

ATTACHMENT 7 - TRAFFIC STUDY



MEMORANDUM

To: Marcus Thuna, 3823 SCL, LLC.
From: Iain Banks, PTP
Date: February 2, 2022
Subject: Traffic and Transportation Analysis for 3823 Santa Claus Lane

Project Overview

3823 SCL, LLC. Plans to open Cannabis Dispensary retail store within an established retail space, located at 3823 Santa Claus Lane in Carpinteria. The County of Santa Barbara has requested a Traffic Study to demonstrate that the project will not result in an inconsistency with the Toro Canyon Plan's Circulation policies. Additionally, the County has requested a Site Transportation Demand Management Plan (STDMP) that includes lot location, total number of employees, hours of operation, lot access and transportation routes.

The key findings show that based on the store's proposed vehicular trip generation during the morning and afternoon peak hours, the projected development will not significantly impact the Toro Canyon transportation network and will not result in any inconsistencies with the Toro Canyon's Plan circulation policies.

Existing Conditions

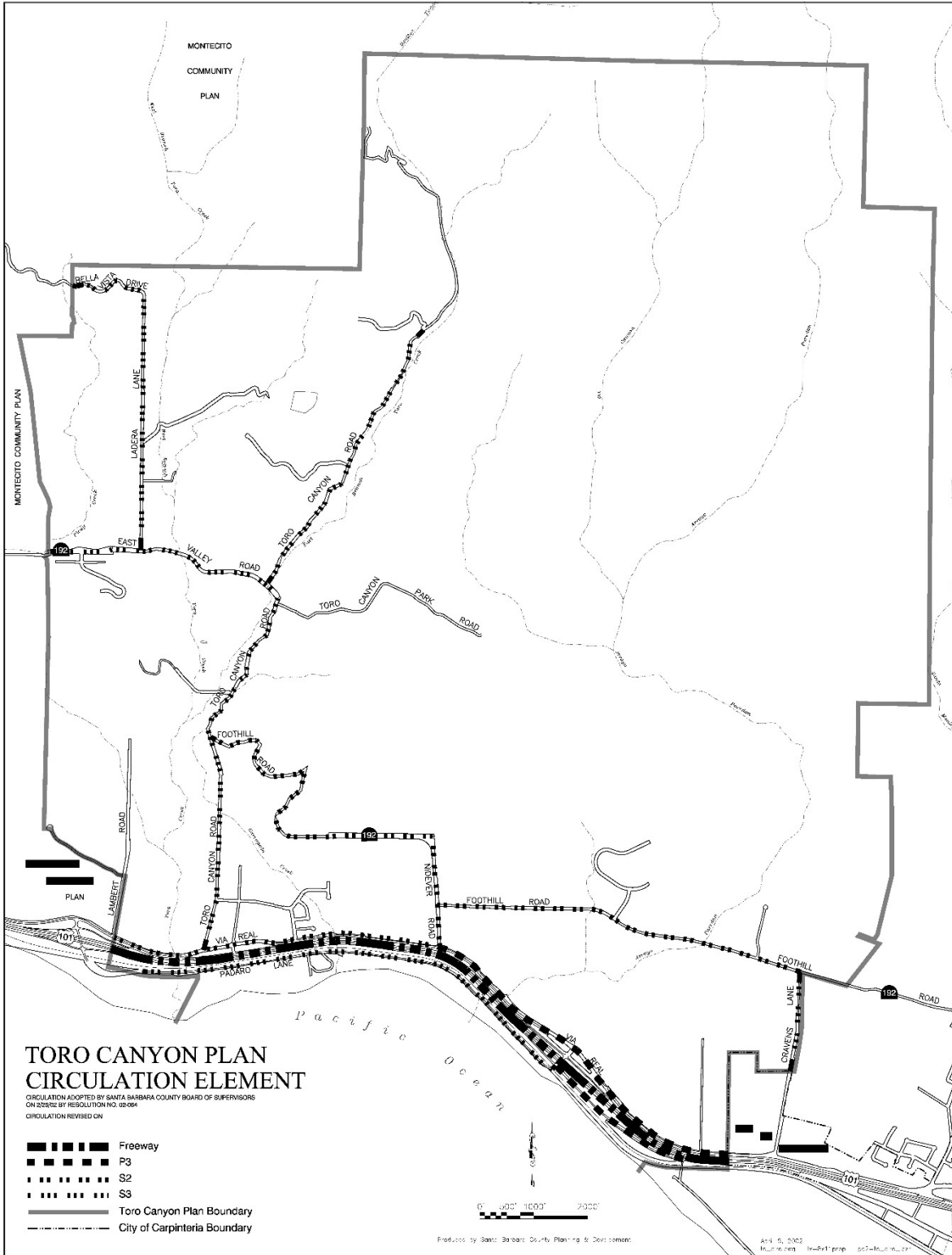
Existing Roadway Network

The primary components of the circulation system serving the Toro Canyon Planning Area are shown in Figure 1, and 2, highlighting the proposed circulation element and the bikeway system respectively. Access to the site is provided directly from Santa Claus Lane with regional access provided by U.S. Highway 101, S.R. 192, and Via Real.

