

CHAPTER IV. A
Transportation

1 **1. Environmental Setting**

2 The following information is provided in accordance with CEQA Guidelines Section 15125. By
3 describing existing regulations already applicable to the project, the information presented in
4 this section helps focus the “Discussion of Significant Effects” on those environmental aspects of
5 the project which are not resolved by existing regulations. Associated Transportation Engineers
6 (ATE) was responsible for preparing the transportation and traffic analyses for the City of Santa
7 Maria. The complete transportation and traffic technical appendix is included as EIR Appendix
8 B.

9 **a. Study Area for Project-Specific Impacts**

10 The study area for project-specific transportation and traffic impacts is bounded by the City of
11 Santa Maria and vicinity (i.e., the adjacent unincorporated areas of Santa Barbara County,
12 including Orcutt) (see Figure II-1). The study area was determined in consultation with the City
13 of Santa Maria Public Works Department, and was refined in discussions with the County of
14 Santa Barbara and Caltrans, including circulation of the NOP and consideration of responses.

15 **b. Study Area for Cumulative Impacts**

16 For the purposes of this analysis, the cumulative impact study area is the region identified as
17 the Santa Maria Area in the Santa Barbara County Association of Governments Congestion
18 Management Plan Map 10, North County CMP System Roadway (SBCAG 2003). These are
19 discussed under Potential Effect TRANS-5.

20 **c. Existing Physical Conditions in the Study Area(s)**

21 *i. Street Network*

22 The circulation system serving the project site consists of regional highways, arterial streets (i.e., a
23 major road used for through traffic), and collector streets (i.e., a street that connects neighborhood
24 traffic to the major arterial street system). The primary components of this street network are listed
25 below and described in Appendix B, pages 1-5 and illustrated on Appendix B, Figure 1.

- 26 • *U.S. Highway 101*: approximately 0.75 miles east of the project site.
- 27 • *State Route 135*: directly east of the project site.
- 28 • *Skyway Drive*: directly south of the project site.
- 29 • *Auto Park Drive*: directly west of the project site. The project description includes
30 renaming this roadway to Lakeview Promenade Drive (see Figure II-3).
- 31 • *Mercury Drive*: directly north of the project site. The project description includes
32 renaming this roadway to Villa Drive (see Figure II-3).
- 33 • *Orcutt Road*: extending north-south, parallel and adjacent to the east side of State Route
34 135.

- 1 • *Betteravia Road:* extending east-west and located approximately 1.75 miles north of the
2 project site.
- 3 • *Blosser Road:* extending north-south beginning 1.25 miles northwest of the project site.
- 4 • *McCoy Lane:* extending east-west and located approximately 1.25 miles north of the
5 project site.
- 6 • *Santa Maria Way:* extending southeast-northwest and located approximately 1.0 mile
7 north and east of the project site.
- 8 • *Bradley Road - College Drive.* extending north-south beginning approximately 0.65 miles
9 east of the project site.
- 10 • *Foster Road:* extending east-west and located approximately 0.85 miles south of the
11 project site.
- 12 • *Goodwin Road:* extending east-west and located approximately 0.65 miles northeast of
13 the project site.

14 *ii. Study-Area Analysis*

15 Traffic flow on street networks is most constrained at intersections. “Levels of Service” (LOS) A
16 through F are used to rate intersection operations, with LOS “A” indicating very good free-flow
17 operation and LOS “F” indicating poor, congested operation (see Appendix E for more
18 complete definitions). The LOS is based on measuring the degree to which vehicles must wait
19 (the “delay”) to cross the intersection.

20 Existing P.M. peak hour traffic volumes for the study-area intersections were obtained from
21 counts conducted in January, 2007 and in January 2008 for this study and data on file at ATE
22 (see Appendix B- Technical Appendix for count data). Existing traffic control, jurisdiction, and
23 levels of service for the study-area intersections are presented in Table IVA-1 (calculation
24 worksheets are contained in the Technical Appendix of Appendix B).

25 Most of the study-area intersections are located within the City of Santa Maria, while a few are
26 located within the adjacent unincorporated County of Santa Barbara area. The following
27 intersections along State Route 135 and US 101 fall under the Congestion Management Plan
28 (CMP) developed by the Santa Barbara Association of Governments (SBCAG):

- 29 • Betteravia Road/Blosser Road - Skyway Drive
- 30 • State Route 135/Skyway Drive - Lakeview Road
- 31 • Lakeview Road/Bradley Road
- 32 • Bradley Road-College Drive/Santa Maria Way
- 33 • State Route 135/Foster Road

1 Following an agreement among the City of Santa Maria, County of Santa Barbara Public Works
 2 Department, Transportation Division (County Association of Governments), and Caltrans in
 3 2002 (SBCAG 2002), signalized intersection levels of service were calculated using the
 4 "Intersection Capacity Utilization" (ICU) methodology. Unsignalized intersections' LOS were
 5 calculated using the methodology outlined in the Highway Capacity Manual (HCM)
 6 (Transportation Research Board, 2000).

7 **Table IVA-1 Existing P.M. Peak Hour Levels of Service**

Intersection	Control	Jurisdiction	P.M. Peak Hour ICU or Delay / LOS
Betteravia Road/Skyway Drive-Blosser Road	Signal	City	0.73/LOS C
Skyway Drive/McCoy Lane	Signal	City	0.63/LOS B
State Route 135/Goodwin Road	Signal	City	0.52/LOS A
Skyway Drive/Auto Park Drive (a)	Stop	City	13.3 sec./LOS B
State Route 135/Skyway-Lakeview Road	Signal	City/County	0.66/LOS B
Lakeview Road/Orcutt Road (b)	Stop	County	NA/LOS B
Lakeview Road/Bradley Road	Signal	County	0.73/LOS C
Bradley Road/Santa Maria Way	Signal	County	0.66/LOS B
U.S. 101 SB Ramps/Santa Maria Way (a)	Stop	County	11.6 sec./LOS B
U.S. 101 NB Ramps/Santa Maria Way (a)	Stop	County	10.2 sec./LOS B
State Route 135/Foster Road	Signal	City/County	0.77/LOS C

(a) Stop controlled intersection levels of service based on average delay per vehicle in seconds.

