4.12 TRAFFIC AND CIRCULATION

This section focuses on existing and projected traffic and circulation patterns in the project area. The following subsections describe baseline traffic conditions, assess impacts of the proposed project (project specific and cumulative impacts), and recommend mitigation measures to lessen the severity of the predicted traffic and circulation impacts.

4.12.1 Existing Conditions

4.12.1.1 Existing Street Network

The circulation system in the vicinity of the proposed Comstock Homes Development and Ellwood Mesa Open Space Plan areas is comprised of regional highways, arterial streets, and collector streets. The principal components of this street network are discussed in the following text and illustrated on Figure 4.12-1.

U.S. Highway 101 extends along the Pacific Coast between Los Angeles and San Francisco. Within Santa Barbara County (County), this four to six-lane highway provides the principal route between the City of Goleta and the cities of Santa Barbara, Carpinteria, and Ventura to the south; and Buellton and Santa Maria to the north. Primary access between U.S. Highway 101 and the proposed Comstock Homes Development and Ellwood Mesa Open Space Plan areas is provided via the Hollister Avenue-Winchester Canyon Road interchange to the west, with secondary access provided via the Storke Road interchange to the east. The U.S. Highway 101/ Hollister Avenue interchange is controlled by stop signs, and the U.S. Highway 101/Glenn Annie Road intersection is signalized.

Hollister Avenue is a two- to four-lane arterial street which serves as the major east-west surface street route in the Goleta area. Hollister Avenue extends easterly from its terminus at the U.S. Highway 101 interchange adjacent to Winchester Canyon Road through the City of Goleta. East of the Goleta area, Hollister Avenue connects to State Street, which extends into the City of Santa Barbara. West of Storke Road, Hollister Avenue extends as a four-lane arterial with left turn lanes to Pebble Beach Drive, where it narrows to two lanes. Within the study area, Hollister Avenue is signalized at Storke Road/Marketplace Drive, Pacific Oaks Road, Entrance Road, and Ellwood School.

Storke Road located east of the proposed project area, is a north-south arterial street which is four lanes wide between Hollister Avenue and Phelps Road, and two lanes wide south of Phelps Road and north of Hollister Avenue. Storke Road provides freeway access to the western portion of the Goleta Valley area via an interchange at U.S. Highway 101. North of this interchange, Storke Road becomes Glen Annie Road and extends to Cathedral Oaks Road. Within the study area, Storke Road is signalized at the U.S. Highway 101 northbound and southbound ramps and at Hollister Avenue.

Santa Barbara Shores Drive is a two-lane roadway serving the residential area located east of the proposed Comstock Homes Development area. Its intersection with Hollister Avenue is controlled by a stop sign on Santa Barbara Shores Drive.

4.12.1.2 Alternative Transportation Modes

The following subsection discusses the transit, bicycle, and pedestrian facilities present in the study area adjacent to the proposed Comstock Homes Development and Ellwood Mesa Open Space Plan areas.

4.12.1.2.1 Transit Facilities. The project area is served by Metropolitan Transit District (MTD) Bus Line 25, which provides a connection between the project area, the Camino Real Marketplace and the University. MTD bus stops are located on the north and south side of Hollister Avenue at Palo Alto Drive, Santa Barbara Shores Drive, Viajero Drive, and the Sandpiper Golf Course. Service is provided every 60 minutes. Connections to downtown Goleta and downtown Santa Barbara are provided via additional MTD bus lines that connect to Bus Line 25 at the Camino Real Marketplace and University transfer stations. In addition, Bus Line 19 provides student transportation to Goleta Valley Junior High School on school days. This service is limited to one A.M. service (7:45 A.M.) and one P.M. service (2:35 P.M.). The Bus Line 19 route extends between Santa Barbara Shores Drive and the junior high school.

4.12.1.2.2 Bicycle Facilities. A Class II (on-street bike lanes) facility is present on Hollister Avenue from the U.S. Highway 101/Hollister Avenue interchange to beyond the study area east of Storke Road. The residential streets within the study area do not provide classified bike facilities.

4.12.1.2.3 Pedestrian Facilities. Curb, gutter, and sidewalks are constructed along the south side of Hollister Avenue eastward from Santa Barbara Shores Drive to Storke Road. On the north side, curb, gutter, and sidewalk are partially provided between Pacific Oaks Road and Viajero Drive.

4.12.1.3 Roadway Operations

Figure 4.12-2 illustrates the existing average daily traffic (ADT) volumes for the street segments in the vicinity of the site, which were obtained from recently completed counts conducted by the City of Goleta, the County, and Associated Transportation Engineers (ATE) in 2003 and 2004. The operational characteristics of the study-area roadway segments were analyzed based on standard engineering roadway capacities, which are presented in Technical Appendix B. In rating a roadway's operating condition, "Levels of Service" (LOS) A through F are used, with LOS A indicating very good operations with little congestion and thresholds LOS F indicating poor operations with heavy congestion. City of Goleta and County policies/thresholds state that LOS C is acceptable for all roadways.

Figure 4.12-1

and

Figure 4.12-2

Comparison of the existing ADT volume with the City of Goleta and County's design capacities indicates that most of the roadway segments in the study area are currently operating at LOS B or better. The ADT volumes on the 4-lane segment of Storke Road north of Hollister Avenue (40,000 ADT) exceed the County/City Acceptable Capacity designation of 34,000 ADT.