The Toro Canyon Plan (County of Santa Barbara, 2004) describes Santa Claus Lane as a two-lane roadway located between Hwy. 101 and the railroad tracks, connected on its western end to the easterly Padaro Lane-Via Real-Hwy. 101 interchange and becoming the southbound Hwy. 101 on-ramp at its eastern end. This road serves commercial development located along its eastern end between the roadway and the railroad tracks, as well as the Sand Point Road and Casa Blanca residential developments located southeast of the planning area. The access for these residential developments is via a T-intersection near where Santa Claus Lane becomes the southbound Hwy. 101 on-ramp, thus creating the potential for conflicts between turning vehicles and straight-through traffic accelerating to enter the freeway. On-street parking is available along most of the lane; formal perpendicular parking exists along the commercial property frontages, while informal parallel parking exists elsewhere along the roadway shoulders. This parking serves commercial users, beach users, and truckers taking a rest break from Hwy. 101. Speed and turning movement conflicts can exist between vehicles entering and exiting the perpendicular parking spaces along the commercial strip and southeast-bound traffic accelerating for the freeway on-ramp.

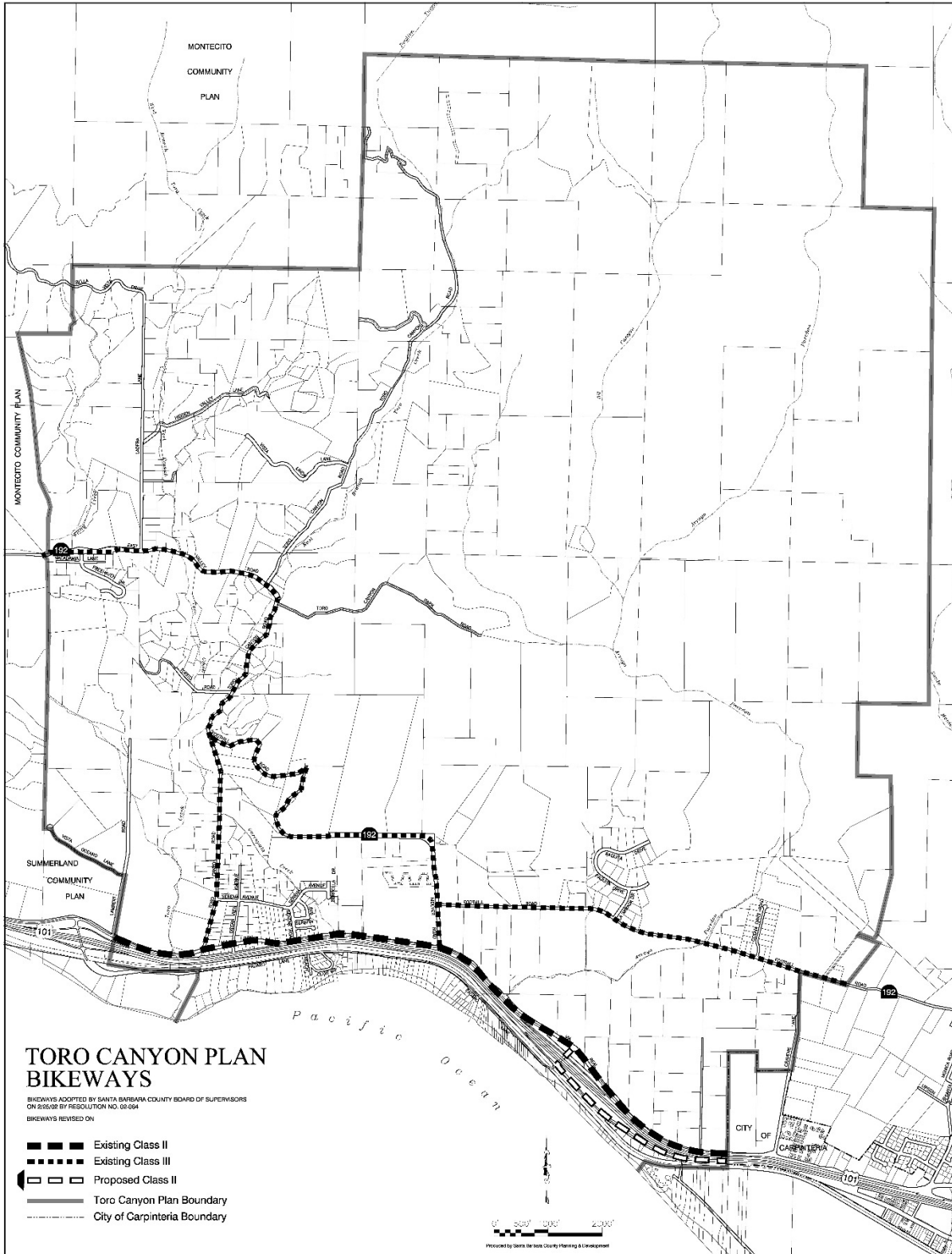
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Figure 1 Toro Canyon Plan - Circulation Element (County of Santa Barbara, 2004)



