4.9 TRANSPORTATION/CIRCULATION

This section analyzes the proposed Fire Station 10 Project's impacts to the local transportation and circulation system, including long-term impacts associated with operation of the proposed Project. The analysis is based primarily on a Traffic and Circulation Study for the Project prepared by Associated Traffic Engineers (ATE) (included in its entirety in Appendix G), dated May 1, 2018.

4.9.1 Existing Setting

The Project site is located north of Hollister Avenue, east of Cathedral Oaks Road, and south of the U.S. Highway 101 (U.S. 101) and Union Pacific Railroad (UPRR) in the western limits of the City of Goleta (City). The 1.21-acre site is currently vacant and undeveloped. The proposed Project would involve construction of a new 11,600 square foot fire station with three apparatus bays, a garage, a public meeting room and staff parking areas. Access to the fire station would be provided via two new driveways on Hollister Avenue.

Surrounding Circulation Network

The circulation network surrounding the Project site is comprised of regional highways, arterial streets, collector roads, and the UPRR. The following text briefly describes the key roadways in the Project vicinity.

U.S. 101. U.S. 101 is located north of the Project site and is a multi-lane interstate freeway serving the Pacific Coast between Los Angeles and the state of Washington. The freeway is a principal route between the City and the adjacent cities of Santa Barbara, Carpinteria, and Ventura to the south; and the cities of Buellton and Santa Maria to the north. Access to U.S. 101 from the Project site is provided via Cathedral Oaks Road from Hollister Avenue.

Hollister Avenue. Hollister Avenue is located along the southern frontage of the Project site, and is a 2- to 4-lane east-west arterial roadway that extends through the Goleta Valley area from State Route 154 on the east to the Bacara Hotel on the west. This roadway serves as the primary east-west surface street route through Goleta. Adjacent to the Project site, Hollister Avenue contains two travel lanes with Class II bike lanes on either side of the street and "No Parking" on the south side of the street that will be matched along the project frontage (ATE 2018, see Appendix G; City of Goleta 2006a).

Cathedral Oaks Road. Cathedral Oaks Road is located west of the project site, is a 2- to 4-lane arterial roadway that extends north from Hollister Avenue and then proceeds easterly across Goleta Valley. This roadway provides a secondary east-west surface street route through Goleta. The section of Cathedral Oaks road in the Project area contains two travel lanes with Class II bike lanes on either side of the street (ATE 2018, see Appendix G; City of Goleta 2006a).

Existing Traffic Volumes and Levels of Service

Existing Roadway Segment Volumes. The existing average daily traffic (ADT) volumes for the Project area roadway segments are presented in Figure 4.9-1. Existing roadway volumes were obtained from count data collected by the City and new counts conducted in November of 2017 by ATE (see Appendix G). The operational characteristics of the Project area roadways were analyzed based on the City's "Acceptable Capacity" rating system. Table 4.9-1 shows the Existing ADT volumes and the City's Acceptable Capacity thresholds for Project area roadways.

Table 4.9-1. Existing Roadway Operations

Roadway Segments	Roadway Classification	Geometry	Acceptable Capacity	Existing ADT
Hollister Avenue e/o Cathedral Oaks Road	Major Arterial	2 Lanes	14,300	6,200
Cathedral Oaks Road n/o Calle Real	Major Arterial	2 Lanes	14,300	3,200
U.S. 101 at Hollister Avenue/Cathedral Oaks Road	Freeway	4 Lanes	--	34,800[1]

[1] Reported as annual average daily trips (AADT).
Source: ATE 2018, see Appendix G; Caltrans 2017.

Existing Intersection Volumes. Existing AM and PM peak hour traffic volumes for the Project area intersections were obtained from traffic counts conducted in November of 2017 by ATE (see Appendix G). AM peak hour is 7:30AM to 8:30AM; PM peak hour is 4:45PM to 5:45PM. Because traffic flow on urban arterials is most constrained at intersections, detailed traffic flow analyses focus on the operating conditions of critical intersections during peak travel periods. Figures 4.9-2 and 4.9-3, respectively, present the existing AM and PM peak hour traffic volumes, as well as existing intersection lane geometries and traffic controls.

