

ATTACHMENT H: TRAFFIC STUDY



ASSOCIATED TRANSPORTATION ENGINEERS

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Since 1978

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TRAFFIC, PARKING AND VMT ANALYSIS FOR THE 3508 VIA REAL CREEKSIDE BLOOMS GREENHOUSE PROJECT – SANTA BARBARA COUNTY

Associated Transportation Engineers (ATE) has prepared the following traffic, parking and Vehicle Miles Travelled (VMT) analysis for the 3508 Via Real Creekside Blooms Greenhouse Project (the “Project”). The study evaluates potential traffic and parking impacts based on input provided by County staff well as the requirements of the Santa Barbara County Coastal Zoning Ordinance - Carpinteria Agricultural Overlay District. The study also includes an evaluation of the Project’s VMTs based on the new CEQA transportation impact guidelines.

PROJECT DESCRIPTION

The Project is located at 3508 Via Real in the Carpinteria area of Santa Barbara County, as shown in Figure 1 (attached). The Project includes a Development Plan, Conditional Use Permit, and Coastal Development Permit for mixed light cannabis cultivation and associated uses. There is no change of use from current agricultural operations on site. The Project includes propagation of immature plants(nursery) and cultivation in 172,660 square-feet of greenhouse and 12,379 square feet of agricultural accessory structure space that supports the cultivation activities. The Project proposes to demolish a mix of permitted and unpermitted greenhouse area for conformity with permit history and for compliance with building and fires safety codes. Figure 2 (attached) illustrates the Project site plan.

The hours of operation for the Project will be from 6:30 AM to 3:30 PM, Monday through Friday, and from 6:30 AM to 11:00 AM on Saturday. The Project will utilize 50 full-time employees. Access to the site will continue via a private access road connection on Via Real. The harvested product would be transported off-site in 20 to 24-foot “Sprinter” type cargo vans approximately 5 per week (1 per day). Inbound delivery of materials would occur in small 20-foot box-trucks approximately 5 per week (1 per day). A total of 39 parking spaces will be provided in surface parking areas.

The facility was originally permitted as a cut flower facility and operated as such for several decades. The Project switched to the current cannabis operations which will be modified through the proposed CUP. Table 1 summarizes the historic, current and proposed operations at the site for employees and deliveries.

Table 1
Historical, Current and Proposed Project Statistics

Operational Period	Employees	Inbound Supplies	Outbound Deliveries
Historic (Pre-Cannabis)	10 Employees	5 Deliveries/Week	30 Deliveries/Week
Current	100 Employees	2 Deliveries/Week	14 Deliveries/Week
Proposed (with new permit)	50 Employees	5 Deliveries/Week	5 Deliveries/Week

PROJECT TRIP GENERATION

Trip generation estimates were also developed for the Project based on operational data provided by the applicant. The data include the number of employees and deliveries at the proposed facility and the number of employees and deliveries that historically occurred at the originally permitted facility (see Table 1). The analysis assumes a 15% carpool rate for employees based on the commute mode split data published by SBCAG for Santa Barbara County (attached). Table 2 shows the trip generation estimates for the Project based on the operational data.

Table 2
Project Trip Generation – Operational Analysis

Project Component	Number per Day	Shift Schedule	Trip Generation		
			ADT	AM Peak	PM Peak
Proposed Employees ^(a)	50	6:30 AM – 3:30 PM	86	4	4
Deliveries ^(b)	2		4	0	0
Historical Employees ^(a)	10	6:30 AM – 3:30 PM	18	1	1
Deliveries ^(b)	6		12	1	1
Net Change:			60	2	2

(a) Employees: ADT assumes 1 inbound + 1 outbound trip per employee and 15% carpooling. Peak hour trips assume 90% of employees arrive before the AM peak period (7-9 AM) and before the PM peak period (4-6 PM).

(b) Analysis assumes 10% of delivery trips in AM and PM peak hours

As shown in Table 2, the operational analysis indicates that the Project would result in the net increase of 60 average daily trips (ADT) with 2 trips occurring during the AM peak hour and 2 trips occurring during the PM peak hour compared to the originally permitted uses.

A second trip generation analysis was completed using the “Greenhouse” trip generation rates developed for the Carpinteria Valley Greenhouse Program EIR completed by Santa Barbara County for the historically permitted facility (trip generation worksheet attached). Table 3 compares the trip generation estimates for the Project and the previous greenhouse operations.