4.12.1.4 Intersection Operations

Because traffic flow on urban street networks is most restricted at intersections, a detailed traffic analysis must examine the operating conditions of critical intersections during peak travel periods. The LOS grading system discussed previously for roadway operations is also used in rating intersection operations. City of Goleta and County policies/thresholds state that LOS C is acceptable for intersection operations.

The intersection analyses focuses on the P.M. peak hour period, since traffic demands during this period are higher than A.M. peak hour period (most of the area commercial business are not open until 9:00 A.M.). Afternoon P.M. peak hour turning volumes were obtained for the critical study-area intersections in order to determine existing levels of service. Figure 4.12-3 illustrates the existing P.M. peak hour traffic volumes at the study-area intersections, which were obtained from recently completed counts conducted by the City of Goleta, the County, and Associated Transportation Engineers (ATE) in 2003 and 2004. Volume-to-capacity (V/C) ratios were calculated to determine levels of service for the signalized intersections using the "Intersection Capacity Utilization" (ICU) methodology. Levels of service for the stop-sign controlled intersections were determined based on the delay ranges outlined in the Highway Capacity Manual and vehicle delays measured in the field. Level of service calculation worksheets are presented in Appendix B for reference. Table 4.12-1 lists the type of control and the existing level of service for each intersection.

Table 4.12-1. Existing P.M. Peak Hour Intersection Levels of Service

Intersection	Control	V/C Ratio/Delay	LOS
Calle Real/U.S. 101 NB Off-Ramp[1]	Stop-Sign	8.8 sec.	LOS A
Hollister Ave/Calle Real /U.S. 101 NB On-Ramp[1]	Stop-Sign	13.0 sec.	LOS B
Hollister Avenue/U.S. 101 SB Ramps[1]	Stop-Sign	10.3 sec.	LOS B
Hollister Avenue/Ellwood School	Signal	0.36	LOS A
Hollister Avenue/S.B. Shores Drive[1]	Stop-Sign	8.5 sec.	LOS A
Storke Road/Hollister Avenue	Signal	**0.84**	**LOS D**
Storke Road/U.S. 101 NB Ramps – Calle Real	Signal	0.59	LOS A
Storke Road/U.S. 101 SB Ramps	Signal	0.49	LOS A

[1] V/C ratio not applicable for stop-sign controlled intersections. LOS based on average vehicle delay.

The data presented in Table 4.12-1 indicate that most of the study-area intersections currently operate at LOS C or better during the P.M. peak-hour period, which is considered acceptable. The Storke Road/Hollister Avenue intersection operates at LOS D.

4.12.1.5 Parking Facilities

The proposed Comstock Homes Development includes new designated off-street parking that satisfies City of Goleta requirements, thus a discussion of existing parking is not relevant to this project component. The proposed Ellwood Mesa Open Space also includes new, larger, designated off-street parking south of Hollister Avenue across from the Ellwood Elementary School; the new parking would replace existing parking adjacent to the southern side of Hollister Avenue at the existing Santa Barbara Shores Park. The existing parking lot provides space for 15 vehicles, the proposed lot would provide 40 spaces, including 2 disabled parking and 3 horse trailer parking spaces. The frontage improvements required of the project include widening Hollister Avenue to arterial standards adjacent to the site. On-street parking would be prohibited along the south side of the widened Hollister Avenue roadway adjacent to the site.

As shown in Table 4.12-2, existing designated public parking for access to the overall-proposed Open Space Plan area presently occurs at several locations, including the northwest corner of the Santa Barbara Shores parcel (City of Goleta jurisdiction; about 15 off-street parking spaces and 10 on-street spaces at Hollister Avenue) and Camino Majorca in Isla Vista (County jurisdiction; about 40 spaces along the eucalyptus windrow and about 22 on-street spaces).

Table 4.12-2. Existing Public Parking Facilities

Area	Jurisdiction	Existing Spaces (On-Street/ Off-Street) (approx.)[1]
Santa Barbara Shores parcel	City of Goleta	10/15
Faculty Housing Site at Phelps Road	University	0/0
West Campus Mesa	University	0/0[2]
Coal Oil Point	University	0/0[2]
West Campus Bluffs	University	0/0[2]
Camino Majorca	County	22/40
Total		**32/55**

[1] Excludes on-street neighborhood parking.

[2] Does not include existing permit parking for these areas.

In addition to the designated parking areas, public parking will continue to be available at existing on-street locations near designated coastal access points. For example, an estimated 300 unmarked on-street parking spaces (including spaces that may be resident-occupied) are currently available in the City of Goleta's Ellwood-Santa Barbara Shores neighborhoods near trailheads at Santa Barbara Shores Drive, Newport Drive, and Coronado Drive, and along Pebble Beach Drive. In addition, unmarked on-street parking is available in neighborhoods north and south of Phelps Road and on residential streets in Isla Vista.

Figure 4.12-3

4.12.2 Regulatory Framework

4.12.2.1 Federal Authorities and Administering Agencies

4.12.2.1.1 Resource Conservation and Recovery Act 42 U.S.C. §6901 et seq. The Resource Conservation and Recovery Act (RCRA) gave the U.S. Environmental Protection Agency (EPA) the authority to control hazardous waste from the "cradle-to-grave." This includes the transportation of hazardous waste. The California Department of Toxic Substance Control (DTSC) implements RCRA in California and regulations regarding hazardous waste are contained in the California Code of Regulations, Title 26.

4.12.2.1.2 U.S. Department of Transportation. The U.S. Department of Transportation (DOT) has the regulatory responsibility for the safe transportation of hazardous materials.