Level of Service Methodology. In rating intersection operation, "Levels of Service" (LOS) A through F are used, with LOS A indicating free flow operations and LOS F indicating congested operations. The City has established LOS C as the minimum acceptable operating standard for intersections. Levels of service for the stop-controlled intersections were calculated using the Highway Capacity Manual (HCM) methodology pursuant to City and California Department of Transportation (Caltrans) standards. The HCM methodology determines LOS based on the average stopped delay per vehicle at the intersection. Table 4.9-2 lists the Existing LOS for the Project area intersections.

Table 4.9-2. Existing Intersection LOS

Intersection	Control	AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS
U.S. 101 NB Ramp-Calle Real/Winchester Canyon Road	All-way Stop	8.5 sec	A	10.0 sec	A
Calle Real/Cathedral Oaks Road	All-way Stop	13.6 sec	B	11.5 sec	B
U.S. 101 SB Ramps/Cathedral Oaks Road	Two-way Stop	9.7 sec	A	10.2 sec	B
Hollister Avenue/Cathedral Oaks Road	All-way Stop	11.3 sec	B	11.7 sec	B

Source: ATE 2018, see Appendix G.

The data presented in Table 4.9-2 show that the Project area intersections currently operate acceptably in the LOS A-B range.

Existing Transit System

The Project area is served by the Santa Barbara Metropolitan Transit District (MTD), which serves much of the southern coastal Santa Barbara County. Transit service to the Project area and greater Ellwood/Winchester Canyon area is provided via MTD Line 25, providing a connection between Winchester Canyon north of U.S. 101, Ellwood, and the Camino Real Marketplace. The transit line typically operates on 30-minute headways during weekday hours, and 1-hour headways Saturday and Sunday. The route supports a monthly ridership of approximately 5,500 and an annual ridership of approximately 61,000 (MTD 2017a, 2017b). A bus stop for this route is located on either side of Hollister Avenue at the Project site. In addition, as previously mentioned, Class II bike lanes are present along Hollister Avenue and Cathedral Oaks Road. Passenger rail transportation services are provided along UPRR in the Project area by the National Railroad Passenger Corporation (Amtrak). The nearest station to the Project site is located approximately 4 miles east.

4.9.2 Regulatory Setting

State

Senate Bill (SB) 743 (2013). To further the state's commitment to the goals of SB 375, Assembly Bill (AB) 32, and AB 1358, SB 743 adds Chapter 2.7, Modernization of Transportation Analysis for Transit-Oriented Infill Projects, to Division 13 (Section 21099) of the Public Resources Code. Under SB 743, the focus of transportation analysis will shift from driver delay to reduction of greenhouse gas (GHG) emissions, creation of multimodal networks, and promotion of a mix of land uses.

Pursuant to SB 743, the Office of Planning Research (OPR) released a Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in January 2016. OPR's Draft of Updates proposes vehicle miles traveled (VMT) as the replacement metric for LOS in the context of CEQA. While OPR emphasizes that a lead agency has the discretionary authority to establish thresholds of significance, the Draft of Updates suggest criteria that indicate when a project may have a significant, or less than significant, transportation impact on the environment. For instance, a project that results in VMTs greater than the regional average for the land use type (e.g., residential, employment, commercial) may indicate a significant impact. Alternatively, a project may have a less than significant impact if it is located within 0.5 mile of an existing major transit stop, or results in a net decrease in VMTs compared to existing conditions.

It is anticipated that regulatory language changes to CEQA will be adopted in 2018 by the State Natural Resources Agency and that statewide implementation will occur on January 1, 2020.

Local

City of Goleta General Plan/Coastal Land Use Plan Transportation Element (2006). The General Plan Transportation Element guides the continued development and improvement of the transportation system to support land uses planned in the Land Use Element through adopting policies, plans, and standards for the existing and planned circulation system.

The following are City General Plan Transportation Element policies which would apply to the Project:

- Transportation Element Policy TE 1.6 requires as a condition of approval for all new non-residential development projects to provide improvements that will reduce the use of single-occupancy vehicles as determined appropriate by the City.
- Transportation Element Policy TE 3.3 establishes criteria and standards which apply to roads designated as major arterials. These criteria and standards include design standards for providing access to abutting properties and the development of driveways or other ingress/egress to maximize safety and functionality for traffic.
- Transportation Element Policy TE 4.1 sets a standard of LOS C for City roadways and intersections.