(b) Unsignalized Intersection operation is dependant on operations at adjacent SR 135/Skyway signalized intersection.

8 The data presented in Table IVA-1 shows that all of the study-area intersections currently
 9 operate at LOS C or better, which meets the City of Santa Maria and County of Santa Barbara
 10 standards.

11 **iii. Afternoon Traffic Analysis**

12 There are five schools located in the vicinity of the project site (Righetti High School, St. Joseph
 13 High School, Lakeview Junior High, Pacific Christian, and Joe Nightingale Elementary) that
 14 affect traffic flows during the mid-afternoon period. To adequately assess potential project
 15 effects on school activities, and to properly respond to public comment letters in response to the
 16 project EIR Notice of Preparation, traffic counts capturing traffic volumes during the periods
 17 when students are released were conducted in March 2007 from 2:00 P.M. to 4:00 P.M. to (count
 18 data contained in Appendix B). It is standard and acceptable practice within the City of Santa

1 Maria, according to City Transportation Engineer Rodger Olds, to analyze an intersection
 2 condition over an hour timeframe or longer; while an intersection may be congested for a 10 to
 3 15 minute time frame, the average operation of the intersection over an hour may be acceptable
 4 (personal communication, Rodger Olds 2008). Intersection LOS for the study-area intersections
 5 for the afternoon peak hour are illustrated Table IVA-2. The corresponding P.M. peak hour
 6 intersection LOS is provided for comparison.

7 **Table IVA-2 Existing Afternoon Peak Hour Levels of Service**

Intersection	Afternoon Peak Hour (Delay/LOS)	P.M. Peak Hour (Delay/LOS)
State Route 135/Skyway-Lakeview Road	0.65/LOS B	0.66/LOS B
Lakeview Road/Orcutt Road (a)	NA/LOS B	NA /LOS B
Lakeview Road/Bradley Road	0.63/LOS B	0.73/LOS C
Bradley Road/Santa Maria Way	0.65/LOS B	0.66/LOS B
State Route 135/Foster Road	0.70/LOS B	0.77/LOS C

(a) Unsignalized Intersection operation is dependant on operations at adjacent SR 135/Skyway signalized intersection.

8 The data presented in Table IVA-2 show that all of the intersections operate at LOS B during the
 9 Afternoon peak hour, which meets City and County standards. The table also shows that the
 10 intersections operate better during the Afternoon peak hour when compared to the P.M. peak
 11 period.

12 *iv. Pedestrian/Bicycle Facilities*

13 The following information on pedestrian and bicycle use is provided as this type of activity is
 14 associated with the five schools located in the vicinity of the project site, and addresses public
 15 comment letters in response to the project EIR Notice of Preparation. Lakeview Road includes
 16 6-foot bike lanes on both sides from Orcutt Road to Bradley Road, with an 8-foot parking lane
 17 on the south side of the road between Marvin Street and Hillview Road. Sidewalks exist on
 18 both sides of Lakeview Road from Orcutt Road to about 135 feet west of Marvin Street, on the
 19 south side of the road adjacent to Lakeview Court, and on both sides of the road from Hillview
 20 Road to Bradley Road (see Appendix B, Figure 10).

21 ATE completed pedestrian/bicycle surveys within the Lakeview Road corridor during the peak
 22 periods at the beginning of the school day and the end of the school day during a regular school
 23 week in January, 2008 The field observations found that the pedestrian/bicycle activity is
 24 concentrated near the west end of the corridor between Orcutt Road and Lindalee Street. The
 25 pedestrians-bicyclists observed were predominantly heading to and from the Lakeview Junior
 26 High School. There were a few adult pedestrians-bicyclists observed during the morning and
 27 afternoon peak periods. No elementary-age students were observed crossing Lakeview Road
 28 during the morning and afternoon school periods. The southern boundary for the Joe
 29 Nightingale Elementary School is Lakeview Road and the northern boundary for the Alice

1 Shaw Elementary School is Lakeview Road. Thus, these elementary students do not need to
2 cross Lakeview Road on their way to and from their schools

3 The majority of junior high students used the crosswalk at the Marvin Street intersection. This
4 crossing is marked as a school crosswalk, identified with yellow paint and fluorescent yellow-
5 green advanced warning signs.

6 *v. Accident Data*

7 Caltrans provided accident data for the State Route 135/Skyway Drive-Lakeview Road
8 intersection and the County of Santa Barbara provided accident data for the Lakeview Road
9 segment between SR 135 and Bradley Road. These were analyzed to determine existing rates of
10 accidents within the project site vicinity.

11 *i. State Route 135/Skyway-Lakeview Road*

12 The available Caltrans accident data for the State Route 135/Skyway Drive-Lakeview Road
13 intersection includes the 3-year period from July 1, 2003 through June 30, 2006. There were a
14 total of 28 accidents at the intersection during the 3-year period, with 9 injury accidents and 1
15 fatality. This accident history is below what Caltrans' considers a "High Accident Concentration
16 Location" level ("High Accident Concentration Locations" are locations where the accident rate
17 is significant and flagged as requiring investigation). Caltrans considers that "High Accident
18 Concentration Locations" are not identified by a defined number of accidents, but generally are
19 defined by an intersection or roadway segment that has an accident rate of 3 to 4 times the state
20 average (personal communication, Rodger Olds 2008). The overall accident rate for the
21 intersection is 0.60 per million entering vehicles, which is about equal to the State average of
22 0.58 per million entering vehicles for similar type intersections.