**Table 3
Project Trip Generation – Local Greenhouse Rates**

Scenario	Size	ADT	AM Peak	PM Peak
Proposed Project	50 Employees	86	4	4
Previous Greenhouse	185,030 SF	50	6	11
	Net Change:	36	-2	-7

The data in presented in Table 3 indicate that the Project would result in a net increase of 36 ADT; and a net decrease of 2 AM peak hour trips and 7 PM peak hour trips compared to the previous greenhouse use assuming the Greenhouse trip rates.

IMPACT ANALYSIS

Santa Barbara County Standards

The Santa Barbara County Standards for Traffic impacts are as follows.

- A. The project will result in a significant impact on transportation and circulation if proposed project traffic increases the volume-to-capacity (V/C) ratio at local intersections by the values provided in the following table:

Significant Changes in Levels of Service	
Intersection Level of Service (Including Project)	Increase in V/C or Trips Greater Than
LOS A	0.20
LOS B	0.15
LOS C	0.10
LOS D	15 Trips
LOS E	10 Trips
LOS F	5 Trips

- B. The project's access to a major road or arterial road would require access that would create an unsafe situation, a new traffic signal, or major revisions to an existing traffic signal.
- C. The project would add traffic to a roadway that has design features (e.g., narrow width, road-side ditches, sharp curves, poor sight distance, inadequate pavement structure) that would become a potential safety problem with the addition of project traffic.
- D. Project traffic would utilize a substantial portion of an intersection's capacity where the intersection is currently operating at acceptable levels of service, but with cumulative traffic would degrade to or approach LOS D (V/C 0.80) or lower.

Substantial is defined as a minimum change of 0.03 for an intersection which would operate from 0.80 to 0.85, a change of 0.02 for an intersection which would operate from 0.86 to 0.90 and a change of 0.01 for an intersection which would operate greater than 0.90 (LOS E or worse).

Carpinteria Agricultural Overlay District Requirements

The Santa Barbara Coastal Zoning Ordinance, Carpinteria Agricultural Overlay District contains the following traffic study requirements:

- a. A focused traffic analysis that identifies truck size and the number of new peak hour trips the project will send to the Santa Monica/Via Real/U.S. Highway 101 northbound ramp interchange and the Linden Avenue/U.S. Highway 101 southbound ramp interchange.
- b. Preferred truck routes, with specific information given to drivers prior to entering the Carpinteria Valley.
- c. Information regarding approach and exit speeds, turning movements, hours of delivery, etc.
- d. Driveway access design shall ensure compliance with state and county sight distance requirements and safely accommodate truck maneuvers. Driveway access improvements shall not inhibit or diminish the effectiveness of required landscape mitigation. To the maximum extent feasible, the design and scale shall be consistent with the rural character of the area.
- e. Truck deliveries and employee parking shall be accommodated on site. New greenhouses, greenhouse related development and packing and shipping facilities contributing peak hour trips to the Santa Monica/Via Real/U.S. 101 northbound interchange and the Linden Avenue/U.S. 101 southbound off-ramp interchange shall pay a pro-rata contribution towards future interchange improvements.

Potential Impacts

The Project site is located just west of the U.S. Highway 101/Padaro Lane interchange (see attached Figure 1). Employees and deliveries travelling to and from the north and the south would exit U.S. Highway 101 at the Padaro Lane interchange and then proceed westerly to arrive at the Project site (and same route in reverse when departing the site). In order to evaluate operations at the interchange, existing levels of service (LOS) were obtained from the Traffic Assessment for the Santa Claus Lane Streetscape Improvement Project report.¹ Table 4 lists the existing peak hour levels of service for the U.S. Highway 101/Padaro Lane interchange.

¹ Traffic Assessment for the Santa Claus Lane Streetscape Improvement Project, Associated Transportation Engineers, June 2019.