4.9.3 Impact Analysis

Methodology and Significance Thresholds

CEQA Guidelines Appendix G. In accordance with Appendix G of the 2017 CEQA Guidelines, impacts to transportation and the circulation environment would be potentially significant if the proposed project would result in:

- Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;
- Conflict with an applicable congestion management program, including but not limited to LOS standards and travel demand measures, or other standards established by the County congestion management agency for designated roads or highways;
- Result in a change in air traffic patterns, including either an increase in traffic levels or change in location that results in substantial risks;
- Substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Result in inadequate emergency access; and/or
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease performance or safety of such facilities.

City of Goleta Environmental Thresholds and Guidelines Manual. Pursuant to the City's Environmental Thresholds and Guidelines Manual, impacts to transportation and the circulation environment would be significant if the proposed project would result in:

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

Table 4.9-3. Significant Changes in LOS or Evaluating Project Impacts

Intersection LOS (Including Project)	Increase in V/C or Trips Greater Than
LOS A	0.20
LOS B	0.15
LOS C	0.10
OR THE ADDITION OF:	
LOS D	15 TRIPS
LOS E	10 TRIPS
LOS F	5 TRIPS

Source: City of Goleta 2002.

- Project access to a major road or arterial road would require a driveway that would create an unsafe situation or a new traffic signal or major revisions to an existing traffic signal.

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

In addition to the CEQA impact thresholds, the City has developed the administrative policy of defining a significant roadway impact if a project would increase traffic volumes by more than 1.0 percent (either project-specific or project contribution to cumulative impacts) on roadways that currently exceed Acceptable Capacity or are forecast to exceed the Acceptable Capacity under cumulative conditions.

Project Impacts and Mitigation Measures

Impact TRANS-1: ***Implementation of the Project would result in the generation of negligible new traffic that would result in less than significant decreases in existing operations.***

Project Trip Generation. Trip generation estimates were developed for the Project based on operational information provided by staff at the Santa Barbara County Fire Department since there are no published trip generation studies for fire stations. The key assumptions used for the trip generation analysis are as follows:

- 3 staff arrive and 3 staff depart during the AM peak hour;
- 5 fire engine calls per day;
- 3 miscellaneous trips per day (visitors, deliveries, errands, etc.);
- Public meeting room used 13 times per peak month (2-7 cars per meeting).

Table 4.9-4 summarizes the trip generation estimates developed for the Project. As shown, the Project would generate 29 ADT, including 7 trips in the AM peak hour and 2 trips in the PM peak hour.

Table 4.9-4. Project Trip Generation

Project Component	Unit	ADT	AM Peak Hour Trips	PM Peak Hour Trips
Staff Trips	3 Staff	6	6	0
Fire Engine Calls	5 Calls	10	1	1
Misc. Trips	3 Trips	6	0	0
Public Meeting Room	13/Month	7	0	1
Total		**29**	**7**	**2**

Source: ATE 2018, see Appendix G.

Project Trip Distribution. Traffic distribution and assignment patterns for the traffic generated by the Project were developed based on existing traffic patterns and the anticipated service area for the new fire station. The Project's traffic was distributed to the local roadway system as described in Table 4.9-5. Please refer to Appendix G for a map of the proposed Project traffic distribution.

Table 4.9-5. Project Trip Distribution Percentages

Origin/Destination	Direction	Distribution %
U.S. 101	East	45%
	West	10%
Hollister Avenue	East	30%
Cathedral Oaks Road	North	15%
Total		**100%**

Source: ATE 2018, see Appendix G.

Roadway Operations. The Existing and Existing + Project volumes and Acceptable Capacities for the Project area roadways are presented in Table 4.9-6. As shown, the Project area roadways would continue to operate within their Acceptable Capacities with the addition of Project traffic and impacts to roadway operations would be *adverse, but less than significant* (Class III).

Table 4.9-6. Existing and Existing + Project Roadway Operations

Roadway Segment	Average Daily Trips				Project Impact?
	Acceptable Capacity	Existing ADT	Project Added ADT	Existing + Project ADT	
Hollister Avenue e/o Cathedral Oaks Road	14,300	6,200	+20	6,220	No
Cathedral Oaks Road n/o Calle Real	14,300	3,200	+4	3,204	No

Source: ATE 2018, see Appendix G.

Intersection Operations. The existing level of service, project-added traffic volumes, and potential significant impacts from Existing + Project peak hour traffic volumes for the Project area intersections are presented in Tables 4.9-7 and 4.9-8. As shown, the Project would add a maximum of 5 trips during the AM peak hour and 1 trip during the PM peak hour to the Project area intersections, which would operate acceptably at LOS B or better. The Project would not generate significant impacts based on City thresholds, and impacts would be *adverse, but less than significant* (Class III).