4.12.2.2 State Authorities and Administering Agencies

4.12.2.2.1 CEQA. The State CEQA Guidelines require that the CEQA Lead Agency (i.e., City of Goleta) evaluate whether the proposed project would have a significant effect on the environment, including transportation and circulation. Potential impacts that need to be considered include: increased traffic loading on local streets and intersections; degradation of LOS levels at key intersections, and cumulative impacts.

4.12.2.3 Local Authorities and Administering Agencies

4.12.2.3.1 City of Goleta. The Proposed Comstock Homes Development is located within the city of Goleta. Encroachment permits will be required from the City for frontage improvements along Hollister Avenue adjacent to the site. City staff have indicated that frontage improvements will be required. The street section for Hollister Avenue will need to be designed to accommodate a future street right-of-way of 104 feet. The street section will have the southerly curb and gutter and sidewalk set at approximately 39 feet off the centerline of Hollister Avenue. The ultimate section would include a minimum half width cross section of 6-foot meandering sidewalk within the 11-foot curb and sidewalk, 8-foot bike lane, two 12-foot travel lanes, and a median or center turn half pocket of 7 feet (for a total turn pocket width of 14 feet). The sidewalk area should have tree wells and trees at the back of the curb where there is a void of existing trees. Street lighting will also be required at 250-foot intervals or at intersections and mid-block at a minimum. A bus stop will need to be sited west of the Ellwood School and proposed parking lot intersection.

4.12.3 Project Impacts and Mitigation

4.12.3.1 Thresholds of Significance

The following thresholds are currently used by the City of Goleta for conducting CEQA analyses. These thresholds are the same as used by the Santa Barbara County. The City is in the process of preparing the General Plan and the Circulation Element, and this process could

include redefining the traffic impact thresholds that are currently used. For CEQA analysis, the City of Goleta currently considers an impact to be significant if any of the following occur:

a. If the addition of project traffic to an intersection increases the volume-to-capacity (V/C) ratio by the values provided in Table 4.12-3, the impact is considered significant.

Table 4.12-3. City of Goleta Intersection Thresholds

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 adds 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.

4.12.3.2 Project Impacts

The impact assessment for traffic and circulation focuses on potential long-term effects that would occur after the project is constructed.

4.12.3.2.1 Comstock Homes Development Project Trip Generation. Trip generation estimates were calculated for the proposed residential development based on the rates presented in the Institute of Transportation Engineers (ITE) Trip Generation Manual (ITE, 1997) for Single Family Detached Housing (Land Use #210). Table 4.12-4 shows the trip generation estimates developed for the project.

The table shows that the project would generate an estimated 746 average daily trips (ADT), 59 A.M. peak hour trips (PHT), and 79 P.M. peak hour trips (PHT).

Table 4.12-4. Project Trip Generation Estimates

Land Use	Size	ADT		A.M. PHT		P.M. PHT	
		Rate[1]	Trips	Rate[1]	Trips	Rate[1]	Trips
Single Family Housing	78 Units	9.57	746	0.75	59	1.01	79

[1] Rates apply to number of housing units.

4.12.3.2.2 Comstock Homes Development Project Trip Distribution. Trip distribution percentages were developed based on the existing traffic patterns for the residential neighborhood adjacent to the site, knowledge of the regional land uses in the study-area, and data derived from the Goleta Traffic Model. Figure 4.12-4 and Table 4.12-5 show the project trip distribution percentages.

Table 4.12-5. Project Trip Distribution Percentages

Origin/Destination	Direction	Percentage
U.S. Highway 101	East	45%
	West	5%
Hollister Avenue e/o Storke	East	25%
Storke Road s/o Hollister	South	10%
Local e/o of Site	--	15%
Total		**100%**

The projected traffic volumes generated by the project were assigned to the study-area street system and intersections in accordance with the trip distribution percentages shown in Figure 4.12-4 and listed in Table 4.12-5. Figure 4.12-5 shows the project-added ADT and Figure 4.12-6 shows the project-added P.M. peak hour traffic volumes.

4.12.3.2.3 Comstock Homes Development Project Roadway Impacts.

Impact Traffic-1. The Comstock Homes Development would generate 746 ADT on the study-area roadways, resulting in a *less than significant impact (Class III)*. The project would result in the addition of 746 ADT to the study area roadways. The operational characteristics of the roadway segments within the study area were analyzed assuming the existing + project ADT volumes presented on Figure 4.12-7. Based on standard engineering roadway capacities, which are summarized in Appendix B, it was determined that most of the roadway segments in the study area would continue to operate acceptably at LOS C or better with existing + project ADT volumes. The proposed project would thus not result in any specific impacts on these study area roadway segments. The ADT volumes on the 4-lane segment of Storke Road north of Hollister Avenue (40,000 ADT) exceed the County/City Acceptable Capacity designation (34,000 ADT). The threshold used to determine project-specific impacts for roadway segments with volumes

exceeding Acceptable or Design capacities is a minimum traffic volume increase of 1%. This threshold was developed by the County and has been historically used for assessing impacts in the Goleta area. The project would add 75 ADT to this segment, increasing traffic volumes approximately 0.2%. Therefore, the project would not generate a significant impact on this roadway segment.