Table 4
Existing Intersection Operations

Intersection / Movement	Peak Hour Delay / LOS ^(a)	
	Weekday PM Peak	Weekend Peak
<i>Via Real/Padaro Lane:</i>		
NB Left + Right	7.8 Sec. / LOS A	11.0 Sec. / LOS B
WB Left	8.7 Sec. / LOS A	7.7 Sec. / LOS A
<i>Overall Intersection:</i>	<i>8.2 Sec. / LOS A</i>	<i>10.4 Sec. / LOS B</i>
<i>U.S. Highway 101 NB/Padaro Lane:</i>		
WB Left + Right	10.7 Sec. / LOS B	7.6 Sec. / LOS A
NB Left	8.2 Sec. / LOS A	7.6 Sec. / LOS A
<i>Overall Intersection:</i>	<i>9.8 Sec. / LOS A</i>	<i>7.6 Sec. / LOS A</i>
<i>U.S. Highway 101 SB/Padaro Lane/Santa Claus Lane:</i>		
EB Left	11.9 Sec. / LOS B	8.5 Sec. / LOS A
EB Thru + Right	11.5 Sec. / LOS B	8.2 Sec. / LOS A
WB Left + Right	9.1 Sec. / LOS A	9.2 Sec. / LOS A
SB Left	7.9 Sec. / LOS A	7.5 Sec. / LOS A
<i>Overall Intersection:</i>	<i>9.1 Sec. / LOS A</i>	<i>8.2 Sec. / LOS A</i>

(a) Level of service based on average delay per vehicle pursuant to HCM operations method.

Source: Traffic Assessment for the Santa Claus Lane Streetscape Improvement Project, ATE, June 2019.

As shown in Table 4, the study-area intersections currently operate in the LOS A-B range during the weekday and weekend peak hours, which meet the County's LOS C standard. The traffic that would be generated by the Project (2 peak hour trips) would not degrade levels of service at the interchange. Thus, the Project would not significantly impact the key intersections in the study-area.

The Project would not add any peak hour traffic to the U.S. Highway 101 northbound ramp/Santa Monica/Via Real intersection or the U.S. Highway 101 southbound ramp/Linden Avenue intersection which are located east of the U.S. Highway 101/Padaro Lane interchange.

SITE ACCESS



Access to the Project site is provided via an existing driveway that connects to Via Real (see attached Figure 2 – Project Site Plan). The driveway is a paved access road with no concrete curb returns or sidewalks that is approximately 45 feet wide and accommodates trucks and passenger vehicles turning to and from Via Real. The design and scale of the driveway is consistent with the rural character of the area.

Sight distances were measured at the Project driveway to determine if the sight lines along Via Real are sufficient in length to permit drivers to anticipate and avoid potential collisions when turning from the Project site. The Caltrans Highway Design Manual sight distance standards were used to determine minimum sight distance requirements at the private driveway.² Via Real is posted with a speed limit of 50 MPH. Floating car surveys found that vehicles travel in the 40-50 MPH range adjacent to the driveway. Based on Caltrans criteria, the minimum stopping sight distance standard for a 50 MPH design speed is 430 feet.

Sight distances were measured from the driveway looking to the east and west along Via Real. The sight distance looking to the east was measured at about 460 feet to a horizontal curve in the roadway and the sight distance to the west was measured at about 995 feet to a horizontal curve in the roadway (see Figure 3). The results show that the sight distances exceed the Caltrans 430-foot minimum sight distance standard.

It is important to note that vegetation within the sight triangles at the driveway will require regular maintenance in order to maintain adequate sight distances. The sight distance looking to the east from the driveway could be restricted by row of shrub trees along the Project's south property line (see Figure 3), which appear to have been recently trimmed. This line of shrub trees will require regular trimming. Similarly, there is vegetation growth within the County drainage channel located just west of the driveway that could restrict the sight distance to the west if not regularly maintained (see attached Figure 3).

² Highway Design Manual, California Department of Transportation, Sixth Edition, Updated May 2012.

PARKING

The site plan shows that 39 parking spaces would be provided onsite (see attached Figure 2). The plan includes 1 delivery space that would be dedicated for pick-ups/deliveries. The existing 100-employee workforce would be reduced to 50 employees. Assuming the standard Santa Barbara County carpool rate of 15%, the 50 employees would require 43 spaces. It is noted that about 70% of the employees reside in Ventura County and many use vanpools for their commute trips. Utilization of the vanpools from Ventura would reduce the employee parking demands below the 39 spaces. Assuming that one 8-passenger van was implemented for Ventura workers, a total of 35 to 37 employee vehicles would be parked onsite. Thus, the 39 spaces shown on the site plan would accommodate the workforce as well as pick-up/deliveries.

The applicant has indicated that the company would promote carpooling and ride matching services (see Transportation Management Plan below). Higher employee participation in vanpools/carpools and/or use transit would further reduce parking demands on the site.