23 *ii. Lakeview Road Corridor*

24 The available County accident data for the Lakeview Road corridor includes the 5-year and 1
25 month period from November 1, 2002 through November 30, 2007. A total of 65 accidents
26 occurred during the period. There were 20 injury accidents (amounting to 30.7 percent of all
27 reported accidents), which is lower than the State average of 40.5 percent of all reported
28 accidents. No fatalities resulting from accidents were reported, while the State average is 0.4
29 percent of all reported accidents. Most of the accidents were broadside or rear-end collisions
30 related to turning movements at the local street intersections along the corridor. Two of the 65
31 reported accidents involved pedestrians. (In 2003, a pedestrian was hit while crossing
32 Lakeview Road about 25 feet west of Bradley Road, which is outside of the painted crosswalk at
33 the Bradley Road intersection. The accident records do not provide any details of this incident.
34 In 2004, a pedestrian was hit while crossing Lakeview Road about 23 feet east of Orcutt Road.
35 The accident record notes that the pedestrian was crossing illegally from the north side to the
36 south side when struck by an eastbound vehicle.) The accident rate for the corridor is 4.49 per
37 million vehicle miles, which is higher than the State average of 3.05 per million vehicle miles for
38 similar type facilities.

1 *iii. Lakeview Road Analysis*

2 The following information is provided given that some roadway segments within the Area of
3 Direct Impacts are outside the City of Santa Maria's jurisdiction, and address concerns
4 identified in public comment letters in response to the project EIR Notice of Preparation.

5 The segment of Lakeview Road between State Route 135 and Bradley Road is located within the
6 County of Santa Barbara, and is classified as an S-1 roadway (Secondary Roadway). The
7 segment immediately east of Orcutt Road carries 11,200 ADT. As defined in the County
8 General Plan Circulation Element, this level of traffic exceeds the County's Secondary Roadway
9 "Acceptable Capacity", but it does not exceed the County's roadway "Design Capacity." The
10 segment immediately west of Hillview Road carries 12,400 ADT, which exceeds the Circulation
11 Element Design Capacity.

12 **d. Project Design Elements that Reduce Transportation and Traffic Impacts**

13 The proposed project entails a mixed-use development which would blend residential,
14 commercial, retail, and recreational uses. Close proximity of such uses facilitates a decrease in
15 the number of trips associated with proposed project residents undertaking shopping activities.
16 Residents of the Lakeview Promenade condominiums would have the option to walk short
17 distances instead of using a car to access restaurants, retail stores, a fitness center, and a movie
18 theater. Individuals visiting the Lakeview Promenade residents would also be presented with
19 an array of goods and services located at a single destination, therefore reducing the amount of
20 potential vehicle trips in the project vicinity.

21 Development of commercial uses within the Lakeview Promenade project, as well as its location
22 adjacent to commercial and industrial land use designations, would help to reduce automobile
23 trips overall, consistent with the City of Santa Maria Resources Management Element Goal 2 -
24 Air Quality (City of Santa Maria, 1996).

25 Other proposed amenities to enhance alternative transportation modes would include a new
26 Santa Maria Area Transit (SMAT) bus stop, turnout, and connecting sidewalk west of the
27 Lakeview Promenade/Skyway Drive intersection, on the north side (westbound) of Skyway
28 Drive.

29 **e. Adopted Policies and Regulations that Reduce Transportation and Traffic Impacts**

30 The City of Santa Maria General Plan Circulation Element (City of Santa Maria, 1999) includes
31 the following policies intended to avoid traffic impacts:

- 32 • Develop access standards regarding new driveways and other encroachments to arterial
33 and collector streets so as to minimize conflicts that are detrimental to safe and efficient
34 operating conditions (Policy C1.b.);
- 35 • Promote the use of alternative transportation modes such as transit, bicycle, pedestrian,
36 airplane, and light rail to relieve traffic congestion and improve air quality (Policy
37 C.6.a.1.b.);

- 1 • Discretionary development shall be conditioned, where feasible, to minimize traffic
2 impacts by incorporating bicycle and pedestrian paths and those support facilities (e.g.
3 as bicycle lockers and showers), ridesharing programs, and transit improvements (bus
4 turnouts, shelters, and benches) into the project design (Policy C.6.a.2).
- 5 • Provide safe, efficient and convenient streets for the use of pedestrians and cyclists
6 throughout the City, and where possible, provide separate bikeway access to major
7 destinations (e.g. schools, parks, and commercial and employment centers) to assure
8 safety (Policy C.6.c.2).
- 9 • Locate multi-purpose trails on exclusive lanes physically separated from automobiles.
10 Where separate bike facilities cannot be provided, the bikeway shall be designated with
11 lane striping and signing for the protection of both cyclists and motorists (Policy C.6.c.3).

12 The City of Santa Maria has adopted a Capital Improvement Program fee program to fund the
13 future street network improvements that are required to accommodate General Plan buildout.
14 Like any other proposed development, the Lakeview Promenade project would be required to
15 contribute to the fee program to offset its potential contribution to incremental cumulative
16 impacts on the City’s transportation network.

17 **2. Consideration and Discussion of Significant Environmental Effects**

18 The following information is provided in accordance with Section 15126.2 of the CEQA
19 Guidelines.

20 *a. Environmental Considerations Suggested in CEQA*

21 Appendix G of the CEQA Guidelines suggests that a development project could have a
22 significant effect on Transportation/Traffic, if the project would result in the following
23 situations:

- 24 (1) Cause an increase in traffic which is substantial in relation to the existing traffic
25 load and capacity of the street system (i.e., result in a substantial increase in
26 either the number of vehicle trips, the volume to capacity ratio on roads, or
27 congestion at intersections)?
- 28 (2) Exceed, either individually or cumulatively, a level of service standard
29 established by the county congestion management agency for designated roads
30 or highways?
- 31 (3) Result in a change in air traffic patterns, including either an increase in traffic
32 levels or a change in location that results in substantial safety risks?
- 33 (4) Substantially increase hazards due to a design feature (e.g., sharp curves or
34 dangerous intersections) or incompatible uses (e.g., farm equipment)?
- 35 (5) Result in inadequate emergency access?

- 1 (6) Result in inadequate parking capacity?
- 2 (7) Conflict with adopted policies, plans, or programs supporting alternative
- 3 transportation (e.g., bus turnouts, bicycle racks)?