4.12.3.2.4 Comstock Homes Development Project Intersection Impacts.

Impact Traffic-2. The Comstock Homes Development would generate 79 P.M. PHT at the study-area intersections, resulting in a *significant project impact (Class I)* at the Hollister Avenue/Storke Road intersection. Levels of service were calculated for the study-area intersections assuming the existing + project P.M. peak hour traffic forecasts illustrated on Figure 4.12-8. Table 4.12-6 shows existing + project P.M. peak hour level of service calculation results. Table 4.12-6 also shows the estimated levels of service for the proposed Hollister Avenue/project driveway intersection.

The data presented in Table 4.12-6 indicate that the project would generate project-specific impact at the Storke Road/Hollister Avenue intersection based on the previously specified impact thresholds.

Table 4.12-6. Existing + Project P.M. Peak Hour Intersection Levels of Service

Intersection	Existing V/C Ratio/LOS	Existing Project V/C Ratio/LOS	V/C Increase	Impact
Calle Real/U.S. 101 NB Off-Ramp[1]	8.8 sec/LOS A	8.9 sec/LOS A	N.A.	No
Hollister Ave/U.S. 101 NB On-Ramp[1]	13.0 sec/LOS B	13.9 sec/LOS B	N.A.	No
Hollister Avenue/U.S. 101 SB Ramps[1]	10.3 sec/LOS B	10.5 sec/LOS B	N.A.	No
Hollister Avenue/Ellwood School	0.36/LOS A	0.38/LOS A	0.019	No
Hollister Avenue/S.B. Shores Drive[1]	8.5 sec/LOS A	8.6 sec/LOS A	N.A.	No
Storke Road/Hollister Avenue	**0.84/LOS D**	**0.84/LOS D**	**36 PHT**	**Yes**
Storke Road/U.S. 101 NB Ramps	0.59/LOS A	0.59/LOS A	0.001	No
Storke Road/U.S. 101 SB Ramps	0.49/LOS A	0.49/LOS A	0.002	No
Hollister Avenue/Project Driveway	N.A.	9.9/LOS A	N.A.	No

[1] V/C ratio not applicable for stop-sign controlled intersections. LOS based on average vehicle delay.

4.12.3.2.5 Comstock Homes Site Access and Circulation. Site access is proposed via a driveway that connects to the south side of Hollister Avenue approximately 200 feet east of Las Armas Road. The driveway consists of a 15-foot-wide entering lane and a 15-foot-wide exiting lane divided by an island. South of its connection to Hollister Avenue, the driveway transitions into a traffic circle with 15-foot-wide lanes. The traffic circle as well as the divider islands proposed north and south of the traffic circle should have mountable curbs to allow large vehicles such as moving trucks and emergency response vehicles to negotiate through the traffic circle. If the project entrance is to be gated, storage should be provided for at least two vehicles (50 feet) in advance of the keypad/intercom stopping point. City staff have indicated that a turnaround area will be required outside of the gate.

Figure 4.12-4

and

Figure 4.12-5

and

Figure 4.12-6

and

Figure 4.12-7

and

Figure 4.12-8

Hollister Avenue adjacent to the site currently contains one 12-foot-wide eastbound lane, one 12-foot-wide westbound lane, a 5-foot-wide Class II bike lane, a dirt shoulder on the southern side, and 18 feet of pavement on the northern side. The site plan indicates that frontage improvements would include widening of the existing roadway by 10 feet to 17 feet along the southern side, construction of curb, gutter, and sidewalk and retention of a Class II bike lane. As discussed in Section 4.12.2.3.1, City of Goleta staff have indicated that the following frontage improvements will be required. The street section for Hollister Avenue will need to be designed to accommodate a future street right-of-way of 104 feet. The street section will have the southerly curb and gutter and sidewalk set at approximately 39 feet off the centerline of Hollister Avenue. The ultimate section would include a minimum half width cross section of 6-foot meandering sidewalk within the 11-foot curb and sidewalk, 8-foot bike lane, two 12-foot travel lanes, and a median or center turn half pocket of 7 feet (for a total turn pocket width of 14 feet). These improvements would provide appropriate access to the site.

Primary access to the dwelling units is provided by two main roadways on the site: Road A extends south from Hollister Avenue for approximately 1,600 feet until it connects to Road F, which extends east and west from this connection. The eastern segment of Road F is a looped road that reconnects to Road A approximately 600 feet to the north. Three shorter roadways extend off Road A and one shorter roadway extends off Road F. These four roadways terminate in a cul-de-sac and provide vehicular access to 28 dwelling units. All on-site roadways are shown as 36-feet wide, which allows for parallel parking on both sides and a 20 foot travel area as required by the Fire Department. Review of the site plan indicates that the circulation system would accommodate the forecast project traffic volumes on the site. Stop signs will be required on the minor leg approaches of the on-site intersections. Resident parking would be provided by three- and four-car parking garages on the individual lots (garage configurations require some tandem parking configuration). Visitor parking would be provided through parallel parking on the adjacent roadways. The City of Goleta parking code, in effect when the application was deemed complete as adopted from the County, requires two spaces per dwelling unit. It is noted that the City is currently in the process of preparing a General Plan, and could result in parking requirement changes in the near future.

4.12.3.2.6 Phelps Ditch Trail. The Phelps Ditch Trail would not impact traffic and circulation.

4.12.3.2.7 Ellwood Mesa Open Space Plan Area. The proposed improvements in the Ellwood Mesa Open Space Plan area are not expected to impact traffic and circulation.

