Transportation and Traffic
4.13 TRANSPORTATION AND TRAFFIC

This transportation and traffic section is based on the Updated Traffic and Circulation Study conducted by Associated Transportation Engineers (September 29, 2010), along with the Peer Review of the July 22, 2010 Updated Traffic and Circulation Study (and supplemental analysis conducted by Linscott Law and Greenspan (LLG) (September 27, 2010). These documents are provided in Appendix J. The traffic analysis follows the City of Goleta (City) traffic study procedures and traffic impact assessment criteria.

4.13.1 Existing Conditions

Street System
The following roadway segments and intersections were selected for analysis in consultation with City Community Services staff in order to determine potential impacts related to the project:

Roadway Segments:
1. Los Carneros Road south of (s/o) Highway 101 SB Ramps
2. Los Carneros Road s/o Hollister Avenue

Intersections:
1. Los Carneros Road/Calle Real
2. U.S. 101 Highway (Hwy 101) NB Ramps/Los Carneros Road
3. Hwy 101 SB Ramps/Los Carneros Road
4. Los Carneros Road/Calle Koral
5. Calle Koral/Los Carneros Way
6. Calle Koral/Camino Vista
7. Hollister Avenue/Los Carneros Road
8. Hollister Avenue/Los Carneros Way
9. Hollister Avenue/Aero Camino

This network of streets and intersections potentially serving the project site is illustrated in Figure 4.13-1 and described below.

Roadway Classifications
The City utilizes the roadway categories recognized by regional, State, and Federal transportation agencies. There are four categories in the roadway hierarchy, ranging from freeways with the highest capacity to two-lane undivided roadways with the lowest capacity. The roadway categories are summarized as follows:

- Freeways are limited-access and high-speed travel ways included in the State and Federal highway systems. Their purpose is to carry regional through-traffic. Access is provided by interchanges with typical spacing of one mile or greater. No local access is provided to adjacent land uses.
- Arterial roadways are major streets that primarily serve through-traffic and provide access to abutting properties as a secondary function. Arterials are generally designed
Source: Associated Transportation Engineers, September 29, 2010.
with two to six travel lanes and their major intersections are signalized. This roadway type is divided into two categories: major and minor arterials. Major arterials are typically four-or-more lane roadways and serve both local and regional through-traffic. Minor arterials are typically two-to-four lane streets that service local and commuter traffic.

- **Collector** roadways are streets that provide access and traffic circulation within residential and non-residential (e.g., commercial and industrial) areas. Collector roadways connect local streets to arterials and are typically designed with two through travel lanes (i.e., one through travel lane in each direction) that may accommodate on-street parking. They may also provide access to abutting properties.

- **Local** roadways distribute traffic within a neighborhood, or similar adjacent neighborhoods, and are not intended for use as through-streets or as links between higher capacity facilities such as collector or arterial roadways. Local streets are fronted by residential uses and do not typically serve commercial uses.

**Regional Highway System**

Highway 101 is a freeway located north of the project site, which provides regional vehicular access to the project site. Highway 101 is a major north-south oriented freeway connecting the Los Angeles metropolitan area to the San Francisco Bay area. In this study area, the freeway generally contains two mainline freeway lanes in each direction. Full freeway connections (i.e., northbound and southbound ramp connections) are provided at Los Carneros Road closest to the project site, Glen Annie Road to the north, and Fairview Avenue to the south.

**Roadway Descriptions**

Brief descriptions of the important roadways in the project site vicinity are provided below.

**Hollister Avenue** is an east-west oriented major arterial that is located south of the project site. Along Hollister Avenue within the project study area, two through-travel lanes are generally provided in each direction, exclusive left-turn lanes are generally provided at major intersections, parking is not permitted, the posted speed limit is 45 miles per hour (MPH), and Class II bike lanes are provided on both sides of the street.

**Los Carneros Road** is a north-south oriented major arterial that is located west of the project site. Two through-travel lanes are generally provided in each direction on Los Carneros Road within the project study area between Calle Real and Hollister Avenue. Along Los Carneros Road in the project site vicinity, exclusive left-turn lanes are generally provided at major intersections, parking is not permitted, and the posted speed limit is 45 MPH. Class II bike lanes are provided on both sides of Los Carneros Road from Cathedral Oaks Road to El Colegio Road. In addition, a two-way Class I bike path is provided on the east side of Los Carneros Road from Hollister Avenue to El Colegio Road.

**Los Carneros Way** is a north-south oriented minor arterial that is located south of the project site. One through-travel lane is provided in each direction on Los Carneros Way from Calle Koral to Hollister Avenue with exclusive left-turn lanes at Hollister Avenue. Parking is permitted along Los Carneros Way within the project study area. The posted speed limit on Los Carneros Way is 45 MPH near the project site. Class II bike lanes are provided on both sides of the street.
Calle Koral, located southwest of the project site, is a two-lane road that extends from Los Carneros Road to Camino Vista. The Calle Koral/Los Carneros Road intersection is controlled by traffic signals, and the Calle Koral/Camino Vista intersection is uncontrolled.

Aero Camino, located to the east of the project site, is a two-lane road serving the existing industrial land uses and extends north from Hollister Avenue to its terminus south of Highway 101. The Hollister Avenue/Aero Camino intersection is controlled by traffic signals.

Camino Vista, located along the western and northern frontage of the project site, is a two-lane road that serves the existing Willow Springs I apartment complex. Camino Vista extends north from Calle Koral to its terminus just north of Willow Springs Lane. A segment of Camino Vista also extends approximately 170 feet west of Aero Camino.

**Roadway Operations**

Automatic 24-hour machine traffic counts were conducted in November 2008 at two locations along Los Carneros Road. Table 4.13-1 shows the existing average daily traffic (ADT) volumes and acceptable capacity thresholds of the road segments.

<table>
<thead>
<tr>
<th>Roadway Segment</th>
<th>Roadway Classification</th>
<th>Geometry</th>
<th>Acceptable Capacity</th>
<th>Existing ADT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Los Carneros Road s/o Hwy 101 SB Ramps</td>
<td>Major Arterial</td>
<td>4-Lane</td>
<td>34,000</td>
<td>22,050</td>
</tr>
<tr>
<td>Los Carneros Road s/o Hollister Avenue</td>
<td>Major Arterial</td>
<td>2-Lane</td>
<td>14,300</td>
<td>15,200</td>
</tr>
</tbody>
</table>

The data in Table 4.13-1 shows that the volume of traffic on Los Carneros Road south of Hollister Avenue currently exceeds the City’s acceptable roadway design capacities by approximately 900 trips. However, it is noted that the City has plans to widen and provide additional travel lanes along this roadway segment (discussed further in the Cumulative Improvements section below).

**Intersection Operations**

A traffic flow analysis was conducted to determine the operating conditions of critical intersections within the project study area. Intersection operations are rated using Levels of Service (LOS) A through F, with LOS A indicating free flow operations and LOS F indicating congested operations (more complete definitions of levels of service are included in Appendix J). The minimum acceptable operating level for intersections within the City is LOS C.