4 ***b. Rationale for Establishing Local Thresholds***

5 Local significance thresholds to evaluate transportation impacts are based on policies identified in
6 the City of Santa Maria Circulation Element of the General Plan that considers LOS D
7 acceptable for roadways and signalized intersections, with mitigation measures required for
8 operations in the LOS E and LOS F ranges. The thresholds also address a set of standards used
9 to assess the impacts of land use decisions made by local jurisdictions on regional
10 transportation facilities located within the Congestion Management Program (CMP) roadway
11 system developed by the Santa Barbara County Association of Governments (SBCAG). Finally,
12 the thresholds address specific safety concerns related to increased project vehicular traffic
13 potentially affecting existing bicycle and pedestrian traffic associated with the five public
14 schools in the vicinity, as expressed in public comment letters in response to the EIR Notice of
15 Preparation. Although the City of Santa Maria, as lead agency, has jurisdiction over streets and
16 intersections within the urban boundary, thresholds and guidelines are also maintained by the
17 County of Santa Barbara that regulate infrastructure in the unincorporated areas west, north,
18 east, and southeast of the proposed project site (see Figure II-2).

19 The project Initial Study (Appendix A) determined that proposed project development would
20 not result in the exceedance of the following threshold criteria, and therefore these are not
21 discussed further:

- 22 - Result in a change in air traffic patterns, including either an increase in traffic
- 23 levels or a change in location that results in substantial safety risks?

24 *Response: The project would not affect Santa Maria Public Airport air traffic or the*
25 *location of flight paths.*

- 26 - Would the project result in inadequate emergency access?

27 *Response: Residential streets would be designed according to City standards requiring*
28 *provisions for adequate emergency vehicle access and parking.*

- 29 - Would the project result in inadequate parking capacity?

30 *Response: Future residential and commercial buildout would be designed to provide*
31 *parking spaces consistent with the City's Zoning Ordinance Title 12, Chapter 12-32.03*
32 *parking standards.*

- 33 - Would the project conflict with adopted policies, plans, or programs supporting
- 34 alternative transportation (e.g., bus turnouts, bicycle racks)?

35 *Response: The proposed project would not conflict with City policies promoting*
36 *alternative modes of transportation. Final project design would be required to improve*
37 *sidewalks on Skyway Drive, the proposed Lakeview Promenade Drive, and the proposed*
38 *Villa Drive. A bus turnout is proposed west of the project site on Skyway Drive.*

1 *c. Thresholds of Significance Established in this EIR*

2 Applicable CEQA Appendix G, Environmental Checklist thresholds of significance are refined
 3 as appropriate to address the specific local criteria defined in 2.b., above. Although the City of
 4 Santa Maria, as lead agency, has jurisdiction over streets and intersections within the urban
 5 boundary, the following thresholds and guidelines also reference those maintained by the
 6 County of Santa Barbara that regulate infrastructure in the unincorporated areas west, north,
 7 east, and southeast of the proposed project site (see Figure II-2).

8 The project would produce a significant impact on transportation if it would exceed any one of
 9 the following thresholds:

10 **TRANS-1** Cause an increase in traffic or congestion at intersections or roadways for
 11 any intersection or roadway operating at LOS D, where project-added
 12 traffic results in a LOS E or worse.

13 **TRANS-2** Exceed, either individually or cumulatively, the following level of service
 14 standards established by the Santa Barbara County Association of
 15 Governments (SBCAG) as defined in the Congestion Management
 16 Program (CMP).

- 17 1. For any roadway or intersection operating at LOS A or B, a
 18 decrease of two levels of service resulting from the addition of
 19 project-generated traffic.
- 20 2. For any roadway or intersection operating at LOS C, project-
 21 added traffic that results in a LOS D or worse.
- 22 3. For intersections within the CMP system with existing congestion,
 23 the following table defines significant impact thresholds.

<i>Level of Service</i>	<i>Project-Added Peak Hour Trips</i>
LOS D	20
LOS E	10
LOS F	10

- 24
- 25 4. For freeway or highway segments with existing congestion, the
 26 following defines significant impact thresholds.

<i>Level of Service</i>	<i>Project-Added Peak Hour Trips</i>
LOS D	100
LOS E	50
LOS F	50

27

1 The County has adopted Circulation Element policies for roadways within the Orcutt
2 Community Plan area (Santa Barbara County Planning and Development 1997). The Orcutt
3 Community Plan defines the "Acceptable Capacity" for S-1 roadways at 9,300 ADT and the
4 "Design Capacity" at 11,600 ADT.

5 Orcutt Community Plan Circulation Element Policy C.4 (Consistency Standards for Secondary
6 Roadways) states, "For Secondary roadway segments where the Estimated Future Volume
7 exceeds the Acceptable Capacity, a project is consistent with this section of the Community Plan
8 if: 1) the project generated 100 ADT or less, or 2) if the project provides a contribution toward an
9 alternative transportation project (as identified in the Orcutt Transportation Improvement Plan)
10 that is deemed to offset the effects of project-generated traffic."

11 *d. Significant Direct Impacts*

12 **Potential Effect TRANS-1:** *The proposed project would generate additional vehicle trips during*
13 *the P.M. peak hour that would degrade the Skyway Drive/Auto Park Drive intersection below*
14 *LOS D.*

15 As the project is a mixed-use development containing residential and commercial uses, it is
16 anticipated that residents at the site would patronize the on-site businesses. Therefore, a mixed-
17 use factor of 10%, consistent with approved City of Santa Maria Public Works Department
18 protocol (personal communication, Rodger Olds 2007) was applied to the residential units to
19 account for the internal breakdown of trips between the residential and commercial land uses of
20 the project. Table IVA-3 shows the estimated project-generated trips, taking into account pass-
21 by and mixed-use reduction factors.

22 Table IVA-3 shows that the project is forecast to generate a total of 6,047 average daily trips and
23 491 P.M. peak hour trips. Of these trips, 5,491 ADT and 446 peak hour trips would be primary
24 trips, and 556 ADT and 45 P.M. peak hour trips would be pass-by trips.

25 Levels of service were calculated for the project area intersections assuming the Existing +
26 Project p.m. peak hour traffic volumes (see Appendix C, Figure 5). Table IVA-4 presents the
27 results of the calculations and identifies the significance of project added traffic based on City
28 thresholds.