Impact Traffic-3. The proposed access to the park would require major revisions to the existing traffic signal at the Hollister Avenue/Ellwood School intersection, resulting in a *significant, but mitigable impact (Class II).*

Open Space Plan Parking Lot Access. As described previously in Section 4.12.1.5 (Parking Facilities), designated off-street public parking for open space recreation is currently provided by a dirt parking lot containing approximately 15 parking spaces at Santa Barbara Shores Park. This

lot would be removed as part of the Comstock Homes Development project and replaced by an unpaved 40-space parking facility. This lot, which would be constructed as part of the Ellwood Mesa Open Space Plan, is located south of Hollister and east of the Comstock Homes Development. Access is proposed on Hollister Avenue directly opposite the Ellwood School entrance driveway. The addition of a southern leg to the existing signalized Hollister Avenue/ Ellwood School intersection would result in the reconfiguration of the intersection and modification of the signal. The parking lot driveway connection should be aligned with the Ellwood School entrance driveway. City staff have indicated that a westbound left-turn lane will be required at the intersection for access to the parking lot. These improvements will provide adequate access to the site. Modification of the existing traffic signal at the intersection will be required for the access improvements. Implementation of Mitigation Traffic-3 would mitigate this potentially significant impact at the intersection.

4.12.3.2.8 Comstock Homes Development Circulation Element Consistency Analysis. The Goleta Community Plan (GCP) Circulation Element, adopted by the County, is used by the City as a guideline resource document while the City is in the process of developing its General Plan. The GCP Circulation Element includes policy standards for traffic operations in the Goleta Valley. These standards, which are outlined in the following text, were used to assess the consistency of the Comstock Homes Development and Ellwood Mesa Open Space Plan area with the GCP Circulation Element.

Circulation Element Policies.

Roadway Standards. A project's consistency with the Circulation Element for roadways shall be determined as follows:

a. For roadways where the Estimated Future Volume does not exceed the Acceptable Capacity, a project would be considered consistent with this section of the GCP if the number of ADT contributed by the project would not cause an exceedance of the Acceptable Capacity.

b. For roadways where the Estimated Future Volume exceeds the Acceptable Capacity but does not exceed Design Capacity, a project would be considered consistent with this section of the GCP only if the number of ADT contributed by the project to the roadway does not exceed 150 ADT.

c. For roadways where the Estimated Future Volume exceeds the Design Capacity, a project would be considered consistent with this section of the GCP only if the number of ADT contributed by the project to the roadway does not exceed 50 ADT.

Intersection Standards. A project's consistency with the Circulation Element for intersections shall be determined as follows:

a. Projects contributing PHTs to intersections that operate at a Estimated Future Levels of Service A shall be found consistent with this section of the GCP unless the project results in a change in V/C ratio greater than 0.20.

- For intersections operating at an estimated Future Level of Service B, no project shall result in a change in V/C ratio greater than 0.15.
- For intersections operating at an estimated Future Level of Service C, no project shall result in a change in V/C ratio greater than 0.10.
- For intersections operating at an estimated Future Level of Service D, no project shall result in a change in V/C ratio greater than 0.03.
- For intersections operating at an estimated Future Level of Service E, no project shall result in a change in V/C ratio greater than 0.02.
- For intersections operating at an estimated Future Level of Service F, no project shall result in a change in V/C ratio greater than 0.01.

Roadway Consistency. Most of the study-area roadway segments are forecast within their Circulation Element Acceptable Capacities with Cumulative + Project traffic (see Section 4.12.3.3). The project would therefore be consistent with the Circulation Element roadway standards for these segments.

The cumulative ADT volumes forecast for the 4-lane segment of Storke Road north of Hollister Avenue (41,900 ADT) exceed the County/City acceptable capacity designation (34,000 ADT). The GCP standard for roadways where future volumes exceed Acceptable Capacity but do not exceed Design Capacity is the addition of 150 ADT. The project would add 75 ADT to this segment, which would not exceed the GCP policy standard. The project would therefore be consistent with this GCP policy.

Intersection Consistency. Most of the study-area intersections are forecast to operate at LOS C or better with Cumulative + Project traffic (see Section 4.12.3.3). The Storke Road/Hollister Avenue intersection is forecast to operate at LOS E. The project would add 0.008 to the V/C ratio, which would not exceed the Circulation Element standard for LOS E (standard is V/C addition of greater than 0.020). The project would therefore be consistent with the Circulation Element intersection standards.

4.12.3.2.9 Comstock Homes Development Congestion Management Program Analysis.

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 that are part of the Congestion Management Plan (CMP) roadway system. The following guidelines were developed by SBCAG to determine the significance of project-generated traffic impacts on the regional CMP system.

Significance Criteria.

1. For any roadway or intersection operating at 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 Impacts & Mitigations.

Intersections. Table 4.12-6 shows that the study-area intersections would operate at LOS C or better with Existing + Project traffic and Table 4.12-5 shows that most of the study-area intersections are forecast to operate at LOS C or better with Cumulative + Project traffic. The Storke Road/Hollister Avenue intersection is forecast to operate at LOS E with Cumulative + Project traffic. Based on the CMP impact criteria, the project would impact the intersection by adding more than 20 trips during the P.M. peak hour period. Implementation of any one of mitigation measures 1a, 1b, or 1c, which are outlined in the Mitigation Measures section of this EIR (4.12.3.4), would mitigate the project's CMP impact at this location.

U.S. Highway 101. The project would have its highest concentration of traffic additions on U.S. Highway 101 between Hollister Avenue and Storke Road interchanges. The project would add 18 northbound and 10 southbound trips to this segment during the P.M. peak hour period. According to the CMP monitoring report, this segment operates at LOS B in both directions during the P.M. peak hour period. Based on the CMP impact criteria (minimum of 50 PHT), the project would not significantly impact this segment of U.S. Highway 101.