Existing peak hour volumes at the study-area intersections were obtained from traffic counts conducted in November of 2008 and supplemental count data collected in February 2010 (complete traffic count data is provided in Appendix J). The AM peak hour occurs between 7:00 AM to 9:00 AM and PM peak hour occurs between 4:00 PM to 6:00 PM. These hours are considered peak since they capture the commuter period. Figure 4.13-2 shows the existing...
Figure 4.13-2

Source: Associated Transportation Engineers, September 29, 2010.

LEGEND
- Signalized Intersection
- Stopped Approach
- Lane Geometry

Intersections and Existing Lane Geometries

Not to Scale
4.13 TRANSPORTATION AND TRAFFIC

Traffic controls and lane geometries for the study-area intersections, and Figures 4.13-3 and 4.13-4 present the existing AM and PM peak hour traffic volumes for these intersections, respectively.

Levels of service were calculated for the signalized intersections using the Intersection Capacity Utilization (ICU) methodology, and levels of service for the un-signalized intersections were calculated using the methodology outlined in the Highway Capacity Manual (HCM). It is the standard practice of the City (along with all local jurisdictions in Santa Barbara County and the Santa Barbara County Association of Governments) in meeting the requirements of CEQA, to use the critical 1-hour A.M. and P.M. peak traffic volumes to calculate LOS at signalized intersections according to the ICU method as it better reflects actual conditions (as opposed to the HCM method, which is based on a theoretical peak period LOS). Similarly, in analyzing intersections where signal phases are triggered by traffic demands, actual signal timing is assumed in order to calculate existing LOS. Table 4.13-2 summarizes the existing levels of service for the study-area intersections. Calculation worksheets are contained in Appendix J.

### Table 4.13-2
Existing Intersection Levels of Service

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Control</th>
<th>AM Peak</th>
<th>PM Peak</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>ICU/Delay</td>
<td>LOS</td>
</tr>
<tr>
<td>Los Carneros Road/Calle Real</td>
<td>Stop-Sign</td>
<td>10.7 sec.</td>
<td>LOS B</td>
</tr>
<tr>
<td>Los Carneros Road/Hwy 101 NB</td>
<td>Signal</td>
<td>0.55</td>
<td>LOS A</td>
</tr>
<tr>
<td>Ramps</td>
<td>Signal</td>
<td>0.52</td>
<td>LOS A</td>
</tr>
<tr>
<td>Los Carneros Road/Hwy 101 SB</td>
<td>Signal</td>
<td>0.33</td>
<td>LOS A</td>
</tr>
<tr>
<td>Ramps</td>
<td>Stop-Sign</td>
<td>8.9 sec.</td>
<td>LOS A</td>
</tr>
<tr>
<td>Calle Koral/Los Carneros Way</td>
<td>Stop-Sign</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Calle Koral/Camino Vista(^a)</td>
<td>Yield</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Hollister Avenue/Los Carneros Road</td>
<td>Signal</td>
<td>0.44</td>
<td>LOS A</td>
</tr>
<tr>
<td>Hollister Avenue/Los Carneros Way</td>
<td>Signal</td>
<td>0.27</td>
<td>LOS A</td>
</tr>
<tr>
<td>Hollister Avenue/Aero Camino</td>
<td>Signal</td>
<td>0.31</td>
<td>LOS A</td>
</tr>
</tbody>
</table>

\(^a\) Level of Service not applicable, no conflicting movement.

The data presented in Table 4.13-2 show that all of the study-area intersections currently operate at LOS C or better during the AM and PM peak hour periods. These operations are considered acceptable based on the City’s LOS C operating standard.

---

Existing ADT and A.M. Peak Hour Volumes

Source: Associated Transportation Engineers, September 29, 2010.
Existing P.M. Peak Hour Volumes

Source: Associated Transportation Engineers, September 29, 2010.
Aero Camino Industrial Area Truck Traffic

Traffic counts were taken to determine the amount of existing truck traffic traveling to and from the Aero Camino industrial area via Hollister Avenue, as there is a potential that this truck traffic could use Camino Vista Road once extended as part of the project.

In order to determine the current traffic volume, including the number of trucks, on Aero Camino, north of Hollister Avenue, directional 24-hour automatic vehicle classification machine counts were conducted during a typical weekday. The counts were conducted based on the vehicle classification scheme recommended by the Federal Highway Administration (FHWA) Traffic Monitoring Guide (e.g., including motorcycles, passenger cars, single-unit trucks, buses, single and multi-trailers, etc.). The FHWA Vehicle Classification Scheme, as well as the summary data worksheets of the weekday 24-hour vehicle classification counts are provided in Appendix J.

The existing weekday average ADT volume on Aero Camino north of Hollister Avenue, totals 2,790 trips. Of these, 60 vehicles (approximately 2 percent of the total traffic) are recorded as FHWA Vehicle Class 6 or above, which includes all three-or-more axle single-unit, single-trailer, and multi-trailer trucks.

Goleta Transportation Improvement Program

The Capital Improvement Program\(^2\) (CIP) allows the City to identify the needs of the community and to prepare a long term funding strategy to meet those needs. The CIP includes any project that involves needed repairs or improvements to existing infrastructure (including City streets) and the acquisition or construction of a new infrastructure.

The City inherited a list of CIPs from the County upon incorporation. This included a portion of the transportation improvement projects identified in the County’s Goleta Transportation Improvement Program (GTIP). With the completion of the City’s General Plan/Coastal Land Use Plan (General Plan), a new list of capital improvement projects has been developed. This updated CIP list is based on a thorough review of the City’s transportation element and various General Plan policies. It is intended to address infrastructure needs associated with both existing and future development identified in the General Plan.

4.13.2 Thresholds of Significance

Based on CEQA Appendix G and the City’s threshold criteria, a significant adverse traffic impact occurs under any of the following conditions:

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

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

3) The project adds traffic to a roadway that has design features (e.g., narrow width, roadside ditches, sharp curves, poor sight distance, inadequate pavement structure) or receives use which would be incompatible with a substantial increase in traffic (e.g., rural roads with use by farm equipment, livestock, horseback riding, or residential roads with heavy pedestrian or recreational use, etc.) that would become potential safety problems with the addition of project or cumulative traffic.

4) Project traffic would utilize a substantial portion of an intersection’s capacity where the intersection is currently operating at acceptable levels of service (A through C) but with cumulative traffic would degrade to or approach LOS D (V/C 0.81) or lower. Substantial is defined as a minimum change of 0.03 V/C for intersections which would operate from 0.80 to 0.85 V/C and a change of 0.02 V/C for intersections which would operate from 0.86 to 0.90 V/C, and 0.01 V/C for intersections which would operate greater than 0.90 V/C (LOS E or worse).

5) Based on City practice, a significant impact would occur when a project would increase traffic volumes by more than 1.0 percent (either project specific or project contribution to cumulative impacts) on a roadway currently exceeding the acceptable capacity.

It should be noted that the City’s project and cumulative impact thresholds are determined based on increases in V/C ratios. Based on consultation with City staff, for purposes of determining project impacts at the unsignalized study intersections, the ICU methodology was utilized to quantify the V/C ratio increases over baseline conditions with the LOS determined through use of the HCM method of analysis.