1

Table IVA-3 Project Trip Generation Estimates

Land Use	Size	ADT		P.M. Peak Hour	
		Rate	Trips	Rate	Trips
Restaurant	15,000 SF	127.15	1,526 a	10.92	131a
Theater	250 seats	1.76	440	0.07	18
Specialty Retail	40,000 SF	43.72	1,574 b	2.94	106 b
Health/Fitness Club	16,000 SF	32.93	527	4.05	65
Condos	270 units	5.86	1,424 c	0.52	126 c
<i>Primary Trips</i>			5,491		446
<i>Pass-By Trips</i>			556		45
Total Trips			6,047		491

- a) Assumes 20% Pass-By Factor Reduction
- b) Assumes 10% Pass-By Factor Reduction
- c) Assumes 10% Mixed-Use Factor Reduction

2 The data presented in Table IVA-4 indicate that most of the study-area intersections would
 3 operate at LOS C or better during the P.M. peak hour with Existing + Project traffic volumes.
 4 The proposed project would generate additional vehicular trips that would have a significant
 5 project-specific impact at the Skyway Drive/Auto Park Drive intersection. As identified in
 6 Table IVA-4, the Skyway Drive/Auto Park Drive intersection currently operates at LOS B
 7 during the p.m. peak hour period. The addition of project traffic would degrade operations to
 8 LOS E. The LOS for this intersection with the addition of project generated traffic would exceed
 9 the City’s LOS D standard.

10 Proposed project traffic would not reduce any intersections within the unincorporated Santa
 11 Barbara area to below LOS C, such that there would be no significant impacts relative to County
 12 standards.

13 Due to the presence of five schools in the project vicinity, the proposed project’s potential effects
 14 on intersection level of service during the afternoon when students would be released from
 15 schools was assessed. Trip generation rates were developed for the project for this time,
 16 between 3:15 and 4:00 p.m., (i.e., when instruction at Lakeview Junior High School closest to the
 17 project site ends), using standard professional transportation engineering protocol, including
 18 Caltrans Traffic Studies (see Appendix B). Table IVA-5 compares Existing and Existing +
 19 Project intersection levels of service for the Afternoon peak hour, and identifies impacts where
 20 applicable.

1 **Table IVA-4 Existing and Existing + Project P.M. Peak Hour Levels of Service**

Intersection	ICU or Delay / LOS		Impact?
	Existing	Existing+Project	
Betteravia Road/Skyway Drive-Blosser Road	0.73/LOS C	0.73/LOS C	No
Skyway Drive/McCoy Lane	0.63/LOS B	0.64/LOS B	No
State Route 135/Goodwin Road	0.52/LOS A	0.54/LOS A	No
Skyway Drive/ Auto Park Drive (a)	13.3 sec./LOS B	49.8 sec./LOS E	Yes
State Route 135/Skyway-Lakeview Road	0.66/LOS B	0.68/LOS B	No
Lakeview Road/Orcutt Road (b)	NA/LOS B	NA/LOS B	No
Lakeview Road/Bradley Road	0.73/LOS C	0.77/LOS C	No
Bradley Road/Santa Maria Way	0.66/LOS B	0.69/LOS B	No
U.S. 101 SB Ramps/Santa Maria Way (a)	11.6 sec./LOS B	11.9 sec./LOS B	No
U.S. 101 NB Ramps/Santa Maria Way (a)	10.2 sec./LOS B	10.2 sec./LOS B	No
State Route 135/Foster	0.77/LOS C	0.79/LOS C	No

2 The data in Table IVA-5 shows that the study-area intersections are forecast to operate at LOS C
 3 or better during the Afternoon peak hour with Existing + Project traffic volumes. The project
 4 would not generate significant impacts based on City and County standards.

5 **Table IVA-5. Existing + Project Afternoon Peak Hour Levels Of Service**

Intersection	ICU or Delay / LOS		Impact?
	Existing	Existing+Project	
State Route 135/Skyway-Lakeview Road	0.65/LOS B	0.68/LOS B	No
Lakeview Road/Orcutt Road (a)	NA/LOS B	NA/LOS B	No
Lakeview Road/Bradley Road	0.63/LOS B	0.67/LOS B	No
Bradley Road/Santa Maria Way	0.65/LOS B	0.67/LOS B	No
State Route 135/Foster Road	0.70/LOS B	0.72/LOS C	No

(a) Unsignalized Intersection operation is dependant on operations at adjacent SR 135/Skyway signalized intersection.

6 **Conclusion:** The proposed project’s potential effect on the Skyway Drive/Auto Park Drive intersection
 7 during the peak P.M. hour would be potentially significant. Imposition of Mitigation Measure TRANS-1
 8 would reduce this impact to less than significant.

9 The following analysis addresses the Santa Barbara County/Orcutt Community Plan Policies
 10 relative to additional project roadway impacts.

1 The Lakeview Promenade Project would add 1,540 ADT to Lakeview Road between State Route
2 135 and Bradley Road. As this additional traffic exceeds 100 ADT and the Lakeview Road
3 segment already exceeds its "Acceptable Capacity" the project would be potentially inconsistent
4 with the County's Orcutt Community Plan Circulation Element Policy C.4 unless the project
5 provides a contribution toward an alternative transportation project (as identified in the Orcutt
6 Transportation Improvement Plan) that is deemed to offset the effects of project-generated
7 traffic.

8 **Potential Effect TRANS-2:** *Proposed project traffic would add 46 peak hour trips to the*
9 *Betteravia Road/Skyway Drive intersection that would operate at LOS D under Project +*
10 *Cumulative conditions, exceeding SBCAG CMP level of service standards.*

11 Most of the CMP intersections are forecast to operate at LOS C or better under Existing + Project
12 and Cumulative + Project conditions. The Betteravia Road/Skyway Road intersection is forecast
13 to operate at LOS D under Cumulative + Project conditions. The project is forecast to add 46
14 peak hour trips to the intersection. This is a *potentially significant* impact based on CMP criteria.