Table 4.9-7. Existing Intersection Operations and Project-Added Traffic – AM Peak Hour

Intersection	Existing		Project Added	
	Delay	LOS	Trips	Impact?
Calle Real/Winchester Canyon Road	8.5 sec	A	1	No
Calle Real/Cathedral Oaks Road	13.6 sec	B	3	No
U.S. 101 SB Ramps/Cathedral Oaks Road	9.7 sec	A	5	No
Hollister Avenue/Cathedral Oaks Road	11.3 sec	B	5	No

Source: ATE 2018, see Appendix G.

Table 4.9-8. Existing Intersection Operations and Project-Added Traffic – PM Peak Hour

Intersection	Existing		Project Added	
	Delay	LOS	Trips	Impact?
Calle Real – U.S. 101 NB Ramps/Winchester Canyon Road	10.0 sec	B	0	No
Calle Real/Cathedral Oaks Road	11.5 sec	B	0	No
U.S. 101 SB Ramps/Cathedral Oaks Road	10.2 sec	B	2	No
Hollister Avenue/Cathedral Oaks Road	11.7 sec	B	2	No

Source: ATE 2018, see Appendix G.

Mitigation Measures and Residual Impacts

As impacts on transportation would be less than significant, no mitigation measures would be required.

Residual impacts would be *adverse, but less than significant* (Class III).

Impact TRANS-2: ***Implementation of the Project would result in the development of two new driveways along a major arterial roadway. Required sight distance stopping lengths are adequate and would not result in unsafe roadway conditions.***

As shown on Figure 2-8 in Section 2.0, *Project Description,* access for the fire station is proposed via two driveways on Hollister Avenue. A sight distance evaluation was prepared by ATE for the proposed Project as part of the Traffic and

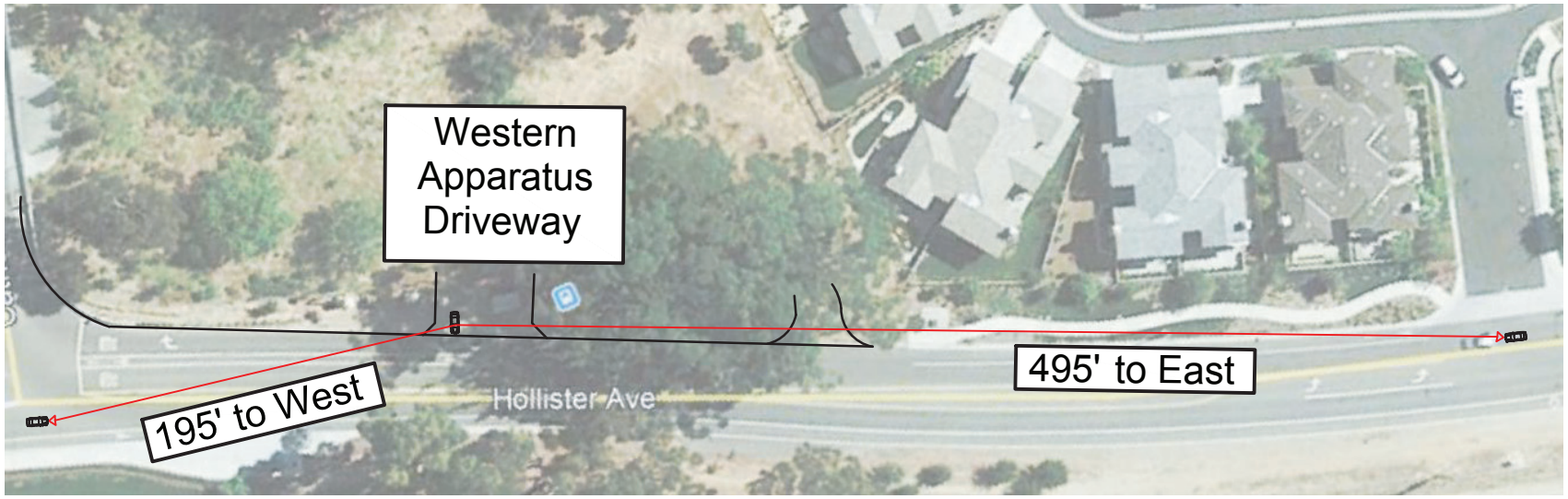
Circulation Study to determine if adequate sight distances are provided, as reviewed below.