The Congestion Management Program (CMP) impact thresholds are based on the Santa Barbara County Association of Governments’ (SBCAG) set of traffic impact thresholds to assess the impacts of land use decisions made by local jurisdictions on regional transportation facilities located within the CMP roadway system. Significant project-generated traffic impacts on the regional CMP system would occur if:

1) For any roadway or intersection operating at LOS A or B, a decrease of two levels of service results from the addition of project-generated traffic.

2) For any roadway or intersection operating at LOS C, project-added traffic results in LOS D or worse.

3) For intersections within the CMP system with existing congestion, the following table defines significant impacts:

<table>
<thead>
<tr>
<th>LEVEL OF SERVICE</th>
<th>INCREASE IN V/C</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Including the project)</td>
<td>(Greater than)</td>
</tr>
<tr>
<td>A</td>
<td>0.20</td>
</tr>
<tr>
<td>B</td>
<td>0.15</td>
</tr>
<tr>
<td>C</td>
<td>0.10</td>
</tr>
<tr>
<td>OR THE ADDITION OF</td>
<td></td>
</tr>
<tr>
<td>D</td>
<td>15 trips</td>
</tr>
<tr>
<td>E</td>
<td>10 trips</td>
</tr>
<tr>
<td>F</td>
<td>5 trips</td>
</tr>
</tbody>
</table>

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

3) The project adds traffic to a roadway that has design features (e.g., narrow width, roadside ditches, sharp curves, poor sight distance, inadequate pavement structure) or receives use which would be incompatible with a substantial increase in traffic (e.g., rural roads with use by farm equipment, livestock, horseback riding, or residential roads with heavy pedestrian or recreational use, etc.) that would become potential safety problems with the addition of project or cumulative traffic.

4) Project traffic would utilize a substantial portion of an intersection’s capacity where the intersection is currently operating at acceptable levels of service (A through C) but with cumulative traffic would degrade to or approach LOS D (V/C 0.81) or lower. Substantial is defined as a minimum change of 0.03 V/C for intersections which would operate from 0.80 to 0.85 V/C and a change of 0.02 V/C for intersections which would operate from 0.86 to 0.90 V/C, and 0.01 V/C for intersections which would operate greater than 0.90 V/C (LOS E or worse).

5) Based on City practice, a significant impact would occur when a project would increase traffic volumes by more than 1.0 percent (either project specific or project contribution to cumulative impacts) on a roadway currently exceeding the acceptable capacity.

It should be noted that the City’s project and cumulative impact thresholds are determined based on increases in V/C ratios. Based on consultation with City staff, for purposes of determining project impacts at the unsignalized study intersections, the ICU methodology was utilized to quantify the V/C ratio increases over baseline conditions with the LOS determined through use of the HCM method of analysis.

The Congestion Management Program (CMP) impact thresholds are based on the Santa Barbara County Association of Governments’ (SBCAG) set of traffic impact thresholds to assess the impacts of land use decisions made by local jurisdictions on regional transportation facilities located within the CMP roadway system. Significant project-generated traffic impacts on the regional CMP system would occur if:

1) For any roadway or intersection operating at LOS A or B, a decrease of two levels of service results from the addition of project-generated traffic.

2) For any roadway or intersection operating at LOS C, project-added traffic results in LOS D or worse.

3) For intersections within the CMP system with existing congestion, the following table defines significant impacts:
<table>
<thead>
<tr>
<th>Level of Service</th>
<th>Project-Added Peak Hour Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOS D</td>
<td>20</td>
</tr>
<tr>
<td>LOS E</td>
<td>10</td>
</tr>
<tr>
<td>LOS F</td>
<td>10</td>
</tr>
</tbody>
</table>

4) For freeway or highway segments with existing congestion, the following table defines significant impacts.

<table>
<thead>
<tr>
<th>Level of Service</th>
<th>Project-Added Peak Hour Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOS D</td>
<td>100</td>
</tr>
<tr>
<td>LOS E</td>
<td>50</td>
</tr>
<tr>
<td>LOS F</td>
<td>50</td>
</tr>
</tbody>
</table>

### 4.13.3 Project Impacts

#### Site Access and Circulation

Access to the project is shown in Section 2.0 Project Description, Figure 2.3 Project Site Plan. Primary access to the project would be provided via an extension of Camino Vista Road, along a currently undeveloped 64-foot wide public right-of-way. Camino Vista Road would extend from its existing terminus just north of the Willow Springs I access (Willow Springs Lane) at the southwest corner of the project site and connect with the other existing segment of Camino Vista Road west of Aero Camino and near the northeastern corner of the project site. The Camino Vista Road extension would provide continuous access between the intersection of Calle Koral and Camino Vista Road and Aero Camino. The Fire Department has reviewed the project for adequate emergency access and provided a Condition Letter, dated May 4, 2012, specifying Camino Vista Road width requirements for the road extension.

The project site would be accessed from the Camino Vista Road extension via Willow Springs Court, a private road, which would extend southerly into the project site connecting to an internal driveway running parallel to Camino Vista Road. This internal driveway would connect with Willow Springs Lane, which provides internal circulation throughout Willow Springs I. This connection would allow residents to circulate between Willow Springs I and II, using this private internal access road. Willow Springs Lane is accessed directly from an existing portion of Camino Vista Road along the west boundary and extends easterly into Willow Springs I.

The access and circulation system proposed for the site would adequately accommodate the traffic volumes that would be generated by the project. The internal circulation is required to meet zoning code, building code, and Fire Department standard for widths, turning radii, and emergency vehicle access. There would be no impact associated with the proposed internal circulation design.

#### Camino Vista Road Through-Traffic

The following discussion addresses the design of the Camino Vista road extension as it relates to through traffic compatibility with the project residential neighborhood and the transition and changes to the existing segment of Camino Vista near Aero Camino.
Compatibility and Safety

The proposed extension of Camino Vista Road to Aero Camino would provide a roadway connection between the Aero Camino industrial area east of the project site and Los Carneros Road to the west. This roadway connection is anticipated to provide an alternative route for vehicles and trucks to access and depart the Aero Camino industrial area. The total number of vehicle trips that would be diverted to this roadway is estimated at approximately 300 ADT. These trips would generate through-traffic along this roadway.

The number of diverted truck trips was estimated using a conservative approach, assuming that:

1) 75 percent of Aero Camino truck traffic is originating from/destined to the west via Hollister Avenue due to the geographic location of the Highway 101/Los Carneros Road interchange; and

2) 35 percent of this traffic volume would shift to Camino Vista Road as a result of the proposed roadway extension, based on existing AM and PM peak hour southbound right-turn movements and eastbound left-turn movements at the Aero Camino/Hollister Avenue intersection.

Using these assumptions, the number of truck trips that would use the proposed extension of Camino Vista is forecast to be 16 daily truck trips [60 total Aero Camino ADT truck trips (from counts discussed above) x 75 percent to/from the west x 35 percent shift to Camino Vista Road].

As discussed below, the total volume of traffic, including truck trips that would use Camino Vista Road is not expected to significantly impact traffic operations along the roadway. However, use of the Camino Vista Road extension for through-traffic, including truck traffic, raises potential compatibility concerns. Through traffic may be inclined to travel at higher speeds than local traffic and through truck traffic is generally not considered compatible along local residential streets.

