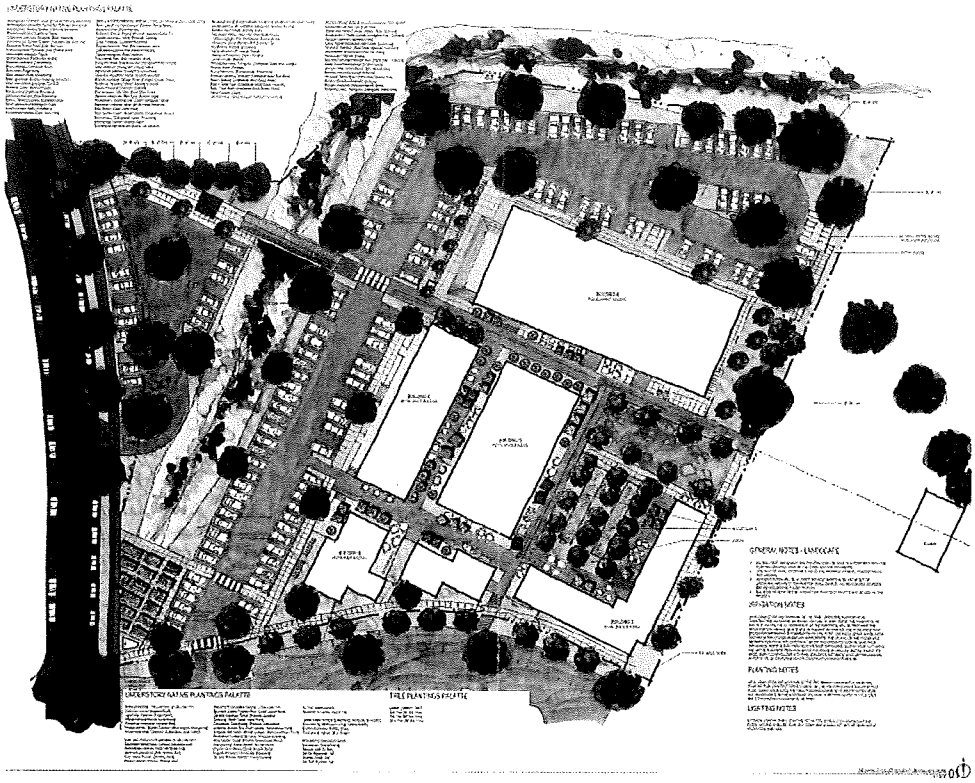
THE COMMONS @ ZACA CREEK PROJECT
BUELLTON, CALIFORNIA

REVISED TRAFFIC AND CIRCULATION STUDY



January 27, 2017 **ATE Project 16092**

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Since 1978

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January 27, 2017

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P.O. Box 1819
Buellton, California 93427

REVISED TRAFFIC AND CIRCULATION STUDY FOR THE COMMONS @ ZACA CREEK PROJECT - CITY OF BUELLTON

Associated Transportation Engineers (ATE) is pleased to submit the following revised traffic and circulation study for the Commons @ Zaca Creek Project. The study examines existing, existing + project, cumulative, and cumulative + project conditions within the study-area and assesses the traffic and circulation impacts associated with the project. It our understanding that the results of the study will be incorporated into the environmental documents being prepared for the project by the City of Buellton.

We appreciate the opportunity to assist the City of Buellton with this project.

Associated Transportation Engineers

By: Richard L. Pool, P.E.
President

REGISTERED PROFESSIONAL ENGINEER
RICHARD L. POOL
C 18030
CIVIL
STATE OF CALIFORNIA

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INTRODUCTION

The following study contains an analysis of the potential traffic and circulation impacts associated with the Commons @ Zaca Creek Project in the City of Buellton. The study provides information relative to existing and future conditions. The purpose of this study is to identify potential impacts associated with the proposed project for the City to use in the environmental review process.

PROJECT DESCRIPTION

As shown on Figure 1, the Commons @ Zaca Creek Project is located at 610 McMurray Road east of U.S. Highway 101 in the City of Buellton. The project is a "mixed-use" development consisting of 27,437 square feet of retail commercial space, 6,391 square feet of restaurant space, 13,381 square feet of warehouse space and 1 residential unit, situated on 4.25 acres. The project is a destination development with hospitality-oriented commercial uses catering to the dining, tasting room and artisan retail needs of local residents, visitors and tourist alike. The property is designated as Service Commercial (CS)/General Commercial (CR) in the General Plan and the project is consistent with the CS/CR land uses. Regional access will be provided by U.S. Highway 101 via the Damassa Road interchange with McMurray Road providing direct access. The project will share access from McMurray Road with the Hampton Inn and Suites currently under construction. A discussion of the project's access and circulation is provided in this study. The project site plan is illustrated on Figure 2.

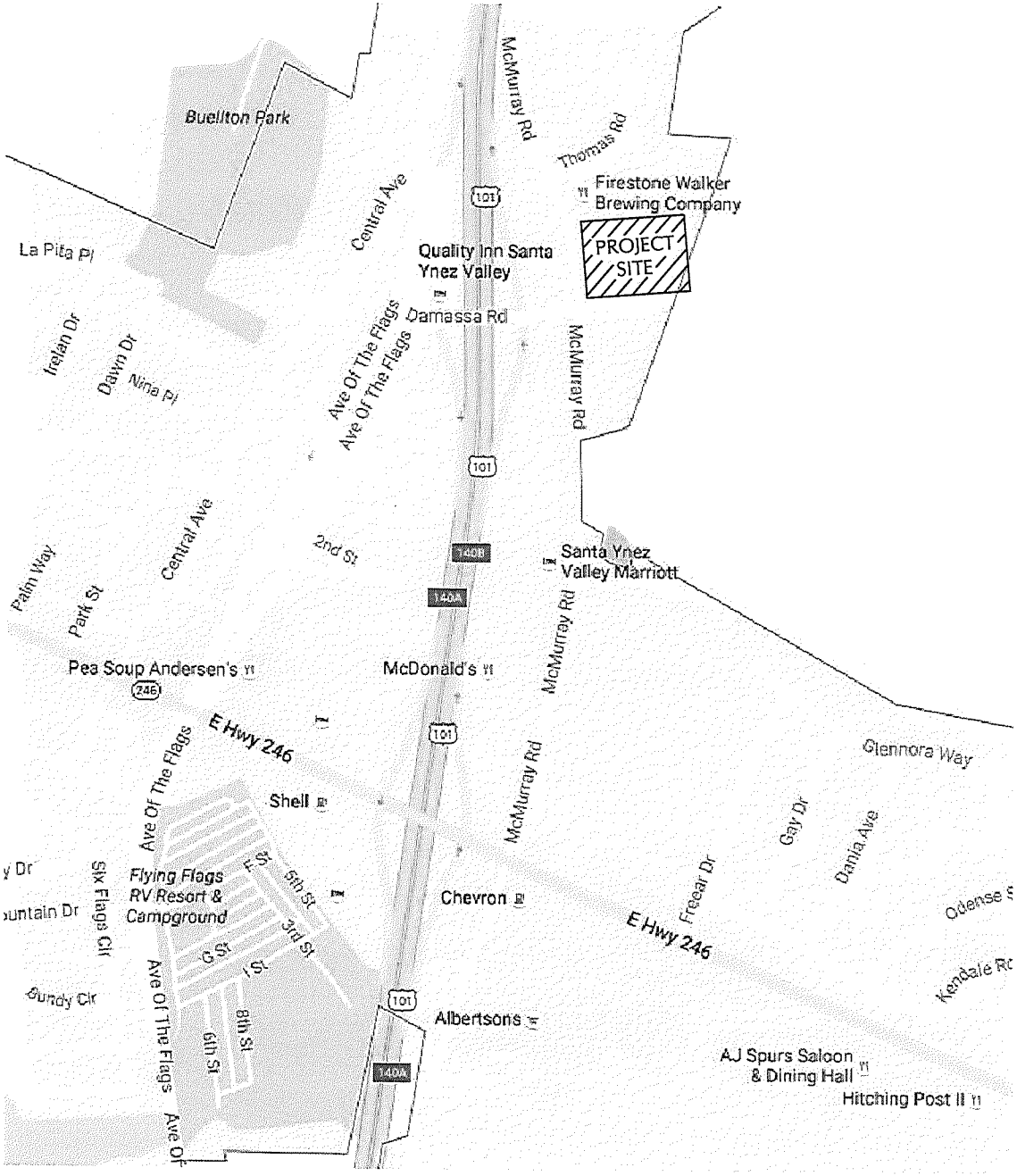
EXISTING CONDITIONS

Existing Street Network

The circulation system is comprised of regional highways, arterials and collector streets, which are illustrated on Figure 1. The major roadways serving the site are discussed in the following text.