15 A Deficiency Plan has been prepared by the City of Santa Maria for this intersection. The plan
16 shows that Betteravia Road will be widened to six lanes, a second left-turn lane will be added to
17 the southbound approach, and a right-turn lane will be added to the northbound approach.
18 These improvements would provide LOS B (ICU 0.66) under the Cumulative +Project scenario.

19 U.S. Highway 101 currently operates at LOS C or better within the Santa Maria area according
20 to the CMP monitoring report (SBCAG, 2006). U.S. Highway 101 is currently being widened to
21 six lanes from the Santa Maria River Bridge on the north to the Santa Maria Way interchange on
22 the south. This improvement will result in LOS C or better under Existing + Project and
23 Cumulative + Project conditions. The project would not generate impacts to the CMP freeway
24 segments in the study-area.

25 **Conclusion:** *The proposed project's contribution to the Betteravia Road/Skyway Road intersection*
26 *under Cumulative + Project conditions would be potentially significant. This impact would be reduced*
27 *to less than significant with imposition of City of Santa Maria Deficiency Plan improvements.*

28 **Potential Effect TRANS-3:** *The proposed project's driveways, turn pockets, and median*
29 *modifications would adequately provide site access and accommodate project-generated traffic*
30 *in the vicinity of the State Route 135/Skyway Drive intersection*

31 Access to the site is proposed via five driveways; one on Skyway Drive, one on Auto Park
32 Drive, and three on Mercury Drive. The two existing driveways on Skyway Drive would be
33 consolidated into one driveway in the center of the site as part of the project. Skyway Drive
34 would be widened at the driveway to provide a westbound right-turn lane into the project
35 driveway. In addition, the center median on Skyway Road would be modified to provide a
36 turn pocket for eastbound left turns into the project driveway. The modified median would
37 allow left-turns to enter the site, while prohibiting left-turns from exiting the site.

38 A driveway located on Skyway Drive would serve as the primary access to the commercial uses
39 of the project. The proposed driveway configuration would allow vehicular left-turns to enter
40 the project site, and would restrict left-turns from exiting the site.

1 The signal at the State Route 135/Skyway Drive intersection would provide adequate gaps in
2 the Skyway Drive traffic stream to allow the left turns from eastbound Skyway Drive to enter
3 the site. The inbound left turns would experience an average delay of 9.4 seconds (LOS A)
4 during the P.M. peak hour under Cumulative + Project conditions. The maximum queue is
5 forecast at 2 vehicles, which would be accommodated by the 140-foot left-turn bay.

6 The median modifications would result in a longer pocket for the eastbound Skyway Drive left
7 turns at State Route 135. The existing pocket includes about 145 feet of storage, whereas the
8 modifications shown on the site plan result in about 200 feet of storage (see Appendix B, Figure
9 7).

10 Proposed median modifications would result in a shorter pocket for the westbound Skyway
11 Drive left turns at the road south of Skyway Drive opposite Lakeview Promenade Drive (Auto
12 Park Road). The existing pocket provides about 180 feet of storage and the Lakeview
13 Promenade site plan shows that the pocket would be reduced to about 100 feet of storage. The
14 roadway on the south side serves agricultural operations, and traffic movements to/from this
15 use are low. The shorter pocket would be adequate for the peak hour left turn movements
16 forecast under the Cumulative + Project scenario (Cumulative scenario assumes agricultural
17 operations on the south side).

18 Traffic volumes on Mercury Drive (proposed Villa Drive) are relatively low and it is estimated
19 that the three project driveways would operate at LOS A.

20 Southbound left-turns from Auto Park Drive (proposed Lakeview Promenade Drive) entering
21 the project site at this driveway would experience an average delay of 7.5 seconds per vehicle
22 (LOS A) during the P.M. peak hour. The left and right turns exiting the site would experience
23 an average delay of 10.4 seconds per vehicle (LOS B) during the P.M. peak hour; however, this
24 driveway will adequately accommodate project traffic.

25 The proposed project site plan median modifications are schematic in nature and would be
26 expected to be refined during final site design. Thus, the City of Santa Maria would provide
27 oversight for the median design and a more thorough examination of the design and storage
28 requirements would be completed at that time. Development of the agricultural land on the
29 south side of Skyway Drive that would increase the westbound left-turn demands at the
30 Lakeview Promenade Drive/Skyway Drive intersection, and/or increased eastbound left-turn
31 demands at the State Route 135/Skyway Drive intersection, may require modifications to the
32 median storage pockets or could require closure of the eastbound left-turn lane into the
33 Lakeview Promenade project driveway.

34 **Conclusion:** *The proposed project's driveways, turn pockets, and median modifications would*
35 *adequately provide site access and accommodate project-generated traffic in the vicinity of the State Route*
36 *135/Skyview Drive intersection such that potential effects on transportation safety would be less than*
37 *significant. As such, no mitigation measures are required.*

38 **Potential Effect TRANS-4:** *Proposed project traffic could increase existing hazards affecting*
39 *bicyclists and pedestrians travelling to and from public schools in the project site vicinity.*

1 ATE performed a detailed survey of pedestrian and bicycle use on the Lakeview Road corridor
2 between State Route 135 and Bradley Road (see Appendix B, pages 24-29). During the peak
3 period between 8:30 and 9:00 A.M. at Lakeview Junior High, prior to the start of the school day
4 at 9:00 A.M., approximately 50 students crossed Lakeview Road in the southbound direction at
5 the Marvin Street school crosswalk. After crossing Lakeview Road, students turned east and
6 walked-biked along the 8-foot shoulder on the south side of the road before turning down
7 Lindalee Street on their way to school. There were also a few students that crossed Lakeview
8 Road at Orcutt Road where there is no crosswalk and traveled south along the east side of
9 Orcutt Road on the way to school.

10 The pedestrian-bicycle pattern is essentially reversed during the afternoon peak period. The
11 Lakeview Junior High school day ends at 3:25 P.M. During the peak period between 3:15 and
12 4:00 P.M., approximately 60 students crossed Lakeview Road in the northbound direction at the
13 Marvin Street crosswalk. There were a few students (less than 5) that crossed Lakeview Road at
14 Orcutt Road, where crosswalks are not present, to travel north on Orcutt Road.