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Figure 2 Toro Canyon Plan Bikeways (County of Santa Barbara, 2004)



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Existing Levels of Service

The Toro Canyon Plan highlights the intersection levels of service (LOS) throughout the planning area and for those intersections in proximity to the 3823 Santa Claus Lane site. The Plan shows that the existing levels of service for the weekday afternoon and weekend peak hours are within the designated standards.

Figure 3 Existing Levels of Service

Intersection	Control	Delay/LOS	
		PM Peak (2019)	Weekend Peak
Padaro Lane/Via Real	1-Way Stop	8.2/LOS A	10.4/LOS B
Santa Claus Lane/Spindrift	1-Way Stop	7.6/LOS A	7.6/LOS A
Padaro Lane/Santa Claus Lane/U.S.101 SB Ramp	2-Way Stop	9.1/LOS A	8.2/LOS A
Padaro Lane/U.S.101 NB Ramp	1-Way Stop	7.8/LOS A	7.6/LOS A

Source: Final Mitigated Negative Declaration Santa Claus Lane Beach Access and Streetscape Improvements Project (Sept, 2019)

Note: LOS based on average delay per vehicle in seconds

Toro Canyon Plan - Circulation Element

The approved Toro Canyon Plan identifies both roadway classifications and project consistency standards with the following definitions:

Acceptable Capacity: The maximum number of Average Daily Trips (ADTs) that are acceptable for the normal operation of a given roadway. As defined by this Plan, the Acceptable Capacity for a given roadway is based upon its roadway classification and the acceptable level of service for that roadway. The minimum acceptable level of service (LOS) for roadways and intersections in the Toro Canyon Planning Area is Level of Service B.

Estimated Future Level of Service: For a given intersection, the projected level of service (LOS) is based on existing traffic levels combined with traffic to be generated by approved but not yet occupied projects as referenced by the public draft environmental documents for the development project under review. The Estimated Future Level of Service must consider any funded but not yet constructed improvements that are planned for completion prior to the project's occupancy. This includes any mitigation from projects that have been approved by the Planning Commission or Board of Supervisors but have not yet been constructed.

For Santa Claus Lane, a designated Primary -3 roadway within the Plan's classification system, the standards for determination of project consistency are outline in Figure 4.

Figure 4 Existing Roadway Operations and Plan Standards

Classification	Design Capacity (ADT)	Acceptable ADT Capacity (LOS B)	Average Daily Traffic (ADT)	Roadway Segment LOS
P-3 Standard	15,700	10,990	-	LOS B
Existing Conditions	-	-	2,950	LOS A

Source: Final Mitigated Negative Declaration Santa Claus Lane Beach Access and Streetscape Improvements Project (Sept, 2019)

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Toro Canyon Plan (December, 2004)

Proposed Development Plan

3823 SCL, LLC. Plans to open Cannabis Dispensary retail store within an established retail space, located at 3823 Santa Claus Lane in Carpinteria. Currently the site at 3823 Santa Claus Lane is improved with 5,331 GSF of commercial space consisting of a garden store, a boutique clothing store and an architect's office with 13 associated parking spaces. These retail and office uses have been at the property for the past ten (10) years.

The development plan of 3823 SCL LLC proposes a change of retail use with the gross square footage of the site remaining the same. The garden store will be replaced with the cannabis dispensary retail and office space with the other existing uses being unchanged. The reconfiguration of the site will provide the required number of parking per zoning, 12 parking spaces including 1 accessible van space on site. Figure 5 below highlights the current and proposed land-uses.