U.S. Highway 101, located west of the project, is a multi-lane highway serving the California coast between Los Angeles and San Francisco. U.S. Highway 101 is 4-lanes wide in the City of Buellton and provides regional access to the project by the signalized State Route 246 and unsignalized Damassa Road interchanges.

State Route 246, located south of the project site, is an east-west state highway which extends from the Pacific Ocean west of Lompoc through Buellton, Solvang and Santa Ynez to State Route 154 on the east. State Route 246 is a 4-lane arterial from the western Buellton city limit to Freear Drive and narrows to three-lanes approximately 450 feet west of the Thumbelina Drive. Traffic signals control the intersection of State Route 246 at Mc Murray Road.



ASSOCIATED TRANSPORTATION ENGINEERS

EXISTING STREET NETWORK/PROJECT SITE LOCATION

FIGURE 1

EKM - ATE#16092

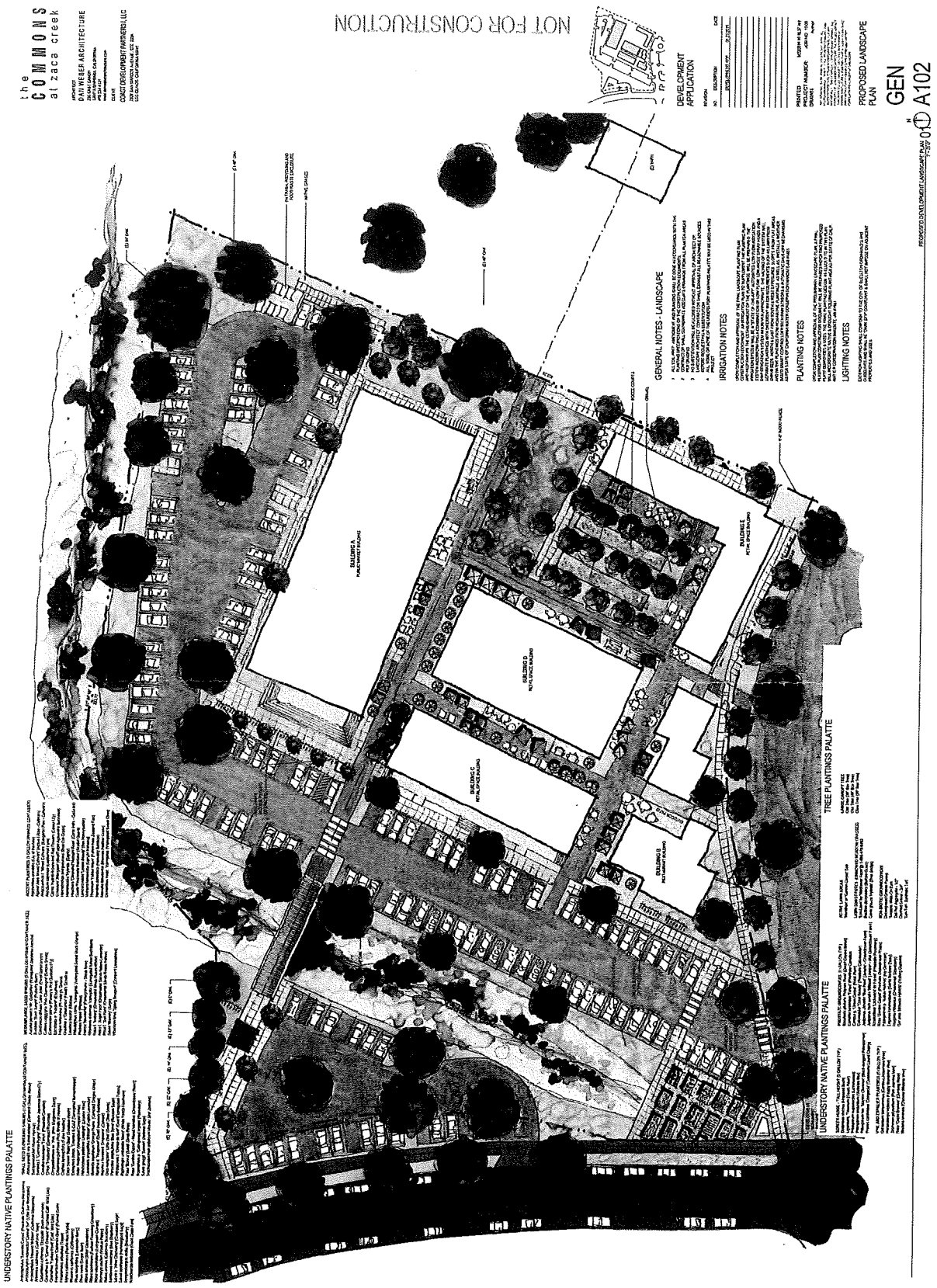


FIGURE 2

PROJECT SITE PLAN

EKM - ATE#16092

ASSOCIATED TRANSPORTATION ENGINEERS

Mc Murray Road, located adjacent to the project site, is a north-south 2-lane roadway that extends southerly from Buell Ranch to its terminus south of State Route 246. Mc Murray Road provides access to the industrial and commercial areas north of State Route 246 and the commercial uses located south of State Route 246.