15 Accident data provided by Caltrans for the State Route 135/Skyway Drive-Lakeview Road
16 intersection and the County of Santa Barbara for the Lakeview Road segment between SR 135
17 and Bradley Road were analyzed. As stated previously, the overall accident rate for the data for
18 the State Route 135/Skyway Drive-Lakeview Road intersection is 0.60 per million entering
19 vehicles, which is about equal to the State average of 0.58 per million entering vehicles for
20 similar type intersections. The accident rate for the Lakeview Road corridor is 4.49 per million
21 vehicle miles, which is higher than the State average of 3.05 per million vehicle miles for similar
22 type facilities.

23 The accident data indicate that the Lakeview Road corridor has existing safety concerns for
24 pedestrians and bicyclists accessing schools in the vicinity. The transportation study prepared
25 for this EIR recommends several options to address existing roadway deficiencies within the
26 County of Santa Barbara's jurisdiction:

27 (1) Complete sidewalks extending across the frontage of one residential parcel of about 135
28 feet in the vicinity of the Lakeview Junior High school crossing at the Marvin Street
29 intersection, on the north side of Lakeview Road between Marvin Street, and the
30 sidewalk that is present adjacent to the Spencer's Market parking lot.

31 (2) Install a sidewalk extending across three residential parcels of about 255 feet on the
32 south side of Lakeview Road, between Lindalee Street and the sidewalk that is present
33 along the north side of the vacant parcel to the west.

34 (3) Add signage in the vicinity of the Lakeview Road/Orcutt Road intersection to direct
35 pedestrians to use the crosswalk at Marvin Street. The importance of crossing Lakeview
36 within marked crosswalks could be communicated to students and parents through
37 school channels (PTA, etc.).

38 (4) Add turn lanes at intersections along the Lakeview Road corridor. This would require
39 removal of existing on-street bike lanes/parking lane. Conversely, the roadway could
40 be widened to maintain the existing bike lanes/parking lane; or

- 1 (5) Install a continuous two-way left turn lane throughout the corridor. This alternative
2 would provide the left-turn channelization at intersections as well as a left-turn lane for
3 access to the residential driveways located between the intersections. This would also
4 require removal of the on-street bike lanes/parking lane, or widening the roadway if the
5 bike lanes/parking lane is retained.

6 According to measurements taken in the Afternoon peak hour when school students would be
7 using this roadway, additional project-related traffic would not result in substantial increased
8 intersection delays (see Potential Effect TRANS-2). Proposed project traffic, however, would
9 contribute 96 vehicle trips during Afternoon peak hour at the Marvin Street/Lakeview
10 Promenade intersection, where students cross the roadway to get to Lakeview Junior High
11 School (see Appendix B). This represents a 10.6% contribution to the 906 existing vehicle trips
12 occurring at this location during the Afternoon peak hour when school students would be
13 crossing Lakeview Road (see Appendix B, Figure 12). While the City of Santa Maria and
14 County of Santa Barbara have not adopted a quantitative threshold for determining the
15 significance of this increase, the EIR transportation consultant (see Appendix B) considers that a
16 10.6% increase in vehicle trips is a potentially substantial increase to the traffic that could
17 contribute to safety of pedestrians and bicyclists travelling from Lakeview Junior High School.
18 Impacts on traffic hazard on bicyclists and pedestrians travelling from Lakeview Junior High
19 School during the Afternoon peak hour would be *potentially significant*.

20 **Conclusion:** *Proposed project traffic increases along the Lakeview Road segment between SR 135 and*
21 *Bradley Road would contribute to an existing pedestrian and bicycle safety hazard. Imposition of*
22 *Mitigation Measure TRANS-2 would reduce this impact to less than significant.*

23 *e. Significant Cumulative Impacts*

24 **Potential Effect TRANS-5:** *Proposed project development, when combined with cumulative*
25 *buildout traffic levels, would result in degrading the Skyway Drive/Auto Park Drive (proposed*
26 *Lakeview Promenade Drive) intersection to LOS F.*

27 The traffic model street network for the scenario within the cumulative impact study area
28 includes the roadway and intersection improvements anticipated to be completed within the 3-5
29 year horizon period. (The detailed cumulative transportation analysis is provided in Appendix
30 B, pages 18-22, and Figures 8 and 9). The key roadway improvements that would affect
31 cumulative traffic patterns are listed below.

- 32 (1) *U.S. Highway 101 Six-Lane Project.* U.S. Highway 101 is currently being widened to six
33 lanes from the Santa Maria Way interchange on the south to the northern City limits
34 adjacent to the Santa Maria River Bridge. This improvement will reduce travel on north-
35 south City streets (Broadway, Bradley Road).

- 36 (2) *Union Valley Parkway.* Extend the Union Valley Parkway (UVP) as a two-lane facility
37 from U.S. Highway 101 to Blosser Road in the Orcutt area and construct a new
38 interchange at U.S. Highway 101. This improvement will divert traffic from the Santa
39 Maria Way/U.S. Highway 101 interchange to the north and the Clark Avenue/U.S.
40 Highway 101 interchange to the south; as well as shift traffic from other east-west streets
41 in the vicinity of the UVP (Lakeview Road, Foster Road, and Clark Avenue). The City of

1 Santa Maria is moving forward with this project and anticipates construction to begin
 2 within 2 years.

3 (3) *Hummel Drive*. Complete the missing segment of Hummel Drive between Foster Road
 4 and Patterson Road in the Orcutt area. This improvement will reduce traffic on north-
 5 south streets in the vicinity of Hummel Drive. County staff has indicated that this
 6 project is in the design phase.

7 Table IVA-6 compares the Cumulative and Cumulative + Project P.M. peak hour levels of
 8 service for the study-area intersections and identifies impacts where applicable. As identified in
 9 Table IVA-6, the Skyway Drive/Auto Park Drive intersection is forecast to operate at LOS F
 10 with Cumulative + Project traffic. This would exceed LOS D, and be a *significant impact*
 11 according to City standards. All other intersections are forecast to operate above the City’s LOS
 12 D and the County’s LOS C standard.