TRANSPORTATION MANAGEMENT PLAN

The County requested that the applicant prepare a Transportation Management Plan (TMP) for the Project, which is outlined below.

Truck Traffic and Travel Routes

There is no set schedule for delivery vehicles, which is expected to be at 2 per day. Drivers would be given advance notice to use the preferred truck route. The preferred truck route is to use U.S. Highway 101 to the Padaro Lane interchange and then travel west along Via Real to the Project site. No truck trips would use the U.S. Highway 101 Northbound/Santa Monica/Via Real intersection or the U.S. Highway 101/Linden Avenue interchange.

Employee Traffic and Travel Routes

There would be 50 employees working on site when the facility is fully operational and permitted, which is a 50 employee decrease over the current operations. The applicant has committed to implementing a TMP that includes the following elements:

- Educate employees about cost-savings of carpools and assist with ride-matching services;
- Promote employee ridesharing by providing designated carpool spaces adjacent to the main entrance to the greenhouses;
- Sponsoring a company vanpool to transport employees from the Santa Barbara and/or Ventura areas to the site during regular weekday operations (more detailed information on the vanpool programs is attached).
- Provide secured bicycle parking;
- Promote transit use by providing transit schedules to employees.

It is anticipated that the TMP could result in 70 percent of employees participating in the plan. Employee vehicles (including vanpool/carpool) would use U.S. Highway 101 to the Padaro Lane interchange and then travel west along Via Real to the Project site.

MONITORING

The applicant will include information in the annual report to the Planning Department outlining the specific components of the TMP that were implemented, including documentation of the mode-split monitoring reports from SBCAG's Traffic Solutions, and documentation of the other carpooling/alternative mode incentives that were offered to the Project employees.

VEHICLE MILES TRAVELED ANALYSIS

Recent legislation, Senate Bill 743, is moving away from the Level of Service (LOS) metric to a Vehicle Miles Travelled (VMT) metric to evaluate whether a project results in a significant traffic impact. Cities and counties were required to implement Senate Bill 743 by July 1, 2020. It is anticipated that LOS will still remain as a policy consistency issue for the County and the City, though not as an impact metric under CEQA environmental review.

Per the State's Natural Resource Agency Updated Guidelines for the Implementation of the CEQA adopted in 2018, VMT has been designated as the most appropriate measure of transportation impacts. VMT refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. For land use projects, vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. The County has adopted draft VMT thresholds of significance that generally follow the State guidelines.

CEQA Guidelines. The California Governor's Office of Planning and Research (OPR) published a Technical Advisory on Transportation that includes recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures. The Technical Advisory provides screening tools to determine when a project may have a significant VMT impacts, as follows:

"Many agencies use "screening thresholds" to quickly identify when a project should be expected to cause a less-than-significant impact without conducting a detailed study. (See e.g., CEQA Guidelines, §§ 15063(c)(3)(C), 15128, and Appendix G.) As explained below, this technical advisory suggests that lead agencies may screen out VMT impacts using project size, maps, transit availability, and provision of affordable housing.

Screening Threshold for Small Projects

Many local agencies have developed screening thresholds to indicate when detailed analysis is needed. Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than significant transportation impact."

As shown in Tables 2 and 3, the Project is forecast to generate less than 110 ADT and thus would have a less-than-significant VMT impact based on the new CEQA guidelines.

This concludes our traffic study for the 3508 Via Real Creekside Bloom Greenhouse Project.

Associated Transportation Engineers



Scott A. Schell
Principal Transportation Planner

SAS/DFN

- Attachments:
- Figure 1 – Project Site Location
 - Figure 2 – Project Site Plan
 - Figure 3 – Driveway Sight Distances
 - Trip Generation Worksheet
 - SBCAG Santa Barbara County Commute and Mode Split Data