4.12.3.3 Cumulative Impacts

The cumulative analysis reviewed in this section is based on traffic forecasts generated by the Goleta Traffic Model. The Goleta Traffic Model was calibrated in November 2003 and then used to forecast future traffic volumes assuming the approved and pending developments in the Goleta area. The cumulative model includes projects within the City of Goleta, as well as

projects located in the County areas, the City of Santa Barbara, and the University. Listings of the cumulative development projects considered in the cumulative traffic analysis are included in the Appendix B for reference.

Figures 4.12-9 and 4.12-10 present the cumulative ADT and P.M. peak hour volumes, respectively; and Figures 4.12-11 and 4.12-12 illustrate the cumulative + project volumes used to assess potential cumulative impacts generated by the project.

Impact Traffic-4. The Comstock Homes Development would generate 746 ADT on the study-area roadways under cumulative conditions, resulting in a *less than significant impact (Class III)*. No significant cumulative roadway impacts were identified in the study area based on City thresholds. The project would result in the addition of 746 ADT to the study-area roadways. The operational characteristics of the roadway segments within the study-area were analyzed assuming the cumulative + project ADT volumes presented on Figure 4.12-11. Based on roadway design capacities, it was determined that most of the roadway segments in the study area would continue to operate acceptably at LOS C or better with cumulative + project ADT volumes. Based on standard engineering roadway design capacities (see Appendix B), it was determined that most of the roadway segments in the study area would continue to operate acceptable at LOS C or better with cumulative + project ADT volumes.

The segment of Storke Road north of Hollister Avenue is forecast to carry 41,900 ADT under cumulative + project conditions with the Phelps Road extension. These volumes exceed the County/City Acceptable Capacity designation for this roadway segment (34,000 ADT). The threshold used to determine cumulative impacts for roadway segments with volumes exceeding Acceptable or Design Capacities is a minimum traffic volume increase of 1%. The project would add 75 ADT to this segment under cumulative conditions, increasing traffic volumes approximately 0.2%. Therefore, the project would not generate a significant cumulative impact at this location.

Impact Traffic-5. The Comstock Homes Development would generate 79 P.M. PHT at the study-area intersections under cumulative conditions, resulting in a *less than significant impact (Class III)*. No significant cumulative impacts were identified at the study-area intersections based on City of Goleta thresholds. Levels of service were calculated for the study-area intersections assuming the cumulative and cumulative + project P.M. peak hour traffic forecasts illustrated on Figures 4.12-10 and 4.12-12. The resulting levels of service are shown in Table 4.12-7. Table 4.12-7 also shows the cumulative + project LOS for the proposed Hollister Avenue/Project driveway intersection.

The data presented in Table 4.12-7 indicate that most of the study-area intersections are forecast to operate at LOS C or better during the P.M. peak hour period under cumulative and cumulative + project conditions. The Storke Road/Hollister Avenue intersection is forecast to operate at LOS E. The project would add 0.008 to the V/C ratio, which is below the cumulative impact threshold for intersections forecast to operate at LOS E (threshold is 0.010).

Table 4.12-7. Cumulative and Cumulative + Project P.M. Peak Hour Intersection Levels of Service

Intersection	Cumulative V/C / LOS	Cumulative + Project V/C / LOS	V/C Increase	Impact
Calle Real/U.S. 101 NB Off-Ramp[1]	8.8 sec/LOS A	8.9 sec/LOS A	N.A.	No
Hollister Ave/U.S. 101 NB On-Ramp[1]	13.6 sec/LOS B	14.3 sec/LOS B	N.A.	No
Hollister Avenue/U.S. 101 SB Ramps[1]	11.3 sec/LOS B	11.4 sec/LOS B	N.A.	No
Hollister Avenue/Ellwood School	0.38/LOS A	0.40/LOS A	0.019	No
Hollister Avenue/S.B. Shores Drive[1]	8.7 sec/LOS A	8.7 sec/LOS A	N.A.	No
Storke Road/Hollister Avenue	0.96/LOS E	0.97/LOS E	0.008	No
Storke Road/U.S. 101 NB Ramps	0.61/LOS B	0.61/LOS B	0.001	No
Storke Road/U.S. 101 SB Ramps	0.52/LOS A	0.52/LOS A	0.002	No
Hollister Avenue/Project Driveway	N.A.	10.4/LOS B	N.A.	No

[1] V/C ratio not applicable for stop-sign controlled intersections. LOS based on average vehicle delay.

Cumulative Impacts Without The Phelps Road Extension

The traffic analysis presented in the Cumulative Impacts section included the extension of Phelps Road from Storke Road to Los Carneros Road. This roadway extension is included in the Circulation Element of the GCP as well as the Goleta Transportation Improvement Plan (GTIP). Given the uncertainty of the funding and timing of the Phelps Road extension, a second cumulative traffic model run was completed without the extension in place. It was determined that the Phelps Road extension would have its greatest effect on the area bounded by Hollister Avenue on the north, Storke Road on the west, El Colegio Road on the south, and Los Carneros Road on the east. The traffic analysis therefore focuses on these corridors.

Roadway Impacts

The operational characteristics of the roadway segments within the study area were analyzed assuming the cumulative + project volumes without the Phelps Road extension. The following text presents the result of the analysis.