Sight Distance Criteria. The driver of a vehicle departing the Project driveways should have an unobstructed view along Hollister Avenue sufficient in length to anticipate and avoid potential collisions. The stopping sight distance standards in the Caltrans Highway Design Manual were used to determine minimum sight distance requirements for the proposed fire station driveways. Given that the adjacent intersection of Hollister Avenue and Cathedral Oaks Road is controlled by all-way stop signs, a 25 mile-per-hour (MPH) design speed was used as the sight standard for vehicles looking to the west. The Caltrans stopping sight distance standard for 25 PMH is 150 feet. The speed limit on Hollister Avenue east of the site is 45 MPH. The sight distance for 45 MPH is 360 feet.

Western Apparatus Bay Driveway. The sight distance looking west from the public driveway extends past the Hollister Avenue/Cathedral Oaks Road intersection which is 375 feet away, and thus exceeds the 150-foot minimum stopping sight distance requirement. Hollister Avenue has both a horizontal and vertical curve east of the Project site. The sight distance looking to the east from the public driveway was measured at 530 feet, which exceeds the minimum stopping sight distance requirement of 360 feet. Figure 4.9-1 illustrate the sight distances looking from the western apparatus bay driveway.

Eastern Public Driveway. The sight distance looking west from the public driveway extends past the Hollister Avenue/Cathedral Oaks Road intersection which is 375 feet away, and thus exceeds the 150-foot minimum stopping sight distance requirement. Hollister Avenue has both a horizontal and vertical curve east of the Project site. The sight distance looking to the east from the public driveway was measured at 530 feet, which exceeds the minimum stopping sight distance requirement of 360 feet. Figure 4.9-2 illustrates the sight distances looking from the eastern public driveway.

Given adequate sight distance would be available for Project site ingress/egress, impacts associated with sight distance and traffic safety are considered *adverse, but less than significant* (Class III).



