed driveway. In addition, the Owner/Applicant shall install all required driveway improvements (e.g., "Keep Clear" pavement markings or other features at Foxenwood Lane/OASIS driveway intersection). **PLAN REQUIREMENTS:** The Owner/Applicant shall identify all required driveway details (e.g., new striping and pavement markings) on plans for Public Works as part of approval of design exceptions from roadway standards for the proposed driveway. Plans shall also be reviewed and approved by Planning, Grading, and Building. **TIMING**: The Owner/Applicant shall receive approval of the design exception prior to zoning clearance and shall install all required driveway improvements prior to Final Building Inspection Clearance. Pavement improvements shall be reviewed and approved by Public Works Transportation prior to Zoning Clearance Issuance for grading and site improvements. **MONITORING**: P&D permit processing staff shall ensure compliance prior to and throughout construction.

IMPACTS AFTER MITIGATION

Impact TC-1: The project would add new trips to the study area roadways. All roadways would continue to operate at acceptable capacity with implementation of the project. If project improvements are not implemented as proposed and/or adequate traffic control is not adhered to during project construction activities, the project would result in potentially significant project-specific traffic impacts (Class II).

Impact TC-1 would be reduced to less than significant levels by implementation of Mitigation Measure TC-1.

Impact TC-2: The project would not result in traffic that increases the volume-to-capacity (V/C) ratio at local intersections, assuming construction of roadway improvements proposed as part of the project description. The project would add new trips to the study area roadways and intersections. All roadways and intersections would continue to operate at acceptable levels of service with implementation of the project, subject to approval of final roadway improvement plans. Therefore, the project would result in less than significant project-specific traffic impacts (Class II).

Impact TC-2 would be reduced to a less than significant level by implementation of Mitigation TC-1.

Impact TC-3: The project would contribute new vehicle trips to cumulative roadway conditions in the study area (based on cumulative projects list in Section 3.0). All roadways would continue to operate at acceptable levels of service with implementation of the project, subject to project improvements being implemented as proposed. The project would result in potentially significant cumulative roadway impacts (Class II).

Impact TC-3 would be mitigated to less than significant levels by Mitigation Measure TC-1.

Impact TC-4: The project would contribute new vehicle trips to cumulative conditions that would result in an unacceptable level of service at the Foxenwood Lane/Clark Avenue Intersection. This cumulative impact would be mitigated to less than significant levels (Class II).

Impact TC-4: Cumulative Impacts to Foxenwood/Clark Intersection (Based on Section 3.0 Cumulative Projects List). Assurance of project improvements (TC-1 and TC-2) and the project's payment of peak hour transportation development impact fees as part of the standard regulatory process would address the project's fair share contribution toward funding roadway improvements that are necessary to accommodate cumulative traffic, pursuant to the Orcutt Transportation Improvement Plan (OTIP).

Impact TC-5: The proposed driveway does not meet design standards, including due to proximity to the Clark Avenue/Foxenwood Lane intersection, for which a design exception has not been approved. In addition, the driveway entrance would potentially be blocked by vehicles queuing to turn left onto Clark Avenue could impact operation of this intersection. This impact would be less than significant with mitigation (Class II).

Impact TC-5 would be reduced to less than significant levels by Mitigation TC-2.

Impact TC-6: The project is requesting a parking modification as the County Land Use and Development Code (LUDC) require 228 on-site parking spaces and the project proposes 155 spaces. The project would provide adequate parking onsite and would not cause vehicles to park offsite in a manner that would cause traffic safety issues (e.g., parking along Foxenwood Lane, where parking is not permitted). Class III

Impact TC-6 would not create significant traffic safety issues due to spill-over parking on nearby public roads, (e.g., where no parking is permitted due to roadway constraints). Adequate parking is provided onsite.

Impact TC-7: Foxenwood/Clark Intersection at OCP buildout: The project would contribute vehicle trips to OCP buildout conditions that would result in increased congestion, turning movement and safety impacts at the Foxenwood Lane/Clark Avenue Intersection. This cumulative impact would be significant and unavoidable (Class I)

Impact TC-7 would be partially mitigated by Mitigation Measures TC-1 and TC-2 as well as payment of development impact fees required as part of the standard regulatory process for all new developments to fund their fair share contribution toward OTIP improvements. As the closest intersection to the project site, the project would exacerbate this previously identified significant and unavoidable impact to this intersection under buildout of the OCP (Class I).

Impact TC-8: Congestion Management Program (CMP): The project would contribute new vehicle trips to regional transportation facilities in the study area. All facilities would continue to operate at acceptable levels of service with implementation of the project. The project would result in less than significant impacts to the CMP (Class III).

Impact TC-8 would not result in significant impacts related to the CMP. Therefore, no mitigation is required. (Class III).