Storke Road North of Hollister Avenue. The segment of Storke Road north of Hollister Avenue is forecast to carry 42,000 ADT under cumulative + project conditions without the Phelps Road extension, which exceeds the County/City Acceptable Capacity designation (34,000 ADT). The threshold used to determine cumulative impacts for roadway segments with volumes exceeding Acceptable or Design Capacities is a minimum traffic volume increase of 1%. The project would add 75 ADT to this segment, increasing cumulative volumes by approximately 0.2%. This increase would not result in a significant cumulative impact at this location.

Hollister Avenue West of Storke Road. The four-lane segment of Hollister Avenue west of Storke Road is forecast to carry 31,900 ADT under cumulative + project conditions without the Phelps Road extension. This volume is within the LOS C threshold (LOS C – 34,000 ADT).

Figure 4.12-9

and

Figure 4.12-10

and

Figure 4.12-11

and

Figure 4.12-12

***Storke Road South of Hollister Avenue*.** The four-lane segment of Storke Road south of Hollister Avenue is forecast to carry 24,100 ADT under cumulative + project conditions without the Phelps Road extension. This volume is within the LOS C threshold (LOS C – 34,000 ADT).

Intersection Impacts

Impact Traffic-6: The Storke Road/Hollister Avenue intersection is the one intersection in the study-area that would be affected by not constructing the Phelps Road extension. As shown in Table 4.12-8, the intersection is forecast to operate at LOS E under cumulative + project conditions without the Phelps Road extension. The project would add 0.01 to the V/C ratio, resulting in a *cumulatively significant impact (Class I).*

Table 4.12-8. Cumulative and Cumulative + Project P.M. Peak Hour Intersection Levels of Service – Without Phelps Road Extension

Intersection	Cumulative V/C / LOS	Cumulative + Project V/C / LOS	V/C Increase	Impact
Storke Road/Hollister Avenue	0.95 / LOS E	0.96 / LOS E	0.01	Yes

4.12.3.4 Mitigation Measures

The impact analysis determined that the Comstock Homes Development would generate a project-specific impact the Storke Road/Hollister Avenue intersection. The intersection currently operates at LOS D and the project would exceed the City of Goleta's traffic impact threshold of 15 P.M. PHT. The applicant shall implement one of the following mitigation measures:

Mitigation Traffic-1a. One of the operational constraints at the Storke Road/Hollister Avenue intersection is the lack of a westbound merge lane for the heavy right-turn movement from southbound Storke Road onto westbound Hollister Avenue. Vehicles traveling southbound on Storke Road turning right onto Hollister Avenue are at times delayed at the yield sign waiting for gaps in the westbound traffic stream on Hollister Avenue. These vehicles form queues that back up onto Storke Road and affect the southbound through movements at the traffic signal. Providing a merge lane in front of the service station on this corner of the intersection would allow the vehicles to turn onto Hollister Avenue without being delayed by the through traffic. With this improvement in place, the intersection would operate at LOS C-D (V/C 0.806) with existing + project volumes. This improvement would off-set the project's traffic addition and thus mitigate the impacts of the project.

Mitigation Traffic-1b. The GTIP includes an improvement for the intersection which involves adding a third eastbound left-turn lane. The GTIP improvement would also require adding a third lane on Storke Road northbound from Hollister Avenue to the U.S. 101 southbound ramp intersection. There are currently two northbound lanes on Storke Road and the third lane would be required to accept the traffic from the three eastbound left turn lanes on Hollister Avenue.

Implementation of the third left-turn lane would also require widening of Hollister Avenue adjacent to the Camino Real Marketplace site, which may require additional right-of-way from adjacent properties. The intersection's operation would be improved to LOS C (V/C 0.77) with this improvement.

Mitigation Traffic-1c. The previous GTIP (1997 version) included a project to add a third westbound through lane at the Storke Road/Hollister Avenue intersection. This mitigation would improve the intersection's operation to LOS C (V/C 0.78). The third westbound through lane option at the intersection would require acquisition of right-of-way from developed properties on the north side of Hollister Avenue west of Storke Road (from a gas station and a recently constructed office building), as well as right-of-way from a vacant parcel located east of the intersection.

Plan Requirements and Timing. Prior to issuance of the Land Use Permit, the applicant shall submit a schedule to the City indicating the expected project construction schedule relative to the intersection improvement schedule. Permits shall be issued to allow for concurrent construction of the project and intersection improvements. Occupancy clearance shall not be issued until improvements are fully completed.

Monitoring. The City of Goleta shall check status of intersection improvements prior to issuance of the CDP and prior to occupancy clearance.

Mitigation Traffic 1-d. The applicant shall post a performance security (or utilize another mechanism acceptable to the City of Goleta) and enter into an agreement with the City of Goleta for: a) the implementation of one or more of Mitigations Traffic 1-a, 1-b, or 1-c; and/or b) the analysis of improvement alternatives, engineered design of approved improvement alternatives, and/or construction of approved improvement alternatives. The applicant's financial obligation under this requirement shall not exceed $1 million.

Plan Requirements and Timing. The performance security (or other mechanism acceptable to the City of Goleta) and the agreement shall be provided/recorded prior to recordation of the Comstock Homes tract map. The performance security (or other mechanism acceptable to the City of Goleta) shall be posted for a period of seven (7) years.

Monitoring. The City of Goleta shall ensure posting of performance security (or other mechanism acceptable to the City of Goleta) and recordation of the agreement prior to recordation of the Comstock Homes tract map. The City of Goleta shall also ensure compliance with a) and/or b) above, within seven (7) years of recordation of the Comstock Homes tract map or shall release the applicant from further obligation.