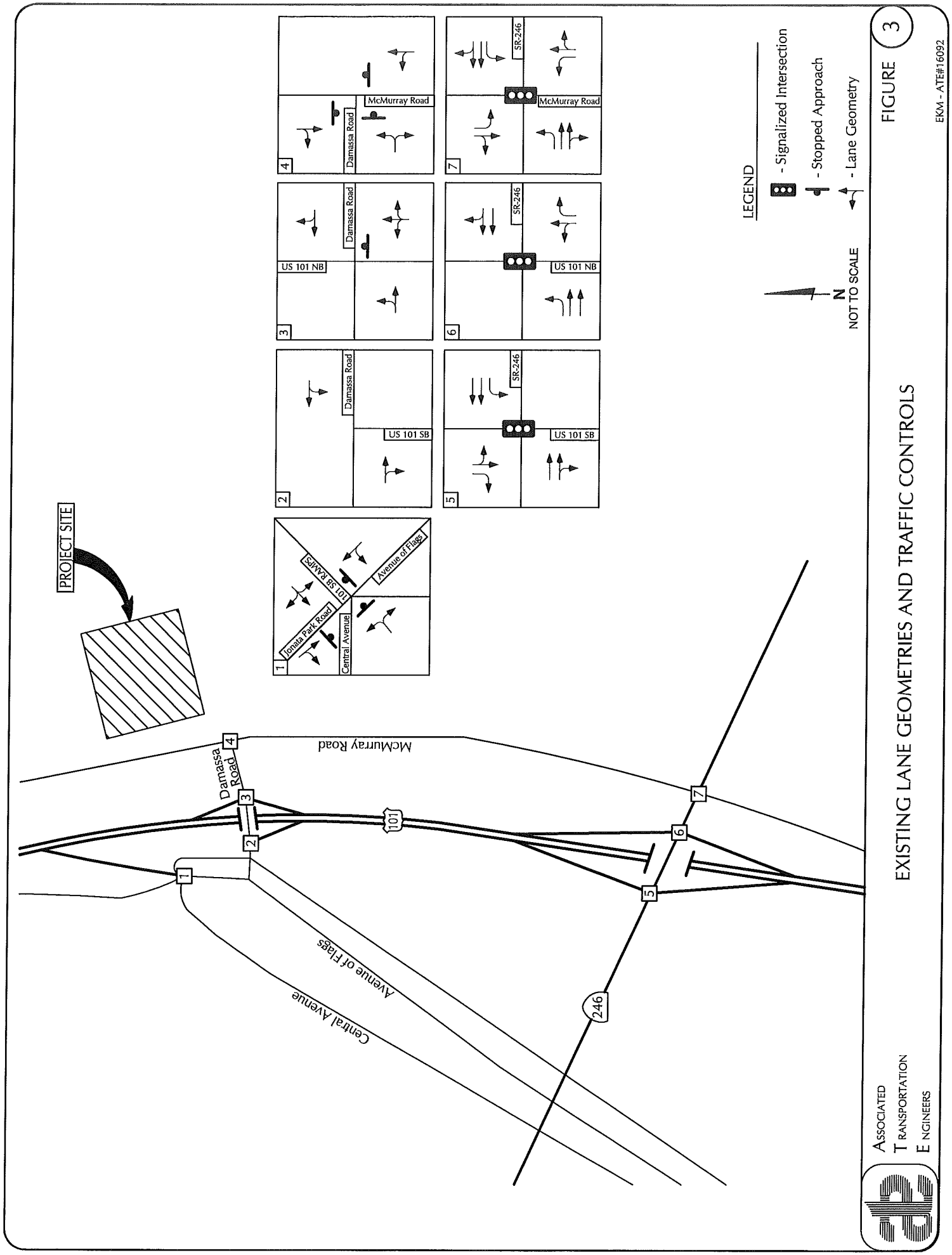
Avenue of Flags, is a north-south arterial roadway which parallels U.S. Highway 101 on the westside. Avenue of Flags serves the business area of Buellton from the Flying Flags RV Resort to Central Avenue. Avenue of Flags is a divided roadway from south of Shadow Street to Central Avenue - Jonata Park Road/U.S. Highway 101 Southbound Ramp - Avenue of Flags intersection. Avenue of Flags joins with Santa Rosa Road at the Santa Ynez River Bridge. North of the bridge, Avenue of Flags is a 2-way roadway until it reaches the median south of Shadow Street. There are 2 northbound lanes from the end if the median to State Route 246 where the easterly lane becomes a right-turn only lane. Avenue of Flags has one northbound lane from State Route 246 to 1st Street. From 1st Street to Central Avenue there are 2 northbound lanes. Southbound Avenue of Flags is 1-lane from Central Avenue to the first median break south of Damassa Road. There are 2 southbound lanes on Avenue of Flags from the median break to Shadow Street. The lanes merge to one southbound lane south of Shadow Street and joins Santa Rosa Road at the bridge.

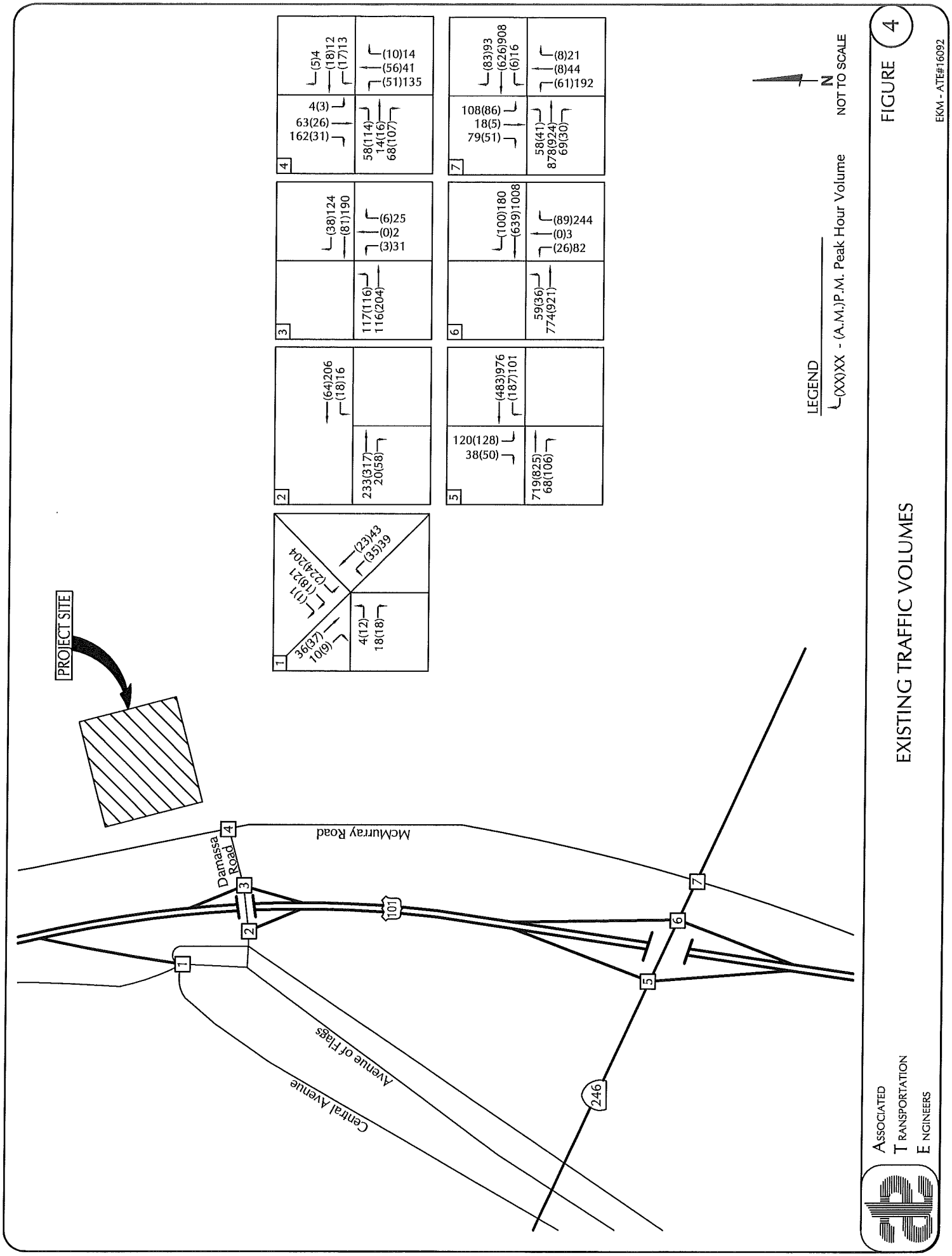
Damassa Road, is a 2-lane east-west roadway that extends from Avenue of the Flags on the west, crossing U.S. Highway 101 to its terminus at Mc Murray Road on the east. The U.S. Highway 101 interchange provided at Damassa Road includes northbound and southbound on-ramps and a northbound off-ramp. The southbound off-ramp for this interchange is located north of Damassa Road, at the Avenue of Flags/Jonata Park Road/Central Avenue intersection.

Central Avenue, located west of the project, is a residential collector street that extends from Jonata Park Road to Zaca Street south of State Route 246.

Existing Volumes and Levels of Service

Existing lane geometries and traffic controls for the six study-area intersections are illustrated on Figure 3. The existing A.M. and P.M. peak hour turning volumes for the study-area intersections are illustrated on Figure 4. These volumes were collected in October of 2016 by Associated Transportation Engineers (ATE). Traffic from the Hampton Inn and Suites currently under construction was added to the existing traffic volumes since the Commons @ Zaca Creek project will share access with the motel from McMurray Road.