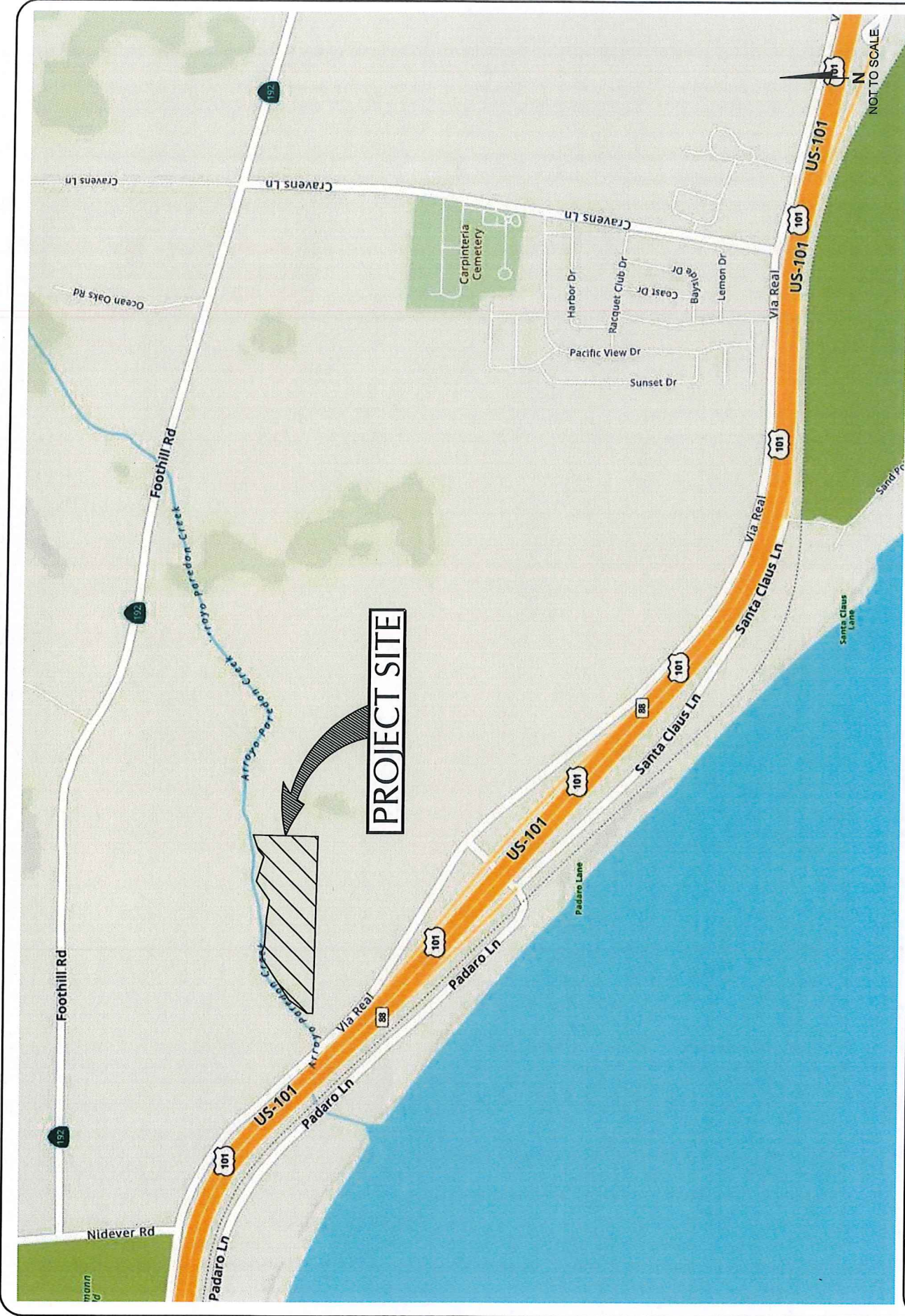
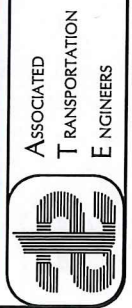


FIGURE 1

PROJECT SITE LOCATION



LEGEND

- PROPERTY LINE
- PAVED ROAD (AC)
- DIRT/RAISE ACCESS ROAD
- EX. FENCE
- PROPOSED FENCE
- PROPOSED BARBED WIRE FENCE
- FLOOD ZONE "A" BOUNDARY
- 50' ESH SETBACK
- TOP OF BANK
- INTERNATIONALLY SENSITIVE HABITAT
- STRUCTURE TO BE REMOVED
- 30-30% SLOPE
- > 30% SLOPE
- TRAFFIC FLOW DIRECTION

MAPPING NOTES

1. ALL INFORMATION IS BASED ON A FIELD SURVEY BY CARTER ENGINEERS, INC. IN 2018.
2. CONTOUR DATA IS BASED ON 2018 COUNTY OF SANTA BARBARA FLOOD CONTROL LAKE INFORMATION.
3. ALL INFORMATION IS BASED ON THE 2018 COUNTY OF SANTA BARBARA FLOOD CONTROL LAKE INFORMATION.
4. ALL INFORMATION IS BASED ON THE 2018 COUNTY OF SANTA BARBARA FLOOD CONTROL LAKE INFORMATION.
5. ALL INFORMATION IS BASED ON THE 2018 COUNTY OF SANTA BARBARA FLOOD CONTROL LAKE INFORMATION.