The Camino Vista Road extension would be adjacent to, and would serve, the proposed residential use on the south and a site that is designated for future residential uses to the north (Willow Springs North). It would provide on-street parking, a bicycle lane, and one through-travel lane in each direction. The General Plan Transportation Element has classified Camino Vista Road as a Local Road. In accordance with General Plan Policy T.E. 3.6, local roads are intended to serve only adjacent uses and protect the residents and pedestrians from potential impacts of through traffic.

As proposed, the total right-of-way design of Camino Vista Road (64 feet), includes the following design specifications:

- 12-foot wide travel lanes in each direction
- 5-foot wide bicycle lanes
- 9-feet wide on-street parking lanes
- 6-foot wide sidewalks on both south and north sides (only the south sidewalk would be constructed as part of the project)
The Camino Vista Road extension roadway plans include traffic-calming features in the form of a landscaped center median and street tree planters (as bump-outs/curb extensions), which act to slow traffic, particularly through-traffic not associated with the residential development. Through-traffic would likely be associated with the adjacent Aero Camino industrial area, and may include a minor amount of truck traffic as enumerated above. In addition, the roadway would accommodate up to twenty-two parking spaces along the north side parkway, and 21 parking spaces along the south side parkway.

Although some traffic-calming measures have been incorporated into the design of the road, use of the proposed road extension for through traffic to and from Aero Camino would result in potential compatibility issues and would be inconsistent with the intended designation of the road as set forth in General Plan Policy T.E. 3.6.

**Existing Segment of Camino Vista near Aero Camino**

The existing segment of future Camino Vista Road between the project northeast boundary and Aero Camino (a length of approximately 170 feet, minus curb returns) leading up to the Camino Vista Road/Aero Camino Intersection is approximately 40 feet wide, as measured from curb to curb. This is 12 feet less wide relative to the project extension segment of the roadway, which is 52 feet wide (curb to curb) and includes travel lanes, bicycle lanes, and parallel parking lanes. The existing segment of Camino Vista Road would not be wide enough to accommodate all three of these components of the proposed extension segment.

The 40-foot wide roadway segment could allow enough space for one of two options: 1) two travel lanes (11 feet wide each for 22 feet total), parking along the north curb (8-foot wide parking lane), and a 6-foot wide bicycle lane along the south curb, in which case parking along the south side would need to be eliminated, or 2) allow enough space for parking on both sides of the roadway segment, and eliminate the bicycle lane on the south side. If parking were to be eliminated along the south side of the existing segment there would be a loss of approximately 125 feet of parking availability (minus driveways) currently used by the Aero Camino industrial tenants. If the bicycle lane were to be eliminated, and parking allowed to continue, the travel lane could be painted to allow bicyclists to enter the travel lane (“shared lane”) for this 170-foot segment leading up to the Camino Vista Road/Aero Camino intersection.

The travel lane, parking, and bicycle lane demarcations for “transitional area” where the proposed Camino Vista Road extension would connect to the existing segment and extend through the 170-foot length of the segment have not yet been depicted in the project roadway plans.

Prior to the inclusion of additional design measures to minimize potential through-use of the road, vehicle speeds, and associated compatibility issues, along with the connection lane demarcations for the existing segment of Camino Vista near Aero Camino, the proposed extension of Camino Vista Road would result in a potentially significant impact (Impact T-1).

**Camino Vista/Aero Camino Intersection Operations**

As discussed above, the extension of Camino Vista Road would provide an alternative route for vehicles traveling between Aero Camino and the Highway 101/Los Cameros Road interchange. It is estimated that approximately 300 ADT would be diverted to this road. This level of traffic would warrant a stop sign at the eastbound Camino Vista approach to the Camino Vista/Aero Camino Road intersection. In addition, vehicles have been observed parked along the curb...
returns at this intersection, even though parking on curb returns is not permitted. This situation can hamper intersection operations, if continued. Prior to installation of a stop sign on Camino Vista at the Aero Camino intersection, the project would result in a potentially significant impact on operations at this intersection (Impact T-2).

Parking and Bicycle Route Conflict Along Existing Camino Vista Road Segment

Vehicles have been observed parking along the existing segment of Camino Vista Road within the bicycle lanes adjacent to Willow Springs I. The Camino Vista Road extension would extend the existing bicycle lane and would include separate on-street parking. Continued parking along the existing segment of Camino Vista Road would interfere with the increased use of this segment of bicycle path that would occur with the project. This is considered a potentially significant impact (Impact T-3).

Traffic Congestion

Project Trip Generation

Trip generation estimates for the project are based on rates contained in the Institute of Transportation Engineers (ITE) trip Generation report and traffic counts conducted at the driveway of the existing Willow Springs apartments in November 2008. The ADT generation estimates for the project were calculated using the ITE rates for apartments. The peak hour trip generation estimates were calculated using rates developed from the driveway counts conducted at the existing Willow Springs I site (count data is provided in Appendix J). Table 4.13-3 presents the trip generation estimates developed for the project.

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Size</th>
<th>ADT Rate</th>
<th>AM Peak Hour Rate</th>
<th>PM Peak Hour Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Trips</td>
<td>In/Out</td>
<td>Trips</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Apartments</td>
<td>100 Units</td>
<td>6.72</td>
<td>0.65</td>
<td>0.66</td>
</tr>
<tr>
<td></td>
<td></td>
<td>672</td>
<td>65 (11/54)</td>
<td>66 (46/20)</td>
</tr>
</tbody>
</table>

Table 4.13-3

Project Trip Generation

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Size</th>
<th>ADT Rate</th>
<th>AM Peak Hour Rate</th>
<th>PM Peak Hour Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Trips</td>
<td>In/Out</td>
<td>Trips</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Apartments</td>
<td>100 Units</td>
<td>6.72</td>
<td>0.65</td>
<td>0.66</td>
</tr>
<tr>
<td></td>
<td></td>
<td>672</td>
<td>65 (11/54)</td>
<td>66 (46/20)</td>
</tr>
</tbody>
</table>

Table 4.13-3

The peak hour trip generation rates are slightly higher than the average rates presented in the Institute of Transportation Engineers (ITE) for apartments. The data presented in Table 4.13-3 show that the project is forecast to generate 672 daily trips, 65 AM peak hour trips, and 66 PM peak hour trips.

Trip Distribution

Trip distribution percentages were developed for the project based on the counts conducted at the existing Willow Springs I development. Vehicles entering and exiting Willow Springs I were tracked to the adjacent intersections (Los Carneros Road/Calle Koral and Calle Koral/Los Carneros Way) to determine their patterns. Table 4.13-4 and Figure 4.13-5 present the trip distribution percentages projected for the proposed project. Project-added traffic volumes are also presented on Figure 4.13-5.