SIGHT DISTANCE LOOKING WEST

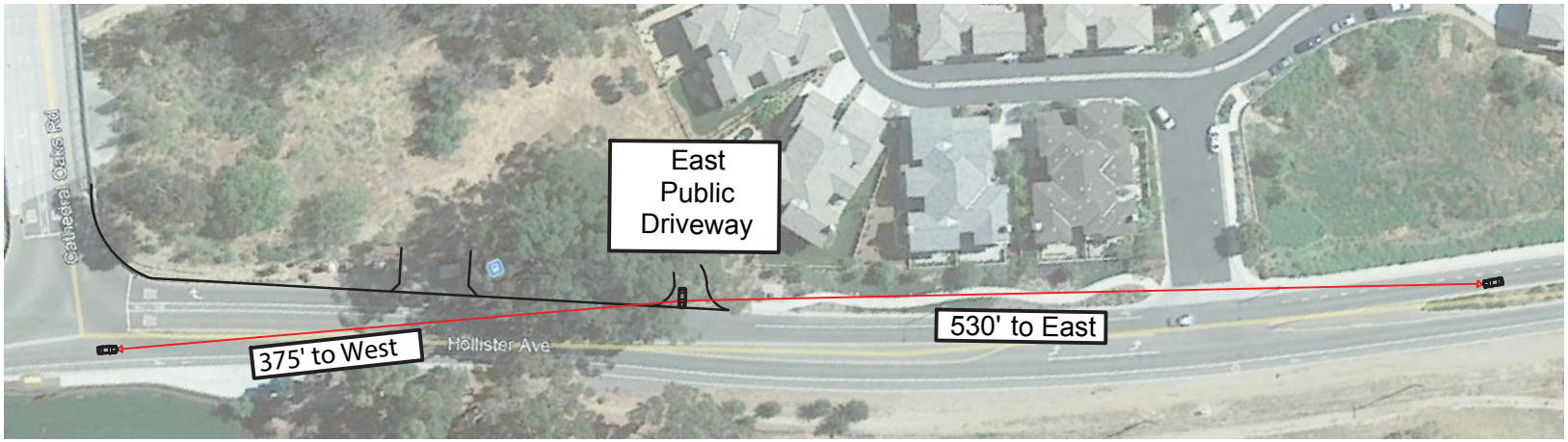
SIGHT DISTANCE LOOKING EAST

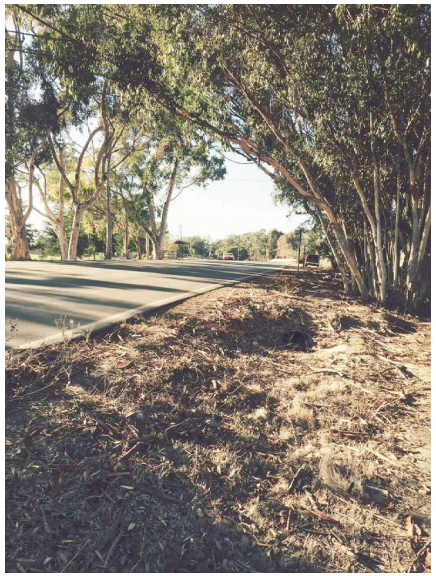
NOT TO SCALE
Source: ATE 2017.

amec foster wheeler

Western Apparatus Driveway Sight Distance
City of Goleta Fire Station 10

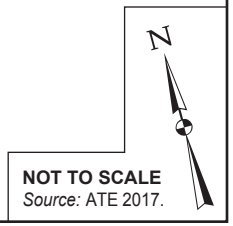
FIGURE 4.9-1





SIGHT DISTANCE LOOKING WEST

SIGHT DISTANCE LOOKING EAST



NOT TO SCALE
Source: ATE 2017.

amec foster wheeler

East Public Driveway Sight Distance
City of Goleta Fire Station 10

FIGURE 4.9-2

Mitigation Measures and Residual Impacts

As impacts on transportation would be less than significant, no mitigation measures would be required.

Residual impacts would be *adverse, but less than significant* (Class III).

Impact TRANS-3: ***Implementation of the Project would modify the existing pedestrian, bicycle, and public transit configuration within the Project area and/or on the Hollister Avenue Project boundary. The provision of additional pedestrian sidewalks and crosswalks would be a beneficial impact (Class IV).***

Pedestrian Facilities

The Project frontage on Hollister Avenue is currently unimproved with no sidewalks. An existing sidewalk and walking trail exists along the southern side of Hollister Avenue, and a sidewalk over the Cathedral Oaks Road/U.S. 101 overpass exists on the west side of the bridge. However, no defined crosswalks exist for the intersection of Hollister Avenue/Cathedral Oaks Road. The Project would implement frontage improvements including a new sidewalk that would extend from the existing sidewalk located east of the site to Cathedral Oaks Road Overpass at the UPRR and U.S. 101. Frontage improvements would also include the installation of a curb ramp and pedestrian crosswalks across Cathedral Oaks Road west of the Project site and across Hollister Avenue extending southwest of the Cathedral Oaks Road/Hollister Avenue intersection. Proposed crosswalk improvements would support safe pedestrian access across Hollister Avenue and Cathedral Oaks Road, connecting existing pedestrian facilities to the proposed Project site pedestrian sidewalk improvements. Implementation of the Project and these improvements to pedestrian facilities would improve and promote safe pedestrian access when compared to existing conditions. Therefore, the Project would have a *beneficial effect* (Class IV) on pedestrian safety and access within the Hollister Avenue corridor adjacent to the Project site.

Bicycle Facilities

In addition to pedestrian improvements, implementation of the Project would affect existing bicycle facilities along Hollister Avenue. Along the Project's frontage, Hollister Avenue narrows and the westbound Class II bike lane becomes discontinuous, resulting in an approximate 165-foot gap in the existing Hollister Avenue westbound Class II bike lane to allow for vehicle merge into the Hollister Avenue westbound right-turn lane at the intersection of Hollister Avenue/Cathedral Oaks Road. As discussed in Section 2.0, *Project Description,* the Project would extend this bicycle lane along the Project site to ensure uninterrupted access westbound along Hollister Avenue.

Despite improvements to existing bicycle facilities along the Project site's frontage on Hollister Avenue, implementation of the Project could potentially disrupt bicyclist

or introduce new unsafe conditions at the site due to ingress and egress of vehicles from the Project site. However, as discussed under Impact T-2 above, site ingress and egress is designed with adequate sight distance. The Project would include a reconfiguration of the existing bike lane along the Hollister Avenue frontage, such that implementation of the Project and operation of the site would not have any impact on bicycle facilities or introduce substantial new unsafe conditions for these facilities (Class IV).

Transit Facilities

The Project site frontage on Hollister Avenue, and portions of the site itself, currently provides an unimproved bus stop for MTD Line 25. Implementation of the Project would retain the existing bus stop along the Project site frontage, between proposed ingress/egress points for both public and fire apparatus access (see Figure 2-8). While no curbside improvements are proposed as part of the Project, implementation would not have any effect on the operation, access to, or safety of this facility or other transit services within the Project vicinity (Class III).