UTILITY PROVIDERS

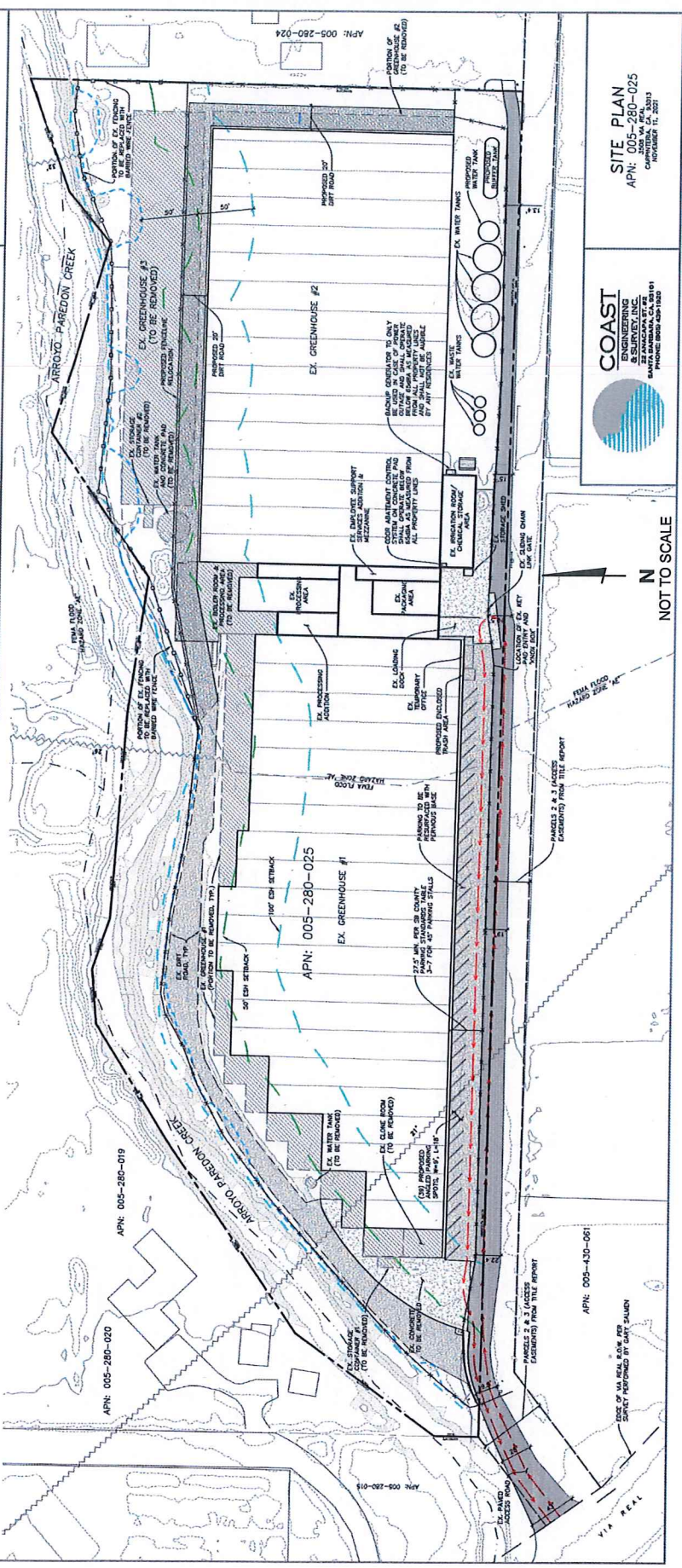
- CHRYSE SEPTIC SYSTEM
- CARPINTERIA VALLEY WATER DISTRICT
- SOUTHERN CALIFORNIA GAS COMPANY
- SD, CAL. Edison COMPANY
- COX COMMUNICATIONS
- VERIZON CALIFORNIA, INC.