---

Source: Associated Transportation Engineers, September 29, 2010.
Table 4.13-4
Project Trip Distribution Percentages

<table>
<thead>
<tr>
<th>Origin/Destination</th>
<th>Direction</th>
<th>Distribution %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway 101</td>
<td>North</td>
<td>5%</td>
</tr>
<tr>
<td></td>
<td>South</td>
<td>40%</td>
</tr>
<tr>
<td>Los Carneros Road</td>
<td>South of Hollister Avenue</td>
<td>15%</td>
</tr>
<tr>
<td>Hollister Avenue</td>
<td>East</td>
<td>10%(^a)</td>
</tr>
<tr>
<td></td>
<td>West</td>
<td>20%</td>
</tr>
<tr>
<td>Cathedral Oaks Road</td>
<td>East</td>
<td>5%</td>
</tr>
<tr>
<td>Calle Real</td>
<td>East</td>
<td>5%</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>100%</td>
</tr>
</tbody>
</table>

\(^a\) Via Aero Camino.

Project Impacts on Roadway Segments

Table 4.13-5 lists the Existing and Existing + Project roadway volumes and identifies the potential impacts of the project’s traffic additions based on the City’s capacity thresholds. The extension of Camino Vista Road would not change circulation patterns affecting the roadway segments studied in this report.

Table 4.13-5
Existing + Project Roadway Volumes

<table>
<thead>
<tr>
<th>Roadway Segment</th>
<th>Acceptable Capacity</th>
<th>Existing ADT</th>
<th>Project Added ADT</th>
<th>Percent Change</th>
<th>Impact?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Los Carneros Road s/o Highway 101 SB Ramp</td>
<td>34,000</td>
<td>22,050</td>
<td>370 ADT</td>
<td>1.7</td>
<td>No</td>
</tr>
<tr>
<td>Los Carneros Road s/o Hollister Avenue</td>
<td>14,300</td>
<td>15,200</td>
<td>101 ADT</td>
<td>0.7</td>
<td>No</td>
</tr>
</tbody>
</table>

The data presented in Table 4.13-5 show that the project would not increase the traffic volumes by more than 1.0% on the segment of Los Carneros Road south of Hollister Avenue where traffic currently exceeds capacity. The percent change for the area s/o Highway 101 SB Ramp (north of Hollister) is not significant since this segment is currently operating within its acceptable capacity. Therefore, the project-specific impact to the study-area roadways would be less than significant.

Project Impacts on Congestion Management Program Freeway Segments - Highway 101

The project is forecast to add 4 PM peak hour trips to Highway 101 northbound and 26 PM peak hour trips to southbound Highway 101. The CMP threshold for freeway impacts is 50 trips for segments operating at LOS E or LOS F and 100 trips for segments operating at LOS D. Based on these CMP impact criteria, the project impact to the freeway segments located in the study-area would be considered less than significant.
Project Impacts on Intersection Operations

The extension of Camino Vista Road would provide a new east-west connection for vehicles traveling between Aero Camino and the Highway 101/Los Carneros Road interchange, as an alternative to Hollister Avenue. Therefore, existing traffic volumes were adjusted to account for the change in traffic patterns that could occur as a result of the Camino Vista Road extension that would affect study area intersections. The traffic flow adjustments for the intersections that would be affected by the potential change in circulation patterns of traffic were developed based on data derived from the City’s traffic model.

Levels of service were calculated for the study-area intersections assuming the Existing+Project AM peak hour volumes presented in Figures 4.13-6 and Figure 4.13-7 for PM peak hour. Tables 4.13-6 and 4.13-7 compare the Existing and Existing+Project levels of service and identify project-specific impacts. The tables also show the baseline levels of service for the intersections with and without the Camino Vista Road extension.

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Existing</th>
<th>Existing + Project</th>
<th>Project–Added Trips</th>
<th>Change in V/C</th>
<th>Impact?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Los Carneros Road/Calle Real</td>
<td>10.7 sec.</td>
<td>10.7 sec.</td>
<td>8</td>
<td>0.017 (a)</td>
<td>No</td>
</tr>
<tr>
<td>Los Carneros Road/Hwy 101 NB Ramps</td>
<td>0.55</td>
<td>0.55</td>
<td>15</td>
<td>0.004</td>
<td>No</td>
</tr>
<tr>
<td>Los Carneros Road/Hwy 101 SB Ramps</td>
<td>0.54</td>
<td>0.54</td>
<td>38</td>
<td>0.001</td>
<td>No</td>
</tr>
<tr>
<td>Los Carneros Road/Calle Koral</td>
<td>0.33</td>
<td>0.34</td>
<td>47</td>
<td>0.007</td>
<td>No</td>
</tr>
<tr>
<td>Calle Koral/Los Carneros Way</td>
<td>8.9 sec.</td>
<td>9.1 sec.</td>
<td>59</td>
<td>0.131^a</td>
<td>No</td>
</tr>
<tr>
<td>Without Camino Vista Extension</td>
<td>9.0 sec.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Calle Koral/Camino Vista Extension^b</td>
<td>N/A</td>
<td>N/A</td>
<td>59</td>
<td>N/A</td>
<td>No</td>
</tr>
<tr>
<td>Hollister Avenue/Los Carneros Road</td>
<td>0.44</td>
<td>0.45</td>
<td>21</td>
<td>0.004</td>
<td>No</td>
</tr>
<tr>
<td>Hollister Avenue/Los Carneros Way</td>
<td>0.25</td>
<td>0.25</td>
<td>12</td>
<td>0.000</td>
<td>No</td>
</tr>
<tr>
<td>Without Camino Vista Extension</td>
<td>0.27</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hollister Avenue/Aero Camino Way</td>
<td>0.29</td>
<td>0.29</td>
<td>6</td>
<td>0.003</td>
<td>No</td>
</tr>
<tr>
<td>Without Camino Vista Extension</td>
<td>0.31</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

^a Unsignalized Intersection. Data shown is % change in entering volume.
^b Level of Service not applicable, no conflicting movements.
### Table 4.13-7
**Existing + Project PM Peak Hour Levels of Service**

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Existing</th>
<th>Existing+ Project</th>
<th>Project-Added Trips</th>
<th>Change in V/C</th>
<th>Impact?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>ICU</td>
<td>LOS</td>
<td>ICU</td>
<td>LOS</td>
<td></td>
</tr>
<tr>
<td>Los Carneros Road/Calle Real</td>
<td>14.0 sec.</td>
<td>LOS B</td>
<td>14.1 sec.</td>
<td>LOS B</td>
<td>6</td>
</tr>
<tr>
<td>Los Carneros Road/Hwy 101 NB Ramps</td>
<td>0.56</td>
<td>LOS A</td>
<td>0.56</td>
<td>LOS A</td>
<td>25</td>
</tr>
<tr>
<td>Los Carneros Road/Hwy 101 SB Ramps</td>
<td>0.77</td>
<td>LOS C</td>
<td>0.78</td>
<td>LOS C</td>
<td>35</td>
</tr>
<tr>
<td>Los Carneros Road/Calle Koral</td>
<td>0.65</td>
<td>LOS B</td>
<td>0.67</td>
<td>LOS B</td>
<td>46</td>
</tr>
<tr>
<td>Calle Koral/Los Carneros Way</td>
<td>11.0 sec.</td>
<td>LOS B</td>
<td>11.1 sec.</td>
<td>LOS B</td>
<td>59</td>
</tr>
<tr>
<td>Without Camino Vista Extension</td>
<td>11.7 sec.</td>
<td>LOS B</td>
<td></td>
<td>LOS B</td>
<td></td>
</tr>
<tr>
<td>Calle Koral/Camino Vista Without Camino Vista Extensionb</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>59</td>
</tr>
<tr>
<td>Hollister Avenue/Los Carneros Road</td>
<td>0.65</td>
<td>LOS B</td>
<td>0.65</td>
<td>LOS B</td>
<td>24</td>
</tr>
<tr>
<td>Hollister Avenue/Los Carneros Way Without Camino Vista Extension</td>
<td>0.40</td>
<td>LOS A</td>
<td>0.41</td>
<td>LOS A</td>
<td>13</td>
</tr>
<tr>
<td>Hollister Avenue/Aero Camino Without Camino Vista Extension</td>
<td>0.43</td>
<td>LOS A</td>
<td>0.44</td>
<td>LOS A</td>
<td>7</td>
</tr>
</tbody>
</table>

a Unsignalized intersection. Data shown is % change in entering volume.
b Level of Service not applicable, no conflicting movements.
LEGEND