PROJECT SITE
McMurray Road
Damassa Road
Avenue of Flags
Central Avenue
101
246
1
2
3
4
5
6
7
Jonata Park Road
101 SB RAMPS
Central Avenue
Avenue of Flags
US 101 SB
Damassa Road
US 101 NB
Damassa Road
McMurray Road
SR-246
US 101 SB
SR-246
US 101 NB
SR-246
McMurray Road
LEGEND
- Signalized Intersection
- Stopped Approach
- Lane Geometry
N
NOT TO SCALE
FIGURE 3
EKM - ATE#16092
EXISTING LANE GEOMETRIES AND TRAFFIC CONTROLS
ASSOCIATED
TRANSPORTATION
ENGINEERS


PROJECT SITE
McMurray Road
Damassa Road
Avenue of Flags
Central Avenue
101
246
1
2
3
4
5
6
7
(1)1
(18)21
(224)204
(23)43
(35)39
36(37)
10(9)
4(12)
18(18)
(64)206
(18)16
233(317)
20(58)
(38)124
(81)190
(6)25
(0)2
(3)31
117(116)
116(204)
(5)4
(18)12
(17)13
(10)14
(56)41
(51)135
4(3)
63(26)
162(31)
58(114)
14(16)
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(483)976
(187)101
120(128)
38(50)
719(825)
68(106)
(100)180
(639)1008
(89)244
(0)3
(26)82
59(36)
774(921)
(83)93
(626)908
(6)16
(8)21
(8)44
(61)192
108(86)
18(5)
79(51)
58(41)
878(924)
69(30)
LEGEND
(XX)XX - (A.M.)P.M. Peak Hour Volume
N
NOT TO SCALE
FIGURE 4
EXISTING TRAFFIC VOLUMES
EKM - ATE#16092
ASSOCIATED
TRANSPORTATION
ENGINEERS

Intersection Operations

Traffic flow on urban arterials is most constrained at intersections. Therefore, a detailed analysis of traffic flows must examine the operating conditions of critical intersections during peak travel periods. Existing levels of service for the study-area intersections were calculated using the Highway Capacity Manual (HCM) signalized and unsignalized intersection methodologies as required by the City of Buellton. In rating an intersection's operating condition, "Levels of Service" (LOS) "A" through "F" are used. LOS "A" and LOS "B" represent primarily free-flow operations, LOS "C" represents stable conditions, LOS "D" nears unstable operations with restrictions on maneuverability within traffic streams, LOS "E" represents unstable operations with maneuverability very limited, and LOS "F" represents breakdown or forced flow conditions. LOS "D" maybe considered acceptable as an interim condition by the City of Buellton in those situations where programmatic implementation of transportation infrastructure improvements are planned to take place over a period of time that would return the LOS to an acceptable level.

Worksheets illustrating the level of service calculations are contained in the Technical Appendix for reference. Table 1 lists the intersection and level of service for the study-area intersections.

Table 1
Existing Peak Hour Levels of Service

Intersection	Control Type	A.M. Peak Delay/LOS	P.M. Peak Delay/LOS
U.S. Highway 101 SB Ramp/Ave of Flags	STOP-Sign	8.5 sec./LOS A	8.4 sec/LOS A
U.S. Highway 101 SB On-Ramp/Damassa Rd.	Yield	1.9 sec./LOS A	0.7 sec./LOS A
U.S. Highway 101 NB Ramps/Damassa Rd.	STOP-Sign	7.8 sec./LOS A	9.1 sec./LOS A
Mc Murray Rd/Damassa Rd	STOP-Sign	8.4 sec./LOS A	8.8 sec./LOS A
State Route 246/Mc Murray Rd	Signal	19.6 sec./LOS B	27.5 sec./LOS C
U.S. Highway 101 SB Ramps/State Route 246	Signal	21.2 sec./LOS C	15.3 sec./LOS B
U.S. Highway 101 NB Ramps/State Route 246	Signal	14.8 sec./LOS B	18.4 sec./LOS B

The data presented in Table 1 indicates that the study-area intersections currently operate the LOS "A" - "C" range during the A.M. and P.M. peak hour periods.

The U.S. Highway 101 southbound off-ramp/Avenue of Flags/Central Avenue/Jonata Park Road intersection is a special case. The southbound U.S. Highway 101 off-ramp is uncontrolled free flow and connects directly to southbound Avenue of Flags. Central Avenue, Jonata Park Road and northbound Avenue of Flags are controlled by STOP-signs. There are businesses on northbound Avenue of Flags that cater to long haul truck drivers. Since the access to U.S. Highway 101 in either direction is on Damassa Road, the U.S. Highway101southbound off-ramp/Central Avenue/Avenue of Flags intersection must accommodate a truck U-turn radii for California Design Vehicles. This intersection has been identified in the City's Circulation Element as one that needs to be modified to be

more conventional and is included as a project in the Traffic Improvement Fee Program. The traffic volume analysis shows that LOS "A" service level, operationally there are conflicts that can be reduced by improving the intersection.

State Route 246/Mc Murray Road, there are funded signal modifications underway for this intersection. The current signal phasing for north/south Mc Murray Road approaches are split/phased. The signal modification will allow protected left-turn phasing on all four approach legs.

PROJECT GENERATED TRAFFIC VOLUMES

The following contains an estimate of the average daily, A.M. and P.M. peak hour volumes that will be generated by the Commons @ Zaca Creek Project.

Project Trip Generation

The project is a "mixed-use" development consisting of 27,437 square feet of retail commercial space, 6,391 square feet of restaurant space, 13,381 square feet of warehouse space and 1 residential unit, situated on 4.25 acres. For the purposes of estimating the number of "new" trips which would be generated by the project, rates in the Institute of Transportation Engineering, Trip Generation, 9th Edition for Speciality Retail Center (Land-Use #826), High-Turnover Restaurant (Land-Use #932), Warehouse (Land-Use #150) and Apartment (Land-Use #210) were used. Table 2 summarizes the estimated average daily, A.M. and P.M. peak hour trip generation of the project.

Table 2
Project Trip Generation

Land Use	Size	ADT		A.M. Peak Hour		P.M. Peak Hour	
		Rate	Trips	Rate	Trips	Rate	Trips
Retail Commercial	27,437 square feet	44.32	1,216	1.31	36 (22/14)	2.71	74 (33/41)
Restaurant	6,391 square feet	127.15	813	10.81	69 (38/31)	9.85	63 (38/25)
Warehouse	13,381 square feet	3.56	48	0.30	4 (3/1)	0.32	4 (1/3)
Apartment	1 unit	6.65	7	0.51	1 (1/0)	0.62	1 (1/0)
Total Trip Generation:			2,084		110 (64/46)		142 (73/69)

The data presented in Table 2 shows that the trip generation is 2,084 average daily trips, 110 A.M. peak hour trips and 142 P.M. peak hour trips.