Mitigation Measures and Residual Impacts

As no or beneficial impacts on pedestrian, bicycle, and public transit would occur, no mitigation measures would be required.

Residual impacts on transportation would be *beneficial* (Class IV).

Impact TRANS-4: ***Congestion Management Program Impacts. Project implementation would generate negligible net new traffic and would not conflict with applicable congestion management plans or programs.***

The Santa Barbara County Association of Governments (SBCAG) has developed a set of traffic impact thresholds to assess the impacts of land use decisions made by local jurisdictions on regional transportation facilities located within the Congestion Management Program (CMP) roadway system. According to the CMP Land Use Analysis Program, projects that generated less than 500 ADT and less than 50 peak hour trips are considered to be consistent with the CMP. Given the Project would generate only 29 ADT, 7 AM peak hour trips and 1 PM peak hour trips, the Project is considered consistent with the CMP and would have an *adverse, but less than significant* impact on CMP facilities within the area (Class III).

Mitigation Measures and Residual Impacts

As impacts on transportation would be less than significant, no mitigation measures would be required.

Residual impacts would be *adverse, but less than significant* (Class III).

Impact TRANS-5*: Short-Term Construction Traffic. Construction of the Project would generate short-term construction-related traffic along roads within the Project area. Short-term increases in construction-related traffic would be temporary, and would be feasibly mitigated by standard City conditions (Class II).*

As previously discussed and presented in Table 4.9-2 above, roadways and intersections in the Project area operate well above acceptable levels of service. While details regarding Project construction are presently unknown (i.e., construction phase schedule, number of construction workers, number and type of construction equipment, etc.), it is possible that some phases would occur concurrently or there would be gaps between phases. Regardless, given current amount of vehicle trips and available capacity, the addition of construction-related Project traffic along Hollister Avenue, Cathedral Oaks Road, and U.S. 101 would very likely be incremental (i.e., a less than one percent increase). For comparison, the recently proposed Montecito Fire Protection District Station 3 Site Acquisition and Construction Project, which involved the construction of a structurally larger 12,560 square foot fire station facility on a 2.55-acre site in Montecito, California, with a similar 12-month construction schedule, was identified as resulting in an estimated 65 ADT during peak construction activities. As part of the Traffic Impact Analysis and Final Environmental Impact Report prepared for this project, impacts to the transportation and circulation system from the increase in short-term traffic generated during project construction were determined not to result in significantly adverse effects (Montecito Fire Protection District 2016). Based on these values, an increase in vehicle traffic to Hollister Avenue or Cathedral Oaks Road would represent an increase in traffic by a negligible 1 percent and 2 percent, respectively. Such an increase in vehicle trips along these roadways would not result in a degradation of existing operations or decline in Project area intersection levels of service.

Short-term construction traffic could potentially result in short-term parking on nearby private roads and/or other off-site areas. Construction-related traffic impacts would be temporary and intermittent over a construction period spanning several years. Although these would be temporary effects and as construction-related traffic is not subject to requirements within the CMP, impacts would be *potentially significant but feasibly mitigated* (Class II).

Mitigation Measures and Residual Impacts

The following standard City mitigation measure would be implemented to reduce the short-term impact caused by construction worker parking.

> **TRANS-5.1: Construction Transportation and Parking Plan.** The applicant shall submit a construction transportation and parking plan that addresses construction traffic, routes, traffic management plans within the public right-of-way, and parking for construction workers. Parking shall be provided on-site or at additional off-site locations that are not on public streets.

Plan Requirements and Timing: The Construction Transportation and Parking Plan shall be reviewed and approved by City Public Works and Planning and Environmental Departments prior to issuance of final LUP and building permits.

Monitoring: City staff shall verify compliance with the approved Construction Transportation and Parking Plan per the approved plans during construction.

Residual impacts on transportation would be *adverse, but feasibly mitigated to less than significant* (Class II).

4.9.4 Cumulative Impacts

The Region of Influence for evaluating cumulative impacts on local and regional transportation and circulation includes those areas in which related past, present, and reasonably probable projects would have the potential to contribute to increases in traffic along Project area roadways or intersections, increases in demand for local alternative modes of transportation including MTD Line 25 bus services and Amtrak passenger rail service, increases in demand for parking, or result in conflict with the CMP. Therefore, all related projects that would generate new traffic or modify existing transportation facilities would be within the Region of Influence.