- A.M. Peak Hour Volume
- Average Daily Traffic Volume

Source: Associated Transportation Engineers, September 29, 2010.
Existing + Project P.M. Peak Hour Volumes

Source: Associated Transportation Engineers, September 29, 2010.
The data presented in Tables 4.13-6 and 4.13-7 shows that the study-area intersections are forecast to operate at LOS C or better with the addition of project traffic under both scenarios. The project generated traffic impacts to the study-area intersections would be less than significant.

**Project Impacts on Congestion Management Program Intersections**

Intersections within the study area including Highway 101 NB Ramps/Los Carneros Road, Highway 101 SB Ramps/Los Carneros Road, and Los Carneros Road/Hollister Avenue are located within the CMP network. As shown on Tables 4.13-6 and 4.13-7, the CMP intersections are forecast to operate at LOS C or better under Existing+Project traffic conditions. Therefore, the project would result in a less than significant project impact to the CMP network based on CMP impact criteria.

### 4.13.4 Cumulative Impacts

**Cumulative Traffic Volumes**

Cumulative traffic volume forecasts were updated for this study using the Goleta Traffic Model that was constructed in February 2010. The traffic model includes traffic generated by approved and pending projects as detailed in the City’s December 2009 Cumulative Development Projects List provided in the Technical Appendix of the Updated Traffic and Circulation Study (Appendix J), and assumes future programmed improvements to be fully constructed. The Cumulative Development Project’s List used for the analysis predates the list provided in Section 3.0 Related Projects, as the City’s Community Services Department considered it to be the most appropriate and conservative approach for modeling cumulative traffic for this project.

**Cumulative Improvements**

The planned improvements that are assumed in the City’s traffic model that would affect traffic patterns within the study-area are outlined below.

1. Extend Phelps Road from Storke Road to Los Carneros Road. This improvement would create a new east-west travel path that would divert traffic from the Los Carneros Road/Hollister Avenue intersection and portions of Los Carneros Road and Hollister Avenue roadway segments.
2. Extend Camino Vista Road from its existing terminus just north of the Willow Springs I apartment complex to Aero Camino. The new extension would create an alternate route for vehicles traveling between Aero Camino and the Highway 101/Los Carneros Road interchange.
3. Construct a western leg of Calle Koral at the Los Carneros Road/Calle Koral intersection to provide access to the future Village at Loc Carneros Project located west of the intersection.

**Cumulative Impacts on Roadway Operations**

Cumulative and Cumulative+Project ADT volumes are shown in Figures 4.13-8 and 4.13-9. Table 4.13-8 lists the Cumulative roadway volumes and identifies the impacts of the project-
Cumulative ADT and A.M. Peak Hour Volumes

Source: Associated Transportation Engineers, September 29, 2010.

Legend:

XX - A.M. Peak Hour Volume
X - Average Daily Traffic Volume
Cumulative + Project ADT and A.M. Peak Hour Volumes

Source: Associated Transportation Engineers, September 29, 2010.
added traffic based on the City’s capacity thresholds. The analysis does not assume the widening of Los Carneros Road is in place under cumulative conditions.

<table>
<thead>
<tr>
<th>Roadway Segment</th>
<th>Acceptable Capacity</th>
<th>Cumulative ADT</th>
<th>Project Added ADT</th>
<th>% Change</th>
<th>Impact?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Los Carneros Road s/o Hwy 101 SB Ramp</td>
<td>34,000</td>
<td>27,620</td>
<td>370 ADT</td>
<td>1.3%</td>
<td>No</td>
</tr>
<tr>
<td>Los Carneros Road s/o Hollister Avenue</td>
<td>14,300</td>
<td>18,810</td>
<td>101 ADT</td>
<td>0.5%</td>
<td>No</td>
</tr>
</tbody>
</table>

The data presented in Table 4.13-8 show that the project would not increase the traffic volumes by more than 1.0% on the segment of Los Carneros Road south of Hollister Avenue where traffic volume currently exceeds the City’s acceptable roadway design capacity. The percent change for the area s/o Highway 101 SB Ramp (north of Hollister) is not significant since this segment is currently operating within its design capacity. The project’s contribution to cumulative impacts to the study area roadways would be less than significant.

**Cumulative Impacts to Congestion Management Program Roadway Operations**

The project is forecast to add 4 PM peak hour trips to Highway 101 northbound and 26 PM peak hour trips to southbound Highway 101. The CMP threshold for freeway impacts is 50 trips for segments operating at LOS E or LOS F and 100 trips for segments operating at LOS D. Based on these CMP impact criteria, the project cumulative contribution to the freeway segments located in the study-area would be considered less than significant.

**Cumulative Impacts on Intersection Operations**

Cumulative AM peak hour and Cumulative+Project AM peak hour traffic volumes are provided in Figures 4.13-8 and 4.13-9, respectively. Cumulative PM peak hour and Cumulative+Project PM peak hour traffic volumes are provided in Figures 4.13-10 and 4.13-11, respectively. Tables 4.13-9 and 4.13-10 compare the Cumulative and the Cumulative+Project levels of service for the study area intersections and identify cumulative impacts for AM peak hour levels of service and PM peak hour levels of service, respectively. Baseline levels of service for the intersections with and without the Camino Vista Road extension are also shown.

The data presented in Tables 4.13-9 and 4.13-10 indicates that the project would exceed the City’s cumulative traffic impact threshold at the Los Carneros Road/Calle Koral intersection. Although there are no GTIP intersection improvements proposed at the intersection at this time, mitigation measures would be required for the Cabrillo Business Park project. The mitigation identified for the Cabrillo Business Park project is the provision of an additional northbound through lane on Los Carneros Road through this intersection to the Los Carneros Road/Highway 101 SB ramp intersection. This improvement would provide LOS C (ICU 0.73)
Cumulative + Project ADT and P.M. Peak Hour Volumes

Source: Associated Transportation Engineers, September 29, 2010.
for the Cumulative + Project scenario. However, until these improvements are in place, the proposed project’s cumulative contribution to impacts at this intersection is considered potentially significant (Impact T-4).