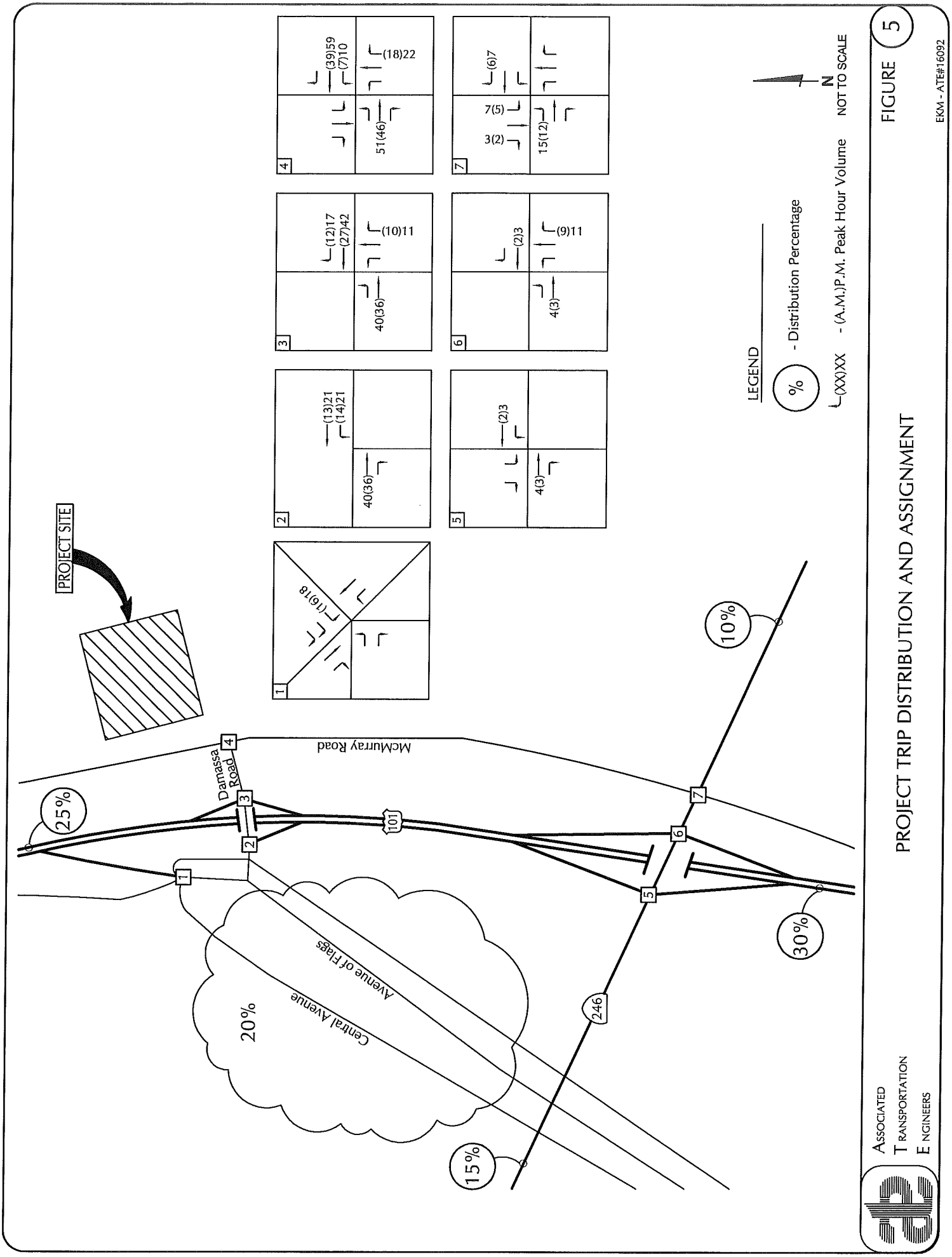
Project Trip Distribution and Assignment

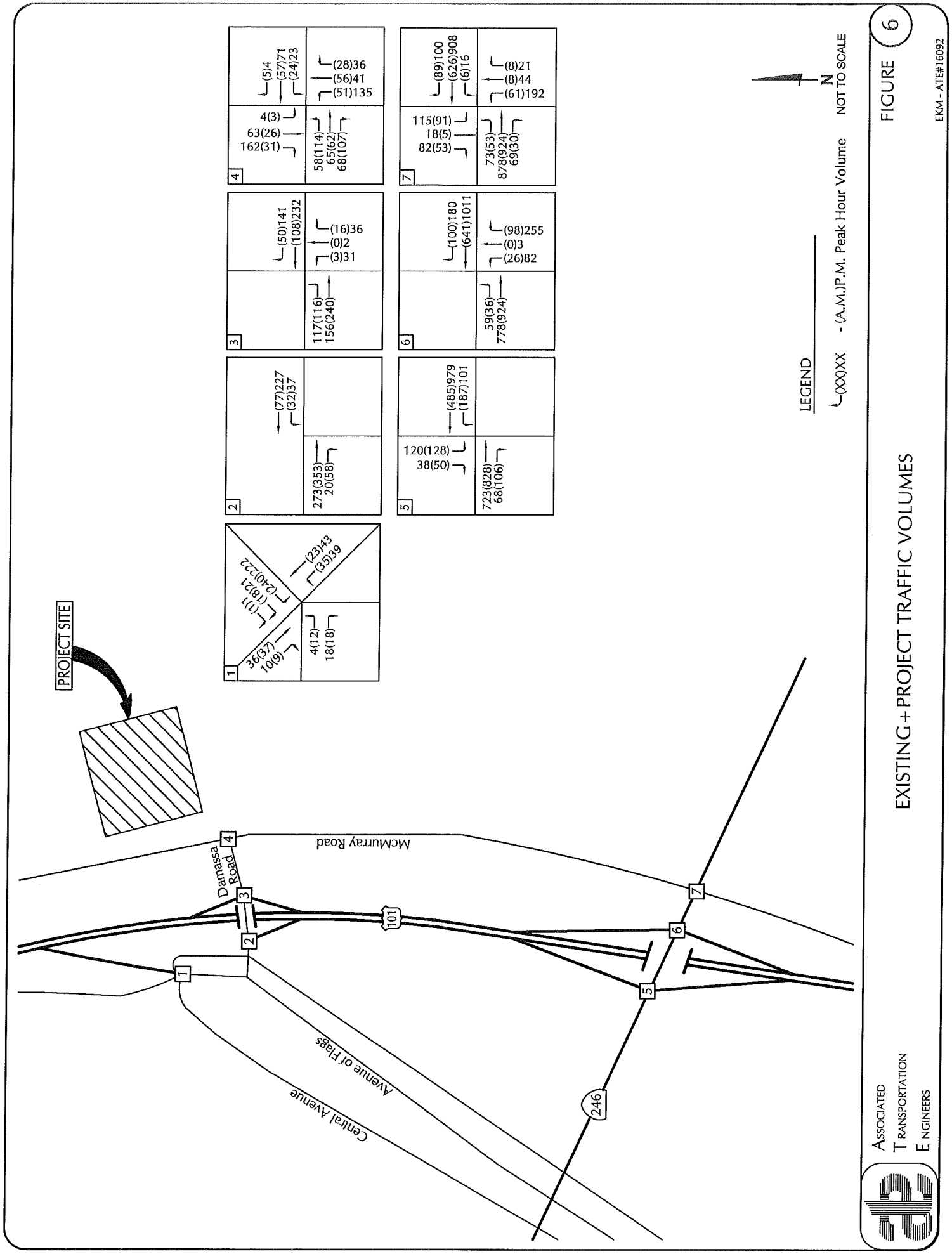
The project is a mixed-use destination development with hospitality-oriented commercial uses catering to the dining, tasting room and artisan retail needs of local residents, visitors and tourist alike. The trip distribution and assignment assumes that the project will be a regional destination for central coast residents and tourist as well as for customers residing in Buellton, Solvang and Lompoc areas. The project location is such that drivers on U.S. Highway 101 will use the Damassa Road interchange and local streets for their access. The project-generated peak hour traffic volumes were distributed and assigned to the study-area intersections according to the percentages listed in Table 3. The project trip assignment represents the expected travel routes used by local employees.

Table 3
Project Trip Distribution

Route	Origin/Destination	Percent
U.S. Highway 101	North South	25% 30%
State Route 246	East West	10% 15%
Central Avenue/Avenue of Flags	Local	20%
	Total:	100%

Figure 5 illustrates the trip distribution and assignment of project-generated A.M. and P.M. peak hour traffic to the adjacent street system, while Figure 6 shows the existing + project traffic volumes.