Cumulative traffic volumes were forecast for the Project area roadways and intersections assuming development of the approved and pending projects located within the Project area. Trip generation estimates were developed for the cumulative projects using the rates presented in the Institute of Transportation Engineers (ITE) Trip Generation report (see Appendix G for cumulative trip generation calculations). The traffic generated by the cumulative projects was added to the existing volumes based on the distribution percentages presented in existing traffic studies and environmental documents completed for developments in the Project area.

Cumulative Roadway Operations. Cumulative and Cumulative + Project roadway operations are summarized in Table 4.9-9 and identify cumulative impacts based on City impact thresholds. As shown, the Project area roadways are forecast to carry volumes within their Acceptable Capacity rating under Cumulative + Project traffic conditions. The Project would therefore not have a cumulative considerable contribution to a significant cumulative impact based on City impact thresholds.

Table 4.9-9. Cumulative + Project Roadway Operations

Roadway Segment	Average Daily Trips				
	Acceptable Capacity	Cumulative	Project Added	Cumulative + Project	Project Impact?
Hollister Avenue e/o Cathedral Oaks Road	14,300	6,210	+20	6,230	No
Cathedral Oaks Road n/o Calle Real	14,300	3,257	+4	3,261	No

Source: ATE 2018, see Appendix G.

Cumulative Intersection Impacts. A comparison of the Cumulative and Cumulative + Project levels of service and the identification of cumulative impacts based on City impact thresholds is provided in Tables 4.9-10 and 4.9-11. As shown, the Project would add a maximum of 5 tips during the AM peak hour and 1 trip during the PM peak hour to the Project area intersections which would continue to operate acceptably at LOS B or better with Cumulative volumes. The Project would therefore have a less than cumulatively considerable contribution to a significant cumulative impact based on City impact thresholds.

Table 4.9-10. Cumulative + Project Intersection Operations – AM Peak Hour

Intersection	Cumulative		Project Added	
	Delay	LOS	Trips	Impact?
Calle Real – U.S. 101 NB Ramps/Winchester Canyon Road	8.5 sec	A	1	No
Calle Real/Cathedral Oaks Road	13.7 sec	B	3	No
U.S. 101 SB Ramps/Cathedral Oaks Road	9.8 sec	A	5	No
Hollister Avenue/Cathedral Oaks Road	11.3 sec	B	5	No

Source: ATE 2018, see Appendix G.

Table 4.9-11. Cumulative + Project Intersection Operations – PM Peak Hour

Intersection	Cumulative		Project Added	
	Delay	LOS	Trips	Impact?
Calle Real – U.S. 101 NB Ramps/Winchester Canyon Road	10.1 sec	B	0	No
Calle Real/Cathedral Oaks Road	11.5 sec	B	0	No
U.S. 101 SB Ramps/Cathedral Oaks Road	10.2 sec	B	2	No
Hollister Avenue/Cathedral Oaks Road	11.7 sec	B	2	No

Source: ATE 2018, see Appendix G.

Cumulative Impacts to Pedestrian, Bicycle, and Transit Facilities. Implementation of the Project would generally improve pedestrian, bicycle, and transit facilities and services within the immediate Project vicinity or Region of Influence. Therefore, the Project would not have a considerable contribution to a significant cumulative impact on pedestrian, bicycle, and transit facilities.

Cumulative Impacts to Parking. As discussed under Impact T-4, the proposed Project would have no adverse effects on existing or future parking facilities or the demand for such facilities. Further, based on cumulative development proposed within the City, no projects are proposed within the immediate vicinity of the Project which would contribute additional demand for parking or have a cumulative effect on parking facilities or supplies with which the Project may have a considerable contribution. Therefore, the Project would not result in a cumulatively considerable contribution to a significant cumulative impact on parking facilities or demand for parking.

Cumulative CMP Impacts. Tables 4.9-10 and 4.9-11 indicate that the Project area intersections are forecast to operate at LOS A-B under Cumulative + Project conditions. Given that the Project would add at most, 5 peak hour trips to CMP facilities, Project-added traffic to these facilities would not be considered to result in an impact to CMP facilities or inconsistency with the CMP. Therefore, the proposed Project would not result in a cumulatively considerable contribution to a significant cumulative impact on CMP facilities.

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