**Cumulative Impacts to Congestion Management Program Intersections**

**Highway 101 SB Ramps/Los Carneros Road Intersection**

Tables 4.13-9 and 4.13-10 indicate that the Highway 101 SB Ramps/Los Carneros Road intersection is forecast to operate at LOS E during the PM peak hour. The project would add 35 PM peak hour trips to the intersection, which would exceed the CMP threshold of 10 trips. Therefore, the project’s contribution to cumulative impacts at this intersection is considered potentially significant (Impact T-5).

**Los Carneros Road/Hollister Avenue**

The Hollister Avenue/Los Carneros Road intersection is forecast to operate at LOS D during the PM peak hour. The project would add 24 peak hour trips to the intersection, which would exceed the CMP threshold of 20 trips. Project contributions to cumulative impacts are considered potentially significant (Impact T-6).

**Table 4.13-9**

Cumulative and Cumulative+Project AM Peak Hour Levels of Service

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Cumulative</th>
<th>Cumulative+Project</th>
<th>Project Added Trips</th>
<th>Change in V/C</th>
<th>Impact?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Los Carneros Road/Calle Real</td>
<td>ICU 23.0 sec</td>
<td>LOS C 23.4 sec</td>
<td>LOS C 8</td>
<td>0.007a</td>
<td>No</td>
</tr>
<tr>
<td>Los Carneros Road/Hwy 101 NB Ramps</td>
<td>0.63 LOS B 0.64</td>
<td>LOS C 15</td>
<td>0.004</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Los Carneros Road/Hwy 101 SB Ramps</td>
<td>0.67 LOS B 0.67</td>
<td>LOS B 38</td>
<td>0.002</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Los Carneros Road/Calle Koral</td>
<td>0.63 LOS B 0.64</td>
<td>LOS B 47</td>
<td>0.01</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Calle Koral/Los Carneros Way Without Camino Vista Extension</td>
<td>9.8 sec. 9.8 sec.</td>
<td>LOS A 10.1 sec. LOS A 59</td>
<td>0.077a</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Calle Koral/Camino Vista Without Camino Vista Extension</td>
<td>N/A</td>
<td>NA 59</td>
<td>NA</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Hollister Avenue/Los Carneros Road</td>
<td>0.45 LOS A 0.45</td>
<td>LOS A 21</td>
<td>0.006</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Hollister Avenue/Los Carneros Way Without Camino Vista Extension</td>
<td>0.31 LOS A 0.32</td>
<td>LOS A 12</td>
<td>No</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hollister Avenue/Aero Camino Without Camino Vista Extension</td>
<td>0.33 LOS A 0.33</td>
<td>LOS A 6</td>
<td>0.003</td>
<td>No</td>
<td></td>
</tr>
</tbody>
</table>

a Unsignalized intersection. Data shown is % change in entering volume.
b Level of Service not applicable, no conflicting movements.
The project would provide 184 parking spaces in surface level parking areas located throughout the project site. Each of the 100 condominium units would be provided with one assigned covered parking space. The remaining 84 unassigned and uncovered spaces would be shared among residents and guests. Of those, 102 would be within covered carports, while 82 would be uncovered. Each of the 100 units would be assigned one carport space, and 64 uncovered spaces would be assigned to residents, and 20 uncovered spaces would be for guest parking (one space per five units). Bicycle racks would also be provided, included 4 racks, each accommodating 11 bicycles, for a total of 44 bicycles. The City's Planning and Environmental Services and Community Services Departments, the applicant's traffic engineers (ATE) and the EIR traffic consultant (Linscott Law and Greenspan), evaluated the adequacy of the proposed parking. The evaluation included review of parking data, field observations on various days and at various times of day for the existing Willow Springs I development, and for compliance with the Zoning Ordinance parking standards. Based on this review, existing parking is adequate to meet the requirements of Willow Springs I and the proposed parking for Willow Springs II was found to be sufficient. As a result, project related vehicles are not expected to result in significant traffic safety impacts from project parking demand overflowing onto nearby streets. For more information on parking, please refer to the policy consistency discussion provided in Section 4.9 Land Use and Planning.
### Table 4.13-11

**Zoning Ordinance Parking Requirements of Project**

<table>
<thead>
<tr>
<th>Floor Plan</th>
<th>Number of Units</th>
<th>Parking Rate</th>
<th>Spaces Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Bedroom</td>
<td>48</td>
<td>1/unit</td>
<td>48</td>
</tr>
<tr>
<td>2 Bedroom</td>
<td>28</td>
<td>2/unit</td>
<td>56</td>
</tr>
<tr>
<td>3 Bedroom</td>
<td>24</td>
<td>2.5/unit</td>
<td>60</td>
</tr>
<tr>
<td>Visitor Parking</td>
<td>100</td>
<td>1/5 units</td>
<td>20</td>
</tr>
</tbody>
</table>

**Total Spaces Required:** 184

Based on the number of parking spaces required for each of the unit types provided in **Table 4.13-11**, the City’s parking requirement for the project is 184 spaces. The parking supply of 184 spaces meets the City’s Zoning Ordinance parking requirement and would meet the demands of Willow Springs II.

### 4.13.5 Mitigation Measures

Any data or other information relied upon for any calculations or information provided in the following mitigation measures that is not otherwise set forth in this traffic and transportation section is contained in **Appendix J**.

#### Site Access and Circulation

**Through Traffic Along the Camino Vista Road Extension (Impact T-I)**

**T 1-1** The permittee shall minimize potential safety impacts to of non-residential through-traffic, particularly large truck traffic, by amending the Camino Vista Road extension right-of-way design. The following configuration shall be incorporated into the road plan (widths are for each side of the road unless specified):

a. 6-foot bike lanes (instead of proposed 5-foot)
b. 11-foot travel lanes (instead of proposed 12-foot)
c. 8-foot parking lanes (instead of proposed 9-foot)
d. 6-foot sidewalk on south side (to be constructed)
e. Future 6-foot wide sidewalk on north side (dedicated)
f. The eliminated roadway area shall be added to the landscape area along the south side of the Camino Vista Road extension.
g. To ensure adequate emergency access width, a Street Parking Plan shall be provided as part of the road plan, and shall at a minimum include:
   i. delineations of the conceptual parking spaces along the parkways;
   ii. specifications for “No Parking” signs to be posted along Camino Vista Road, wherever necessary, to ensure there is a 12-foot wide travel width clearance for emergency vehicles (such as Fire Engines); and
   iii. prohibition of parking along the curbs of street tree planters (bump-out/curb extensions) to maintain the bicycle lane and emergency access.

h. Transitional lane delineations and lane design for the existing 170-foot segment of Camino Vista near Aero Camino that provide the following:
   i. 11-foot travel lanes
ii. 8-foot parking lanes on both north and south sides
iii. Delineations within roadway signaling to motorists that this segment is a “shared” roadway with bicyclists.

Plan Requirements and Timing: The permittee shall submit revised plans for City review and approval prior to recordation of the final tract map.

Monitoring: City shall approve revised plans prior to final tract map recordation and shall field check for conformance upon completion of roadway construction.

Camino Vista Road/Aero Camino Intersection Operations (Impact T-2)

T 2-1 The permittee shall provide traffic control measures to facilitate safe navigation through the Camino Vista Road/Aero Camino Intersection.