PROJECT SITE
McMurray Road
Damassa Road
Central Avenue
Avenue of Flags
101
246
25%
20%
15%
10%
30%
(1)9
18
(13)21
(14)21
40(36)
(12)17
(27)42
(10)11
40(36)
(39)59
(7)10
(18)22
51(46)
(2)3
4(3)
(2)3
4(3)
(9)11
(6)7
7(5)
3(2)
15(12)
LEGEND
% - Distribution Percentage
(XX)XX - (A.M.)P.M. Peak Hour Volume
N
NOT TO SCALE
FIGURE 5
EKM - ATE#16092
PROJECT TRIP DISTRIBUTION AND ASSIGNMENT
ASSOCIATED TRANSPORTATION ENGINEERS


PROJECT SITE
McMurray Road
Damassa Road
Avenue of Flags
Central Avenue
101
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(18)21
(240)222
(23)43
(35)39
36(37)
10(9)
4(12)
18(18)
(77)227
(32)37
273(353)
20(58)
(50)141
(108)232
(16)36
(0)2
(3)31
117(116)
156(240)
(5)4
(57)71
(24)23
(28)36
(56)41
(51)135
4(3)
63(26)
162(31)
58(114)
65(62)
68(107)
(485)979
(187)101
120(128)
38(50)
723(828)
68(106)
(100)180
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(98)255
(0)3
(26)82
59(36)
778(924)
(89)100
(626)908
(6)16
(8)21
(8)44
(61)192
115(91)
18(5)
82(53)
73(53)
878(924)
69(30)
LEGEND
(XX)XX - (A.M.)P.M. Peak Hour Volume
N
NOT TO SCALE
FIGURE 6
EXISTING + PROJECT TRAFFIC VOLUMES
EKM - ATE#16092
ASSOCIATED TRANSPORTATION ENGINEERS

PROJECT-SPECIFIC IMPACTS

Intersection Operations

Levels of service for existing + project scenario peak hour traffic volumes were calculated for the study-area intersections. LOS worksheets are attached in the Technical Appendix. Tables 4 and 5 list the existing + project LOS for each study-area intersection.

Table 4
Existing + Project A.M. Peak Hour Intersection Levels of Service

Intersection	A.M. Peak Hour			
	Existing		Existing + Project	
	Delay	LOS	Delay	LOS
U.S. Highway 101 SB Ramp/Ave of Flags	8.5 sec./veh.	LOS A	8.6 sec./veh.	LOS A
U.S. Highway 101 SB On-Ramp/Damassa Rd.	1.9 sec./veh.	LOS A	2.7 sec./veh.	LOS A
U.S. Highway 101NB Ramps/Damassa Rd.	7.8 sec./veh.	LOS A	7.9 sec./veh.	LOS A
Mc Murray/Damassa Rd.	8.4 sec./veh.	LOS A	9.1 sec./veh.	LOS A
State Route 246/Mc Murray Rd.	19.6 sec./veh.	LOS B	20.9 sec./veh.[(a)]	LOS C
U.S. Highway 101 SB Ramps/State Route 246	21.2 sec./veh.	LOS C	21.2 sec./veh.	LOS C
U.S. Highway 101 NB Ramps/State Route 246	14.8 sec./veh.	LOS B	14.9 sec./veh.	LOS B

Note: (a) Protected left-turn phasing on all approaches.

Table 5
Existing + Project P.M. Peak Hour Intersection Levels of Service

Intersection	P.M. Peak Hour			
	Existing		Existing + Project	
	Delay	LOS	Delay	LOS
U.S. Highway 101 SB Ramp/Ave of Flags	8.4 sec./veh.	LOS A	8.6 sec./veh.	LOS A
U.S. Highway 101 SB On-Ramp/Damassa Rd.	0.7 sec./veh.	LOS A	1.3 sec./veh.	LOS A
U.S. Highway 101NB Ramps/Damassa Rd.	9.1 sec./veh.	LOS A	9.4 sec./veh.	LOS A
Mc Murray/Damassa Rd.	8.8 sec./veh.	LOS A	9.7 sec./veh.	LOS A
State Route 246/Mc Murray Rd.	27.5 sec./veh.	LOS C	27.6 sec./veh.[(a)]	LOS C
U.S. Highway 101 SB Ramps/State Route 246	15.3 sec./veh.	LOS B	15.4 sec./veh.	LOS B
U.S. Highway 101 NB Ramps/State Route 246	18.4 sec./veh.	LOS B	19.2 sec./veh.	LOS B

Note: (a) Protected left-turn phasing on all approaches.

The data presented in Tables 4 and 5 indicate that with the addition of project-generated traffic the study-area intersections will continue to operate in the LOS "A" - "C" range during the A.M. and P.M. peak hour periods. Based on the City of Buellton impact threshold criteria, the project would not have a significant impact to the study-area intersections.

CUMULATIVE ANALYSIS

The City of Buellton requires that intersections be analyzed with the addition of traffic generated by developments that are approved/pending that and would be operational by the opening year of the project.

Traffic Forecast

Cumulative traffic volumes were forecast for the study-area intersections assuming development of the approved and pending projects proposed within the City of Buellton. Trip generation estimates were developed for the cumulative development projects using the rates presented in the ITE, Trip Generation, 9th Edition. Table 6 summarizes the average daily, A.M. and P.M. peak hour trip generation for the approved/pending development projects.

Table 6
Approved/Pending Development Projects Trip Generation

No.	Project	Land Use	Size	ADT	A.M. Peak Hour	P.M. Peak Hour
1.	Riverview Villas	Multi-Family Res.	75 units	499	38	46
2.	Live Oak Lanes	Bowling/Family Entertainment	45,633 s.f.	1,521	0	78
3.	Flying Flags Phase III	R.V. Park	29 spaces	80	6	8
4.	Chumash Mixed-Use	Multi-Family Commercial	7 units 7,911 s.f.	46 0	4	4
5.	The Village Senior Apartments	Multi–Family	50 units	172	10	12
6.	The Village Specific Plan	Commercial Residential Hotel	48,830 s.f. 155 units 225 units.	2,097 1,418 2,007	49 107 151	182 127 158
7.	Terravant Annex	Light Industrial	48,000 s.f.	334	44	46
8.	Fig Mountain Expansion	Light Industrial	1,606 s.f.	11	1	2
9.	Flying Flags Time Ext.	RV Park	56 spaces	150	12	15
10.	Tilton Engineering	Light Industrial	15,000 s.f.	104	14	14
11.	Hampton Inn	Hotel	99 rooms	809	55	58
12.	Buellton Apartments	Multi-Family	62 units	412	32	38
13.	Davidson Development	Light Industrial	18,515 s.f	129	17	18
			Total Trips:	9,789	540	806

The data presented in Table 6 indicates that the approved/pending projects would generate a total of 9,789 average daily trips, 540 A.M. peak hour trips and 806 P.M. peak hour trips. The approved/pending projects' peak hour traffic volumes were distributed and assigned to the study-area intersections. The trip assignment for the cumulative development projects was developed based on the location of each project, recent traffic studies, existing traffic patterns observed in the study area as well as a general knowledge of the population, employment and commercial centers in Buellton and surrounding Santa Ynez Valley area. Figure 7 illustrates the Cumulative peak hour traffic volumes at the study-area intersections