Figure 5 Existing and Proposed Site Land-Use

Land Use	Existing GSF	Proposed GSF
Garden Store	3,546	-
Boutique Clothing	1,069	1,069
Architects Office	581	581
Miscellaneous Office	135	135
Dispensary Retail	-	2,035
Dispensary Office	-	1,511
Parking Spaces	13	12
Total	5,331	5,331

Site Trip Projections and Future Conditions

Site Trip Projections

The proposed trip generation of the site is summarized in Figure 6. The amount of traffic generated by a development is a function of the size and type of development as well as the existing uses on the site. The trip generation estimates were developed for daily, AM and PM peak hours based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition.

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Figure 6 Site Trip Summary

Land-Use	ITE Code	AM Peak Hour			PM Peak Hour			Daily Total	Weekend Peak		
		In	Out	Total	In	Out	Total		In	Out	Total
Garden Store	817	7	2	9	13	12	25	241	35	36	71
Boutique Clothing	876	1	1	2	2	2	4	71	3	3	6
Architects Office	712	1	1	2	1	1	2	9	0	0	0
Miscellaneous Office	712	1	0	1	0	1	1	2	0	0	0
Existing Total		10	4	14	16	16	32	323	38	39	77
Dispensary Retail	882	17	4	21	23	22	45	514	37	37	74
Dispensary Office	712	2	1	3	1	3	4	24	0	1	1
Boutique Clothing	876	1	1	2	2	2	4	71	3	3	6
Architects Office	712	1	1	2	1	1	2	9	0	0	0
Miscellaneous Office	712	1	0	1	0	1	1	2	0	0	0
Proposed Total		22	7	29	27	29	56	620	40	41	81
Total Net New Site Trips		12	3	15	11	13	24	297	2	2	4

As the table highlights, the proposal site development would generate an additional 15 and 24 vehicle trips in the AM and PM peak hours and 4 vehicle trips during the weekend peak hour as compared to the existing conditions at the site. The daily vehicle trip generation would increase by approximately 297 trips on a daily basis.

Background Future Traffic Conditions

For the purposes of this study and in accordance with the County's transportation analysis guidelines, it was assumed that the proposed development would be by the year 2023. To develop background traffic forecasts (i.e., future traffic forecasts without the proposed development), a combination of existing traffic and specific growth associated with approved, but unbuilt, developments are created.

Approved Projects

Upon review by County Planning staff, no adjacent approved development projects have been identified to be included as background growth in the development of total future forecasts of traffic volumes within the study area.

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Future Traffic Conditions

The study area intersections were analyzed for the weekday afternoon and weekend peak hours under the future conditions utilized Version 11 of the Synchro software. Synchro is based on the Highway Capacity Manual (HCM) methodology including Level of Service (LOS) and average vehicle delay. As shown in Figure 7, all intersections within the study area operate at an overall acceptable level of service (i.e., LOS C or better) during the weekday afternoon and weekend peak hours under 2023 future conditions.

Figure 7 Future Traffic Conditions

Intersection	Control	Delay/LOS	
		PM Peak (2023)	Weekend Peak
Padaro Lane/Via Real	1-Way Stop	8.6/LOS A	11.4/LOS B
Santa Claus Lane/Spindrift	1-Way Stop	11.0/LOS B	9.4/LOS A
Padaro Lane/Santa Claus Lane/U.S.101 SB Ramp	2-Way Stop	9.1/LOS A	8.8/LOS A
Padaro Lane/U.S.101 NB Ramp	1-Way Stop	8.2/LOS A	7.5/LOS A
Santa Claus Lane/3823 Driveway	1-Way Stop	11.0/LOS B	9.5/LOS A

Note: LOS based on average delay per vehicle in seconds

According to the *Environmental Thresholds and Guidelines Manual* (County of Santa Barbara, 2018), project-generated traffic is assessed against four threshold criteria to determine a significant traffic impact. The *Environmental Thresholds and Guidelines* states the following as a preface: “It should be noted that the following criteria are guidelines for the majority of potential traffic impacts. The list of criteria is not intended to be all inclusive as the potential for impact may vary depending upon the environmental setting and nature of the project.”