STRUCTURE NOTES

1. REFER TO ARCHITECTURAL PLANS FOR ALL DESIGN DETAIL FOR SITE CONTAINMENT AND STRUCTURE. STRUCTURES.
2. REFER TO ARCHITECTURAL PLANS FOR ALL DESIGN DETAIL FOR SITE CONTAINMENT AND STRUCTURE. STRUCTURES.

LIGHTING NOTES

1. RECOMMENDED BLACKOUT SCREEN SYSTEM WITH GROUND ANCHORS TO BE INSTALLED TO PREVENT LIGHT FROM BEING VISIBLE OUTSIDE THE STRUCTURE.



VICINITY MAP

ASSESSORS MAP

SITE PLAN
 APN: 005-280-025
 NOVEMBER 11, 2021

COAST ENGINEERING & SURVEY, INC.
 1000 S. ANAHEIM BLVD. SUITE 100
 CARPINTERIA, CA 93013
 PHONE: (805) 499-1180

NOT TO SCALE

PROJECT SITE PLAN

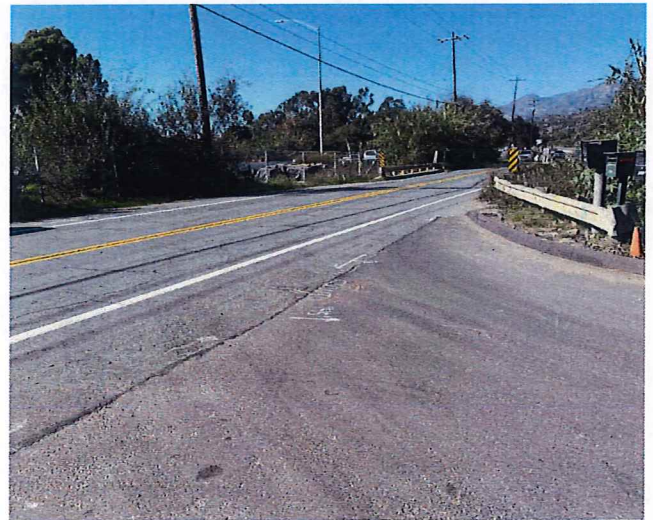
FIGURE 2

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JH - ATE#20057



SIGHT DISTANCE TO EAST : 460'



SIGHT DISTANCE TO WEST : 995'



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DRIVEWAY SIGHT DISTANCES

FIGURE 3

JH - ATE#20057

Associated Transportation Engineers #20057
 Trip Generation Worksheet

3508 VIA REAL GREENHOUSE PROJECT

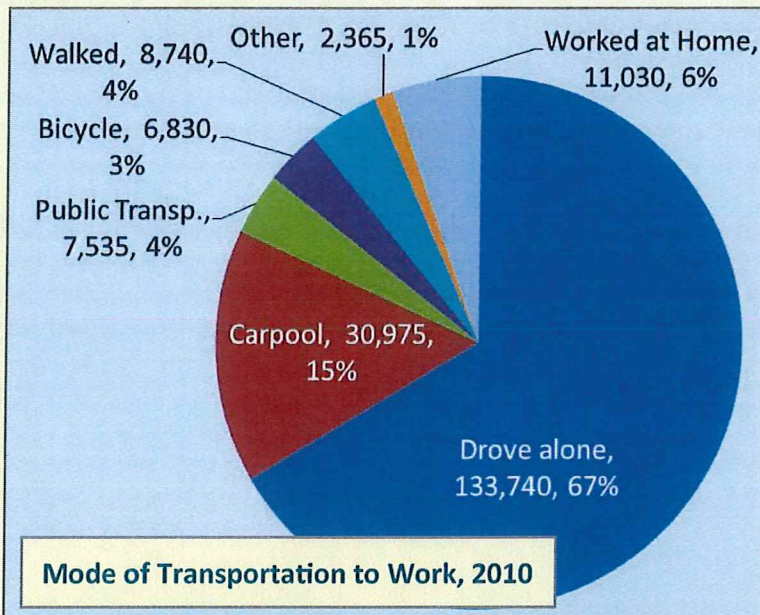
Use	Size	ADT		AM PEAK HOUR			PM PEAK HOUR								
		Rate	Trips	Rate	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips		
Proposed Project Greenhouse(a)	191,065 SF	0.27	52	0.03	6	61%	4	39%	2	0.06	11	27%	3	73%	8

(a) Trip generation based on rates presented in SB County Carpinteria Valley Greenhouse Program FEIR for Greenhouse operations.