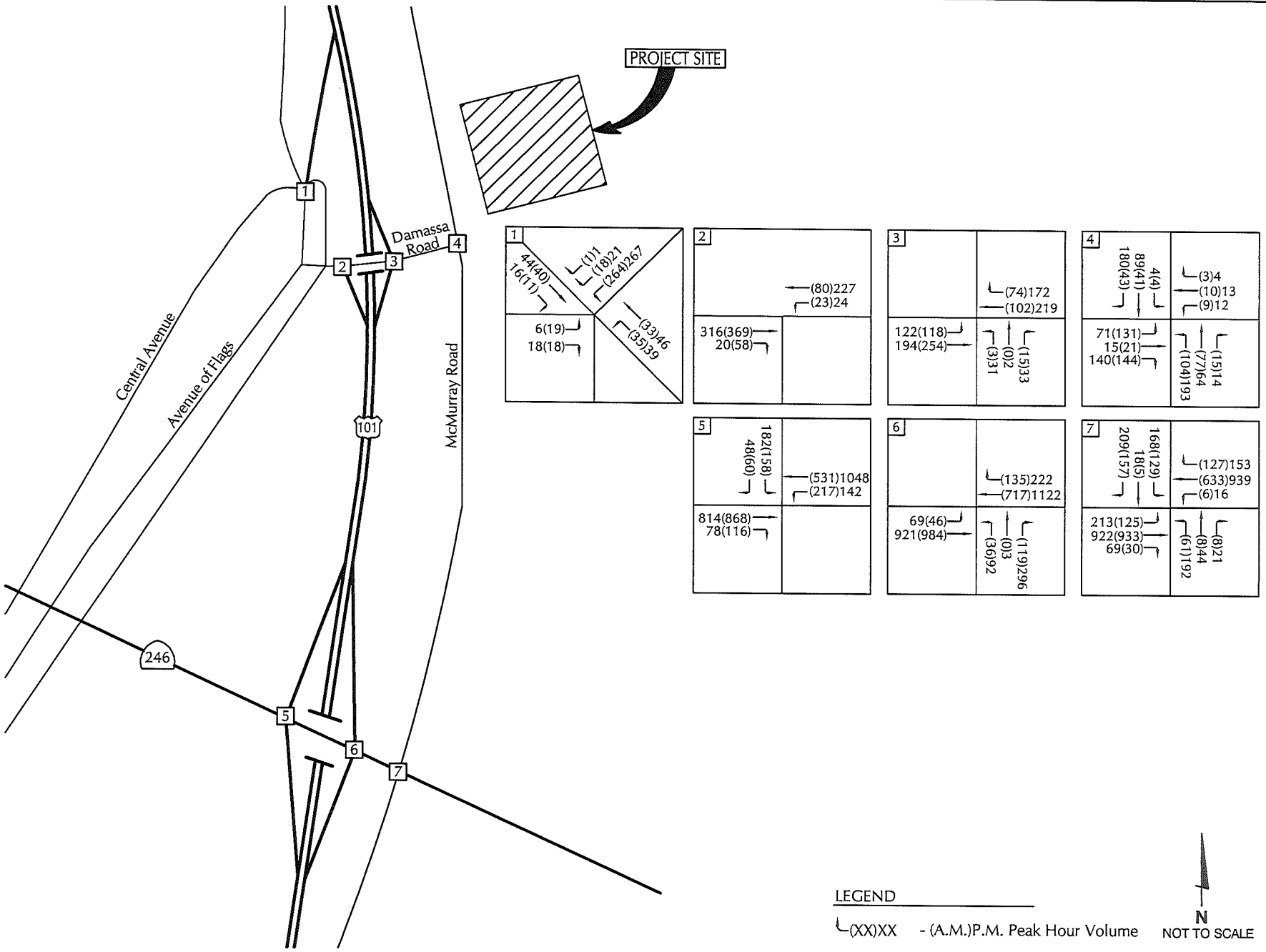
Intersection Operations

Levels of service for cumulative+ project scenario peak hour traffic volumes were calculated at the study-area intersections. LOS worksheets are attached in the Technical Appendix. Table 7 and 8 list the cumulative + project LOS for each study-area intersection Figure 8 illustrates the cumulative+ project peak hour traffic volumes at the study-area intersections.

Table 7
Cumulative + Project A.M. Peak Hour Intersection Levels of Service

Intersection	A.M. Peak Hour			
	Cumulative		Cumulative + Project	
	Delay	LOS	Delay	LOS
U.S. Highway 101 SB Ramp/Ave of Flags	8.9 sec./veh.	LOS A	9.0 sec./veh.	LOS A
U.S. Highway 101 SB On-Ramp/Damassa Rd.	2.0 sec./veh.	LOS A	3.0 sec./veh.	LOS A
U.S. Highway 101NB Ramps/Damassa Rd.	8.0 sec./veh.	LOS A	8.1 sec./veh.	LOS A
Mc Murray/Damassa Rd.	9.5 sec./veh.	LOS A	10.3 sec./veh.	LOS B
State Route 246/Mc Murray Rd.	23.5 sec./veh.	LOS C	23.8 sec./veh.[(a)]	LOS C
U.S. Highway 101 SB Ramps/State Route 246	23.1 sec./veh.	LOS C	23.2 sec./veh.	LOS C
U.S. Highway 101 NB Ramps/State Route 246	14.8 sec./veh.	LOS B	14.9 sec./veh.	LOS B

Note: (a) Protected left-turn phasing on all approaches.