13 **Table IVA-6 Cumulative and Cumulative + Project P.M. Peak Hour Levels of Service**

Intersection	ICU or Delay / LOS		Impact?
	Cumulative	Cumulative+ Project	
Betteravia Road/Skyway Drive-Blosser Road	0.83/LOS D	0.84/LOS D	No
Skyway Drive/McCoy Lane	0.73/LOS C	0.73/LOS C	No
State Route 135/Goodwin Road	0.51/LOS A	0.53/LOS A	No
Skyway Drive/ Auto Park Drive (a)	15.7 sec./LOS C	>50 sec./LOS F	Yes
State Route 135/Skyway-Lakeview Road	0.60/LOS A	0.64/LOS B	No
Lakeview Road/Orcutt Road (b)	NA /LOS A	NA/LOS B	No
Lakeview Road/Bradley Road	0.70/LOS B	0.75/LOS C	No
Bradley Road/Santa Maria Way	0.55/LOS A	0.59/LOS A	No
U.S. 101 SB Ramps/Santa Maria Way (a)	10.6 sec./LOS B	10.8 sec./LOS B	No
U.S. 101 NB Ramps/Santa Maria Way (a)	10.1 sec./LOS B	10.2 sec./LOS B	No
State Route 135/Foster Road	0.60/LOS A	0.63/LOS B	No

(a) Stop controlled intersection levels of service based on average delay per vehicle in seconds.
 (b) Unsignalized Intersection operation is dependant on operations at adjacent SR 135/Skyway signalized intersection.

14 **Conclusion:** *Project contributions to cumulative impacts at the Skyway Drive/Auto Park Drive*
 15 *intersection would be cumulatively considerable. Imposition of Mitigation Measure TRANS-1 would*

1 improve the intersection's LOS to A, and reduce the project's contribution to the cumulative impact to
2 less than cumulatively considerable.

3 **3. Mitigation Measures Adopted to Mitigate Significant Effects**

4 The following information is provided in accordance with Section 15126.4 of the CEQA
5 Guidelines.

6 Mitigation measures identified below are numbered sequentially, such that they may have a
7 different number from the associated impact (e.g., **Potential Effect TRANS-4** is addressed by
8 Mitigation Measure **TRANS-2**).

9 *a. Measures that Mitigate Direct Impacts*

10 **Response to Potential Effect TRANS-1.**

11 Potential project impacts on the Skyway Drive/Auto Park Drive intersection level of
12 service can be reduced through the imposition of Mitigation Measure TRANS-1, as
13 follows:

14 **Mitigation Measure TRANS-1**

15 The Planned Development Permit(s) shall include the following requirement:

16 The applicant shall fund and construct a traffic signal at the Skyway Drive/Auto Park
17 Drive (proposed Lakeview Promenade Drive) intersection. The new signal at Skyway
18 Drive/Auto Park Drive would need to be inter-connected with the State Route
19 135/Skyway-Lakeview signal so that traffic flows can be coordinated between the two
20 intersections.

21 **Response to Potential Effect TRANS-2.**

22 No mitigation measures would be required, as City of Santa Maria conditions requiring
23 project contributions to the City's Deficiency Plan traffic mitigation fee program would
24 ensure potential effects would be *less than significant*.

25 **Response to Potential Effect TRANS-3.**

26 No mitigation measures would be required, as review of final access design during the
27 City of Santa Maria project plan check would identify any standard Public Works
28 Department infrastructure improvements that would ensure impacts would be *less than*
29 *significant*.

30 **Response to Potential Effect TRANS-4.**

31 Potential project impacts on existing hazards affecting bicyclists and pedestrians
32 travelling to and from public schools in the project site vicinity can be reduced through
33 the imposition of Mitigation Measure TRANS-2, as follows:

Mitigation Measure TRANS-2

The Planned Development Permit(s) shall include the following requirement:

The applicant shall provide appropriate funding to ensure that the following improvements are constructed along Lakeview Road:

- a. Complete sidewalks extending across the frontage of one residential parcel of about 135 feet in the vicinity of the Lakeview Junior High school crossing at the Marvin Street intersection, on the north side of Lakeview Road between Marvin Street, and the sidewalk that is present adjacent to the Spencer's Market parking lot.
- b. Install a sidewalk extending across three residential parcels of about 255 feet on the south side of Lakeview Road, between Lindalee Street and the sidewalk that is present along the north side of the vacant parcel to the west.
- c. Add signage in the vicinity of the Lakeview Road/Orcutt Road intersection to direct pedestrians to use the crosswalk at Marvin Street,
- d. Add a flashing yellow light at the existing sidewalk at the Lakeview Road/Marvin Street intersection.

b. Measures that Mitigate Cumulative Impacts**Response to Potential Effect TRANS-5.**

Potential project contributions to cumulative impacts can be mitigated to a level below significance, through the imposition of Mitigation Measure TRANS-1.

c. Substantial Evidence that Mitigation Will be Effective.

The transportation mitigation measures required for the proposed Lakeview Promenade project are standard engineering conditions identified by professional transportation engineers and planners. These measures, developed by the EIR transportation engineering firm ATE, in consultation with Mr. Rodger Olds of the City of Santa Maria Public Works Department and the County of Santa Barbara Public Works Department, Transportation Division (Will Robertson), are based on the transportation engineering profession's expert assessment of the way in which the actions are capable of reducing adverse transportation effects. An additional transportation mitigation measure defined by the Orcutt Union School District (Marysia Ochej, 2007) to address Potential Effect TRANS-4, installing in-ground flashers along the Lakeview Promenade crosswalk at Marvin Street, is not considered appropriate by ATE for inclusion in Mitigation Measure TRANS-2. This is because the flashing lights would potentially create a false sense of safety for school-aged pedestrians crossing the sidewalk, such that the measure would not promote pedestrian safety. Implementation of Mitigation Measure TRANS-1 and TRANS-2 would reduce potential effects on transportation to the maximum extent feasible.