

ATTACHMENT 6: PROPOSED OTIP FEE SUMMARY

PINNACLE TRAFFIC ENGINEERING

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March 24, 2021

William T. Robertson, AICP, PTP
Santa Barbara County - Public Works Department
Transportation Division
620 W. Foster Road
Santa Maria, CA 93455

RE: Orcutt Gas Station Project (18DVP-1 / 18CUP-1); Santa Barbara County, California
Orcutt Community Plan (OCP) Consistency

Dear Mr. Robertson,

The Traffic and Circulation Study “Supplemental Analysis” (Oct. 10, 2019) documents potentially significant intersection impacts under both “plus” project scenarios (existing & cumulative). The proposed project mitigation measures at these intersections does reduce the impacts to a level of “less than significant.” The supplemental analysis also indicates the project daily volumes on Lakeview Road east of the project site will exceed the OCP Standards (Secondary Roadways, S-1 through S-3), and therefore, results in the project’s inconsistency with the OCP. The OCP policy inconsistency will occur under both “plus” project scenarios (existing and cumulative). The OCP Environmental Impact Report (EIR, Section 5.9 - Traffic/Circulation) acknowledges that future daily volumes on this section of Lakeview Road will exceed the OCP standards under the 10-Year (CIRC-10) and Buildout (CIRC-29) scenarios. The EIR also indicates the cost to widen this segment of Lakeview Road would be high, and therefore, was deemed infeasible with the impacts considered “unavailable.”

During our meeting with County staff several alternatives were discussed to mitigate the project’s OCP inconsistency on Lakeview Road (east of the project site). The OCP Standards indicate a project would be consistent if: the project generates 100 ADT (average daily trips) or less, or if the project provides a contribution towards an alternative transportation project that is deemed to offset the effects of project generated traffic. The following describes the applicant’s proposal to mitigate the project’s OCP policy inconsistency on Lakeview Road.

The project is estimated to generate 254 ADT (new “primary” trips) on the segment of Lakeview Road, east of the project site (see the attached Figure 4A from the Traffic and Circulation Study “Supplemental Analysis”). Figure 4A shows the 254 ADT include includes 18 PM peak hour trips

(9 eastbound & 9 westbound). Therefore, the ADT-to-PM peak hour trip relationship is 14.11 (254 / 18). The estimated 254 ADT is, therefore, 18 PM peak hour trips times 14.11. If the project volumes on Lakeview Road were reduced by 154 ADT (11 PM peak hour trips), the project would only add 100 ADT to the segment of Lakeview Road east of the project site. The project would generate 7 PM peak hour trips on this segment (18-11), which would result in 99 ADT (rounded up to 100 ADT). Therefore, the project could be considered consistent with the OCP policies.

The project applicant has agreed to contribute funds towards the future alternative transportation improvements identified in the Orcutt Transportation Improvement Plan (OTIP) to mitigate the project's OCP inconsistency. The OTIP alternative transportation improvements include future transit improvements, clean air buses, sidewalk improvements, project study reports, model runs, etc. The County's Development Impact Mitigation Fee for the Orcutt Planning Area is \$4,504 per PM peak hour trip. This includes fees associated future transportation (\$3,727), landscape median (\$415), and bikeway (\$362) infrastructure improvements. Therefore, the projects contribution towards the funding of alternative transportation improvements is estimated at \$49,544 (11 PM peak hour trips x \$4,504).

Please contact my office with any questions regarding the project's proposal regarding the OCP consistency.

Pinnacle Traffic Engineering



Larry D. Hail, CE, TE
President

ldh:msw



attachment: Figure 4A - Project "Primary" Traffic Volumes

Project Trip Generation (Table 2)
 AM Peak Hour = 32 In & 29 Out
 PM Peak Hour = 35 In & 34 Out
 Daily = 1,000 ADT