ASSOCIATED
TRANSPORTATION
ENGINEERS

CUMULATIVE TRAFFIC VOLUMES

FIGURE 7

EKM - ATE#16092

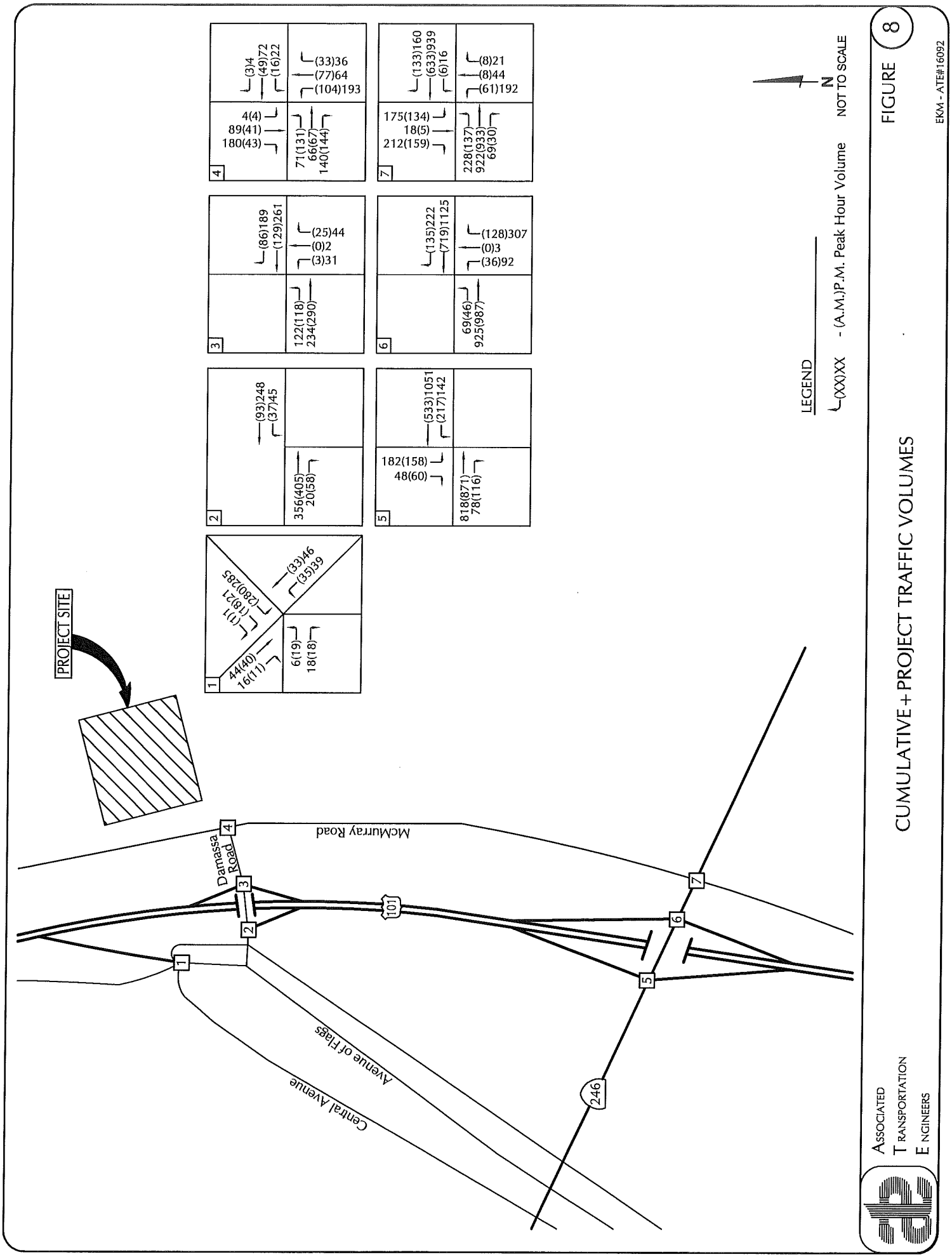

PROJECT SITE
McMurray Road
Damassa Road
Central Avenue
Avenue of Flags
101
246
1
2
3
4
5
6
7
(1)1
(18)21
(280)285
(33)46
(35)39
44(40)
16(11)
6(19)
18(18)
(93)248
(37)45
356(405)
20(58)
(86)189
(129)261
(25)44
(0)2
(3)31
122(118)
234(290)
(3)4
(49)72
(16)22
(33)36
(77)64
(104)193
4(4)
89(41)
180(43)
71(131)
66(67)
140(144)
(533)1051
(217)142
182(158)
48(60)
818(871)
78(116)
(135)222
(719)1125
(128)307
(0)3
(36)92
69(46)
925(987)
(133)160
(633)939
(6)16
(8)21
(8)44
(61)192
175(134)
18(5)
212(159)
228(137)
922(933)
69(30)
LEGEND
(XX)XX - (A.M.)P.M. Peak Hour Volume
N
NOT TO SCALE
FIGURE 8
CUMULATIVE + PROJECT TRAFFIC VOLUMES
ASSOCIATED TRANSPORTATION ENGINEERS
EKM - ATE#16092

Table 8
Cumulative + Project P.M. Peak Hour Intersection Levels of Service

Intersection	P.M. Peak Hour			
	Cumulative		Cumulative + Project	
	Delay	LOS	Delay	LOS
U.S. Highway 101 SB Ramp/Ave of Flags	9.0 sec./veh.	LOS A	9.2 sec./veh.	LOS A
U.S. Highway 101 SB On-Ramp/Damassa Rd.	1.0 sec./veh.	LOS A	1.7 sec./veh.	LOS A
U.S. Highway 101NB Ramps/Damassa Rd.	9.5 sec./veh.	LOS A	9.8 sec./veh.	LOS A
Mc Murray/Damassa Rd.	10.4 sec./veh.	LOS B	11.8 sec./veh.	LOS B
State Route 246/Mc Murray Rd.	41.4 sec./veh.	LOS D	53.4 sec./veh.[(a)]	LOS D
U.S. Highway 101 SB Ramps/State Route 246	17.1 sec./veh.	LOS B	18.5 sec./veh.	LOS B
U.S. Highway 101 NB Ramps/State Route 246	18.4 sec./veh.	LOS B	19.0 sec./veh.	LOS B

Note: (a) Protected left-turn phasing on all approaches.

The data presented in Tables 7 and 8 indicate that with the addition of project-generated traffic the study-area intersections will continue operate in the LOS "A" -"C" range during the A.M. and P.M. peak hour periods. The State Route 246/McMurray Road intersection however, would operate in the LOS "D" range during the P.M. peak hour period. Based on the City of Buellton impact threshold criteria, the project would have a cumulative impact to the State Route 246/McMurray Road study-area intersection. As set forth in the City's General Plan, programmatic imposements to the State Route 246/McMurray Road intersection (lane additions) would return the LOS to an acceptable level over time. New development projects in the City are required to pay into the Traffic Improvement Fee Program, with such payments representing a fair share of the cost of identified improvements to mitigate incremental project impacts.

SITE ACCESS AND CIRCULATION

As shown on Figure 2, access to the project will be provided by a shared driveway on McMurray Road opposite Damassa Road. The project will share access from McMurray Road with the Hampton Inn Suites located to the south adjacent to the project site. The shared driveway will be designed to City of Buellton design standards to provide safe and efficient access and egress. The project will be required to construct frontage improvements along McMurray Road. The project frontage improvements will include curb, gutter an sidewalk along McMurray Road.

Pedestrian and Bicycle Facilities

There are existing pedestrian or bicycle facilities along both sides McMurray Road in the study-area. Pedestrian sidewalk is provided along the west side of McMurray Road from Damassa Road to State Route 246. North of Damassa Road pedestrian sidewalk is provided on a portion of the undeveloped side of McMurray Road and developed side of McMurray Road. McMurray Road from State Route 246 to Los Padres Way is classified as a Class II bicycle route. Class II bicycle lanes exist on McMurray Road from State Route

246 to Damassa Road. Pedestrian sidewalk is provided along the south side of Damassa Road from Avenue of Flags to McMurray Road. From Damassa Road north to Los Padres Way, Class II bicycle lanes are planned for McMurray Road. Pedestrian sidewalk is provided along the south side of Damassa Road from Avenue of Flags to McMurray Road. Damassa Road from Avenue of Flags to McMurray Road, is classified as a Class III bicycle route.

The project will construct a sidewalk along the its McMurray Road frontage. Pedestrian deficiencies would occur if the project fails to provide safe and accessible pedestrian connections between the project buildings and adjacent street, trails and transit facilities. The project would provide an internal pathway system for pedestrians (including a pedestrian bridge across Zaca Creek) connecting to pedestrian facilities on McMurray Road, no pedestrian deficiencies are noted.

MITIGATION MEASURES

The project would not result in a project-specific impact. However the project would result in a cumulative traffic impact at the State Route 246/McMurray Road intersection. The City has adopted a Traffic Improvement Fee Program to offset the capital improvement cost required to implement traffic mitigation measures to accommodate cumulative developments within the City of Buellton. There are funded signal modifications underway for the State Route 246/Mc Murray Road intersection. The current signal phasing for north/south Mc Murray Road approaches are split/phased. The signal modification will allow protected left-turn phasing on all four approach legs. The City's General Plan anticipates programmatic implementation of transportation infrastructure upgrades including improvements (lane additions) to the State Route 246/Mc Murray Road intersection. The project is consistent with the General Plan and would be required to pay the "Traffic Improvement Fee".

CONGESTION MANAGEMENT PROGRAM ANALYSIS

Impact Criteria

The Santa Barbara County Association of Governments (SBCAG) has developed a set of traffic impact thresholds to assess the impacts of land use decisions made by local jurisdictions on regional transportation facilities located within the Congestion Management Program (CMP) roadway system. The following guidelines were developed by SBCAG to determine the significance of project-generated traffic impacts on the regional CMP system.

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

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

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

Level of Service	Project-Added Peak Hour Trips
LOS D	20
LOS E	10
LOS F	10

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

Level of Service	Project-Added Peak Hour Trips
LOS D	100
LOS E	50
LOS F	50

Potential Intersection Impacts

The U.S. Highway 101/State Route 246 interchange ramps, U.S. Highway 101/Damassa Road interchange ramps, the U.S. Highway 101southbound ramp/Avenue of Flags-Jonata Park Road intersection, and State Route 246/Mc Murray Road intersection are located on the CMP network. The traffic analysis found that the intersections are forecast to operate at LOS C or better under Existing + Project traffic conditions. These operations are acceptable based on the CMP standards. Therefore, the Commons @ Zaca Creek Project would not impact the CMP intersections in the study-area.

Potential Freeway Impacts

The Commons @Zaca Creek Project would add less than 100 peak hour trips to U.S. Highway 101 and State Route 246. Based on CMP criteria, the project would not significantly impact the freeway segments within the study-area.

■ ■ ■

REFERENCES AND PERSONS CONTACTED

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Persons Contacted

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Irma Tucker, Planner, City of Buellton
Andrea Olson Keefer, Assistant Planner, City of Buellton

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