Mitigation Traffic-2. The project will be required to provide frontage improvements along Hollister Avenue, including the installation of a westbound left turn pocket with a minimum length of 150 feet (including all appropriate eastbound and westbound through land transitions) at the project driveway. City staff has indicated that the frontage improvements along Hollister

Avenue will need to be designed to accommodate a total street right-of-way of 104 feet. The street section will have the southerly curb and gutter and sidewalk set at approximately 39 feet off the centerline of Hollister Avenue. The ultimate section would include a minimum half width cross section of 6-foot meandering sidewalk within the 11-foot curb and sidewalk, 8-foot bike lane, two 12-foot travel lanes, and a median or center turn half pocket of 7 feet (for a total turn pocket width of 14 feet). The sidewalk area should have tree wells and trees at the back of the curb where there is a void of existing trees. Street lighting will also be required at 250-foot intervals or at intersections and mid-block at a minimum. A bus stop will need to be sited west of the Ellwood School and proposed parking lot intersection.

Plan Requirements and Timing. Prior to issuance of a CDP, the applicant shall submit a schedule to the City of Goleta indicating the expected project construction schedule relative to the roadway improvement schedule. Permits shall be issued to allow for concurrent construction of the project and roadway improvements. Occupancy clearance shall not be issued until improvements are fully completed.

Monitoring. The City of Goleta shall check status of roadway improvements prior to issuance of the CDP and prior to occupancy clearance.

The 40-space parking lot that is proposed south of Hollister Avenue as part of the Ellwood Mesa Open Space Plan would generate a net increase of 4 to 5 trips during the P.M. peak hour period. This level of traffic could not trigger impacts at the area roadways and intersections based on the applied thresholds. Therefore, no project-specific mitigation measures are required for this component of the project.

Mitigation Traffic-3. Access to the proposed 40-space parking lot is proposed on Hollister Avenue directly opposite the Ellwood School entrance driveway. The addition of a southern leg to the existing signalized Hollister Avenue/Ellwood School intersection would result in the reconfiguration of the intersection and modification of the signal. City staff has indicated that the parking lot driveway connection should be aligned with the Ellwood School entrance driveway and a new westbound left turn pocket with a minimum length of 150 feet should be installed on Hollister Avenue. An encroachment permit will be required from the City for the frontage improvements along Hollister Avenue adjacent to the site.

Plan Requirements and Timing. Prior to issuance of a CDP, the applicant shall submit a schedule to the City of Goleta indicating the expected project construction schedule relative to the roadway improvement schedule. Permits shall be issued to allow for concurrent construction of the project and roadway improvements. Occupancy clearance shall not be issued until improvements are fully completed.

Monitoring. The City of Goleta shall check status of roadway improvements prior to issuance of the CDP and prior to occupancy clearance.

Mitigation Traffic-4. A Traffic Management Plan (TMP) will also be required to minimize construction impacts on motorists, pedestrians and bicyclist using Hollister Avenue during the construction period. The TMP will include traffic handling features according to City requirements. Constructing the frontage improvements along Hollister Avenue during the summer period, when the adjacent Ellwood School is not in session, would minimize impacts to the school.

Plan Requirements and Timing. Prior to issuance of a CDP, the applicant shall submit a TMP to the City of Goleta for review and approval.

Monitoring. The City of Goleta shall check status to verify compliance with TMP provisions during construction.

4.12.3.5 Residual Impacts

The proposed Comstock Homes residential development project would result in a potentially significant project-specific impact at Storke Road/Hollister Avenue intersection. Three improvement options are identified (Mitigation Traffic 1-a, 1-b, and 1-c). These potential intersection improvements are not programmed at this time and are unfunded.

Improving the level of service at this intersection would require additional analysis of options previously identified by the County as part of the Goleta Transportation Improvement Plan (GTIP, 1997/1999), as well as other alternatives. The City of Goleta is reviewing adequacy of proposed improvements as well as possible alternative improvements as part of its ongoing General Plan process. Once the appropriate improvement or combination of improvements is identified, total costs (including acquisition of any right-of-way) and timing of implementation would need to be determined. Preliminarily, it appears that costs could be approximately $3 million for improvements that have been previously identified (Mitigations Traffic 1-a, 1-b, and 1-c). Costs of alternative improvements are unknown a this time but could be as high as $12 million in the event of extensive right-of-way acquisition. Implementation could take as long as approximately 7 years (2011).

The project's obligation to lessen the potentially significant project-specific impact could include full payment for one of the identified Mitigations Traffic 1-a, 1-b, or 1-c or a partial contribution to a more comprehensive improvement as described in Mitigation Traffic 1-d, the scope of which is yet to be defined.

Actual completion of necessary improvements described above would not occur prior to occupancy of the proposed development project and, therefore, only partial mitigation is considered to be available at this time. As a result, project-specific impacts at the Storke Road/Hollister Avenue intersection remain significant and unavoidable (Class I).

All other potentially significant project-specific impacts would be satisfactorily mitigated below the level of significance through implementation of Mitigation Traffic-2, -3, and -4.

Cumulatively significant impacts are considered satisfactorily mitigated below the level of significance through payment of development impact fees (CEQA Guidelines Section 15130[a][3]). Transportation fees are currently $9,959/single family unit and the estimated fee amount is $776,802. The exact fee amount would be determined at the time of map recordation and would be based on the fee schedule in effect when paid.