Santa Barbara County State of the Commute—Countywide

The majority of commuters in the county drive alone to work, contributing to congestion during peak commute times.

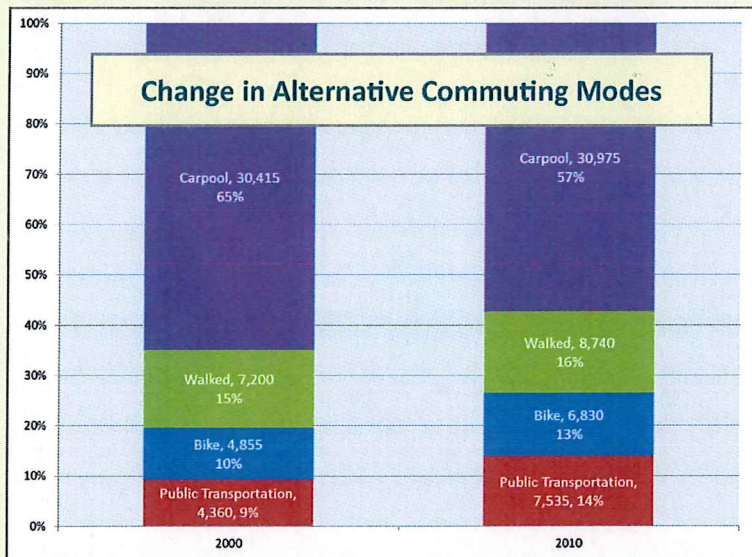
- In 2010, the drive alone mode has the highest countywide percentage of all travel modes to work with 133,740 commuters/day or 67%, followed by carpoolers with 30,975 commuters/day or 15%.
- The public transit mode has 7,535 commuters/day or 4% of all modes.
- The bike mode has 6,830 commuters/day or 3% of all modes.
- The walking mode has 8,740 commuters/day or 4% of all modes.



Between 2000 and 2010, public transit use increased 5%, significantly more than other alternative modes.

Shifting from driving alone to an alternative mode reduces congestion, commuting costs, and greenhouse gas emissions. For many commuters, short trips can be accomplished by walking, biking, or local transit. For longer trips carpooling and inter-regional bus service are good options.

- Public transit commutes increased from 4,360 to 7,535 commuters/day in 2010, from 9% to 14% of the alternative modes.
- Bike commutes increased from 4,855 to 6,830 commuters/day in 2010, from 10% to 13% of the alternative modes.
- Walking commutes increased from 7,200 to 8,742 commuters/day in 2010, from 15% to 16% of the alternative modes.
- Carpool commutes increased from 30,415 to 30,975 commuters/day in 2010, but declined from 65% to 57% of the alternative modes.

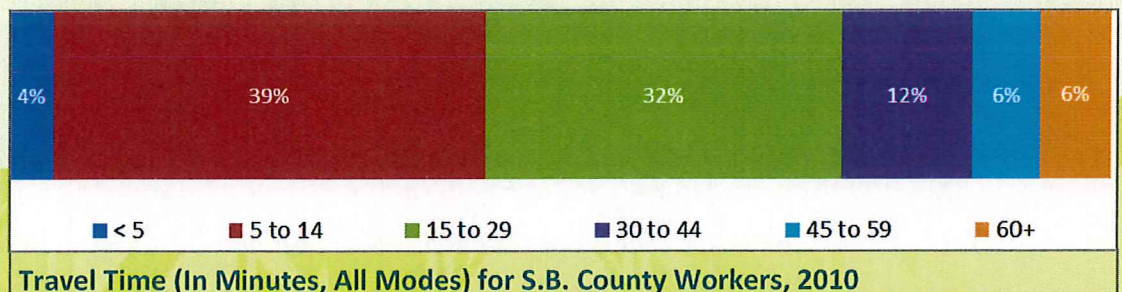


The highest proportion of commuters (43%) have a short travel time of less than 15 minutes.

Six percent have a travel time over 60 minutes, which includes those commuting from outside the County.

The mean travel time is 21 minutes.

Public transit, bike, walk and carpool mode trips combined increased by 15% or 7,250 commuters/day, from 46,830 commuters/day in 2000 to 54,080 in 2010.



Note: Travel Time data does not include a distance factor and as a result does not account for the time lost in congestion. Travel time data includes those workers 16 years and over who do not work at home.



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- More than **85% would take a pay cut** in exchange for a shorter commute

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