Plan Requirements and Timing:

a. Install a STOP sign and street painting at the eastbound approach of Camino Vista Road at its intersection with Aero Camino.

b. STOP sign design details shall be included in the project road plans.

c. Public Improvement Road plans shall be approved prior to issuance of grading permit recordation of the final tract map.

Monitoring: City Community Services and Planning and Environmental Services Departments shall confirm these measures are provided in the public improvement plans and are implemented through site investigation prior to any first occupancy clearance.

Parking/Bicycle Conflicts Along the Existing Section of Camino Vista Road Adjacent to Willow Springs I (Impact T-3)

T 3-1 The permittee shall install No Parking signs on the existing 36-foot wide section of Camino Vista Road adjacent to Willow Springs I to prevent vehicles from parking on Camino Vista Road and interfering with bicycle traffic.

Plan Requirements and Timing: Public Improvement Road Plans shall indicate the requirement for No Parking signs to be installed along the existing stretch of Camino Vista Road.

Monitoring: City Community Services and Planning and Environmental Services Department shall confirm this measure is provided in the public improvement plans and implemented through site investigation prior to any first occupancy clearance.

Traffic Congestion

Los Carneros Road/Calle Koral Intersection (Impact T-4 – Cumulative)

T 4-1 The permittee shall construct or monetarily contribute to the construction of an additional northbound through lane along Los Carneros Road. The northbound through lane shall be constructed from approximately 350 feet south of the intersection to align with the existing right turn lane north of the intersection. It is
noted full improvements for a northbound through lane are required included as a mitigation measure for traffic impacts associated with the Cabrillo Business Park project (at the project level) and with the Village at Los Carneros project (at the cumulative level) as identified as Development Plan conditions of approval in the EIRs for each respective project. If these traffic improvements are implemented prior to issuance of the first occupancy clearance at the Willow Springs II project, this measure will not be required for the Willow Springs II project.

The construction of the additional northbound through lane improvements along Los Carneros Road or the monetary contribution to construction of these improvements shall be implemented under one of the following scenarios:

1) If the Village at Los Carneros or Cabrillo Business Park projects, or any other subsequent project with a cumulative impact that triggers these improvements, have implemented these improvements, then Willow Springs II The permittee shall pay the project’s fair-share contribution shall be provided to the developer of Village at Los Carneros or Cabrillo Business Park per reimbursement agreements the Village at Los Carneros and/or Cabrillo Business Park developers would have with the City. The fair-share payment calculation is determined based on the project’s contribution to the total cumulative growth as follows:

\[
\text{Project-Added Volume} / (\text{Cumulative}+\text{Project Volumes} – \text{Existing Volumes}) = \text{Percent Share}
\]

The project’s percentage of the cumulative growth forecast for this intersection shall be is 4.5 percent. (A worksheet presenting the fair-share calculations is contained in the Appendix J.)

2) If the Cabrillo Business Park project or Village at Los Carneros project have not implemented these improvements prior to the timing requirements for implementation of this mitigation measure as noted below, the Willow Springs II The permittee shall construct would be required to implement the through lane improvements. Under this scenario, the City shall establish a reimbursement agreement that shall would require future projects contributing to traffic impacts necessitating these improvements to pay the Willow Springs II permittee their pro-rata share of the improvement costs.

3) The permittee applicant shall pay be required to contribute fees to the GTIP fund provided that the additional northbound through lane improvements are included in the GTIP.

4) The permittee shall execute an agreement with the City as approved by the City Attorney’s Office requiring the permittee to pay the project’s fair-share contribution for the through lane improvements.

Plan Requirements and Timing: In the event that the permittee shall pay a monetary contribution for the additional northbound through lane improvements under scenario #1 above, such contribution shall be paid pursuant to any applicable reimbursement agreement. In the event that the permittee shall construct the additional northbound through lane improvements under scenario #2 above, The design of the additional northbound through lane roadway improvements described above shall be reviewed...
and approved by the City prior to recordation of the final tract map. Said plans shall include monitoring to protect any archaeological/cultural resources that might be disturbed during any grading for construction of the additional through-lane as well as Best Available Control Measures (BACMs) to mitigate all other construction impacts. In addition, this improvement shall be either: 1) constructed by the permittee prior to the first occupancy clearance for the project, or 2) the permittee shall post a performance security deemed adequate by the City to cover the cost of all such improvements prior to the first occupancy clearance. Occupancy clearance shall not be issued until all of the aforementioned improvements are either fully completed or bonded for. In the event that the permittee shall pay a monetary contribution for the additional northbound through lane improvements under scenarios #3 or #4 above, such contribution shall be paid at the time payment of GTIP fees is required pursuant to the applicable ordinance.

**Monitoring:** In the event that the permittee shall pay a monetary contribution for the additional northbound through lane improvements under scenarios #1, #3 and #4 above, City staff shall verify payment consistent with the reimbursement agreement or the ordinance regulating payment of GTIP fees, as applicable, prior to occupancy clearance. In the event that the permittee shall construct the additional northbound through lane improvements under scenario #2 above, City staff shall verify roadway design review and approval prior to recordation of the final tract map approval of any Land Use Permit for the project and shall either: 1) verify construction of the additional northbound through lane per the approved plans prior to the first occupancy clearance for the project, or 2) verify posting of an adequate performance security for these improvements prior to the first occupancy clearance.

**CMP Los Carneros Road/US 101 SB Ramps (Impact T-5 -Cumulative)**

The CIP includes an improvement project to add a free northbound right-turn separate northbound right-turn on Los Carneros Road at this intersection. This improvement is currently under design with the City Community Services Department. Based on the Los Carneros Overhead Bridge Replacement Project Traffic Study, this improvement would establish an LOS A (V/C 0.48) for operations at this intersection, including Cumulative + Project volumes (LOS calculation worksheet is contained in Appendix J).

The project would be subject by ordinance to payment of Development Impact Fees (DIFs) adopted for the purpose of requiring projects to pay a fair share of transportation improvements associated with cumulative development. Fees would be paid prior to recordation of the tract map or issuance of the first Land Use Permit for the project, whichever comes first. As a result of payment of these fees, the project’s contribution to cumulative impacts at the Los Carneros Road/US 101 SB Ramps would be less than cumulatively considerable and is considered less than significant.

**CMP Hollister Avenue/Los Carneros Road Intersection (Impact T-6 -Cumulative)**

The CIP includes an improvement project to install dual northbound and westbound left-turn lanes at the Hollister Avenue/Los Carneros Road intersection. This improvement would provide for LOS B (V/C 0.69) operations at the intersection with Cumulative + Project volumes (LOS calculation worksheet is contained in Appendix J).

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The project would be subject by ordinance to payment of Development Impact Fees (DIFs) adopted for the purpose of requiring projects to pay a fair share of transportation improvements associated with cumulative development. Fees would be paid prior to recordation of the tract map or issuance of the first Land Use Permit for the project, whichever comes first. As a result of payment of these fees, the project’s contribution to cumulative impacts at the Hollister Avenue/Los Carneros Road intersection would be less than cumulatively considerable and is considered less than significant.

4.13.6 Residual Impacts

With implementation of the mitigation measures identified above, the project’s residual project-specific and cumulative traffic impacts would be less than significant (Class II).