A significant traffic impact would occur when any of the following four criteria are met:

1. The addition of project traffic to an intersection increases the volume to capacity (V/C) ratio by 0.20, 0.15, or 0.10 for an intersection operating at LOS A, B, or F, or sends at least 15, 10 or 5 trips to an intersection operating at LOS D, E, or F.
2. Project access to a major road or arterial road would require a driveway that would create an unsafe situation, or would require a new traffic signal or major revisions to an existing traffic signal.
3. Project adds traffic to a roadway that has design features or receives use which would be incompatible with substantial increases in traffic that will become potential safety problems with the addition of project or cumulative traffic. Exceeding the roadway capacity designated in the Circulation Element may indicate the potential for the occurrence of the above impacts.
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-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 for

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intersections which would operate from 0.80 to 0.85 and a change of 0.02 for intersections which would operate from 0.86 to 0.90, and 0.01 for intersections operating at anything lower.

The Santa Claus Lane roadway carries low traffic volumes and currently operates at LOS A and LOS B during weekday and weekends well below the acceptable capacity for a P-3 roadway, as designated in the *Toro Canyon Plan*. Evaluating the site's projected trip generation, the proposed project would not result in significant increases in traffic to the project area during the weekday peak periods. Additionally, the proposed roundabout as part of the Santa Claus Lane Streetscape and Beach Access project would facilitate vehicular movement in the southern portion of the commercial area at the U.S. 101 NB ramp . Therefore, the proposed project does not meet the County's criteria for significant traffic impacts and will not result in the generation of additional vehicular movement which will negatively impact existing traffic load and capacity of the street system.

Site Transportation Demand Management Plan (STDMP)

Site Access

Access to the 3823 Santa Claus Lane site is provided directly from Santa Claus Lane with vehicular parking available in front of and to the rear of the building. Transit access to the site is facilitated by the Santa Barbara Metropolitan Transit District with Route 20 operating along Via Real and the closest stop to the project site being ½ mile away at Via Real and Padaro Lane. The roadway currently includes no crosswalks or bike lanes, and sidewalks are limited to areas in front of the commercial businesses which limits the ability of multimodal access to the site. The proposed Santa Claus Lane Beach Access and Streetscape Improvements will increase accessibility to all users along the corridor including both the beach area and commercial area with a continuous sidewalk, crosswalks and a multi-use path. The multi-use path will connect with the proposed Santa Claus Lane Bikeway. Figure 7 shows the location of the 3823 Santa Claus Lane development.

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Figure 8 Site Location



Site Operations

The dispensary will have both a retail and office use at 3823 Santa Claus Lane. Retail hours would be 9:00 A.M to 9:00 P.M 7 days a week with approximately 8-12 employees on site at any one time. Employees will have the ability to park on site as well as encouraged to use transit and/or walk and bike modes. The aforementioned streetscape improvements proposed by the County of Santa Barbara will make access to the site by alternative modes safer and more convenient.

Summary

Based upon the analysis within this transportation study, the conclusions of this study are as follows:

1. The Santa Claus Lane roadway carries low traffic volumes and currently operates at LOS A/B during weekday and weekends well below the acceptable capacity for a P-3 roadway, as designated in the Toro Canyon Plan.
2. Under existing conditions, all intersections within the study area currently operate at an overall acceptable level of service (i.e., LOS B or better) during the morning and afternoon peak hours as per recently completed studies undertaken for the Beach Access and Streetscape Improvements.
3. Currently the site at 3823 Santa Claus Lane is improved with 5,331 GSF of commercial space consisting of a garden store, a boutique clothing store and an architect's office with 13 associated parking spaces. These retail and office uses have been at the property for the past ten (10) years.

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4. The development plan of 3823 SCL LLC proposes a change of retail use with the gross square footage of the site remaining the same. The garden store will be replaced with the cannabis dispensary retail and office space with the other existing uses being unchanged. The reconfiguration of the site will provide the required number of parking per zoning, 12 parking spaces including 1 accessible van space on site.
5. The proposed development with changes in land use would generate an estimated 15 net new trips during the AM peak hour, 24 net new trips during the PM peak hour and 297 trips daily.
6. Evaluation of the site's projected trip generation shows that the proposed project would not result in significant increases in traffic to the project area during the weekday peak periods. Additionally, the proposed roundabout as part of the Santa Claus Lane Streetscape and Beach Access project would facilitate vehicular movement in the southern portion of the commercial area at the U.S. 101 NB ramp .

Based upon the current transportation conditions and the future projections, the proposed project does not meet the County's criteria for significant traffic impacts and will not result in the generation of additional vehicular movement which will impact existing traffic load and capacity of the street system. As such, the projected development will not significantly impact the Toro Canyon transportation network and will not result in any inconsistencies with the Toro Canyon's Plan circulation policies.