

Appendices

EASTERN GOLETA VALLEY COMMUNITY PLAN

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APPENDIX I: ROADWAY CLASSIFICATION SYSTEM AND PROJECT CONSISTENCY STANDARDS

The Santa Barbara County Comprehensive General Plan Circulation Element Policy A states that:

"The roadway classifications, intersection levels of service, and capacity levels adopted in this Element shall apply to all roadways and intersections within the unincorporated area of the County, with the exception of those roadways and intersections located within an area included in an adopted community or area plan. Roadway classifications, intersection levels of service, and capacity levels adopted as part of any community or area plan subsequent to the adoption of this Element shall supersede any standards included as part of this Element."

This section of the Plan provides roadway classifications and project consistency standards of the Santa Barbara County Comprehensive General Plan's Circulation Element for unincorporated Eastern Goleta Valley. This Plan's system of roadway classifications and project consistency standards fully supersede the classifications and standards used in the current Circulation Element.

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 Community Plan, the Acceptable Capacity for a given roadway is based upon its roadway classification and the acceptable level of service for that roadway.

Design Capacity: The maximum number of ADTs that a given roadway can accommodate based upon roadway design as determined by the County Public Works Department. Design Capacity usually equates to Level of Service (LOS) E/F.

Estimated Future Level of Service: For a given intersection, the County-accepted level of service (LOS) is based on projections from the Goleta Valley Traffic Model or 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 all funded but not yet constructed improvements that are planned for completion prior to the project's occupancy. This includes mitigations from projects that have been approved by the Planning Commission or Board of Supervisors but have not yet been constructed.

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Estimated Future Volume: For a given roadway segment, the most recent County-accepted projections based upon the Goleta Traffic Model or a count of Average Daily Trips (ADTs) plus any ADTs associated with approved projects that are not yet occupied as referenced in the public draft environmental document for the development project under review.

Remaining Capacity: For a given roadway, the difference between the Acceptable Capacity and the Estimated Future Volume in ADTs.

Roadway Classification System

The following roadway classification system is divided into two main designations: Primary and Secondary roadways. Each of these main designations is further subdivided into three subclasses, dependent upon roadway size, function and surrounding uses. Primary roadways serve mainly as principal access routes to major shopping areas, employment and community centers, etc., and often carry a large percentage of through traffic. This Plan does not designate any roadways within the community as primaries. As discussed in more detail below, a number of roadways in the community would be designated as Secondary. Secondary roadways are two lane roads designed to provide principal access to residential areas or to connect streets of higher classifications to permit adequate traffic circulation. Such roadway may be fronted by a mixture of uses and generally carry a lower percentage of through traffic than primaries.

Roadway Classification System: Primary Roadways (2-4 lanes)

Roadway Classification	Purpose & Design Factors	Design Capacity		Level of Service C		Level of Service D	
		2 Lane	4 Lane	2 Lane	4 Lane	2 Lane	4 Lane
Primary 1 (P-1)	Roadways designed to serve primarily non-residential development. Roadways would have a minimum of 12-foot wide lanes with shoulders and few curb cuts. Signals would be spaced at one mile or more	19,900	47,760	15,900	38,200	17,990	42,980
Primary 2 (P-2)	Roadways which serve a high proportion of non-residential development with some residential lots and few or no driveway curb cuts. Lane widths are a minimum of 12 feet wide and well spaced curb cuts. Signal intervals at a minimum 0.5 mile intervals	17,900	42,480	14,300	34,000	16,110	38,232
Primary 3 (P-3)	Roadways designed to serve non-residential development and residential development. More frequent driveways are acceptable. Potential signal intervals of 0.50-0.25 mile	15,700	37,680	12,500	30,100	14,130	33,910

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Roadway Classification System: Secondary Roadways (2 lanes)

Roadway Classification	Purpose & Design Factors	Design Capacity	Capacity*		
			LOS D	LOS C	LOS B
Secondary 1 (S-1)	Roadways designed to serve moderate to high non-residential use with moderate number of driveways or large residential lots with large setbacks and well spaced driveways. Roadways have two lanes, infrequent curb cuts, and signalized intersections with primary roadways.	11,600	10,440	9,280	8,120
Secondary 2 (S-2)	Roadways serve a mix of residential and non-residential uses. Designed with two lanes and close to moderately close driveways.	9,100	8,190	7,280	6,370
Secondary 3 (S-3)	Roadways with primarily residential frontage, and small to medium lots. Designed with 2 lanes and more frequent driveways.	7,900	7,110	6,320	5,530

* Capacity shown in Average Daily Trips or ADTs.

Assigned Classifications for Goleta Valley Roads

Class P 1: Roadways designed to serve primarily non residential development. Roadways would have a minimum of 12 foot wide lanes with shoulders and few curb cuts, signals spaced at one mile or more intervals. No roadways in Goleta are suggested for this classification.

- None

Design Capacity		Acceptable Capacity	
2 lane	4 lane	2 lane	4 lane
19,900	47,760	N/A to Goleta	N/A

Class P 2: Roadways which serve a high proportion of non residential development with some residential lots and few or no driveway curb cuts. Lane widths are a minimum of 12 feet wide with well spaced curb cuts. Signal intervals at about 0.5 mile intervals. This includes the following roadways:

- Hollister Avenue - 2 and 4 lane
- Cathedral Oaks - 2 and 4 lane
- Patterson Avenue (Cathedral Oaks-Hollister Avenue) - 2 and 4 lane
- Turnpike Road (Cathedral Oaks-Hollister Avenue) - 2 and 4 lane
- Calle Real (Patterson Avenue-US Hwy 154) - 2 and 4 lane

Design Capacity		Acceptable Capacity	
2 lane	4 lane	2 lane	4 lane
17,900	42,460	14,300	34,000

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Class P 3: Roadways designed to serve non-residential development and residential development. More frequent curb cuts are acceptable. Potential signal intervals of 0.5 mile or less.

- None

Design Capacity		Acceptable Capacity	
2 lane	4 lane	2 lane	4 lane
15,700	37,680	12,500	30,100

Class S 1: Roadways designed to primarily serve non residential development and large lot residential development with well spaced driveways. Roadways would be two lanes with infrequent curb cuts. They are often signalized at intersections with primary roads. Several roadways presently designated "major road" or "collector" are suggested as appropriate for this class.

- South Patterson Avenue (Hollister Avenue-Shoreline Drive), 2 and 4 lane
- South Turnpike Road (Hollister Avenue-southerly terminus), 2 and 4 lane
- Camino Del Remedio (Calle Real-northerly terminus/Cathedral Oaks), 2 lane

Design Capacity		Acceptable Capacity	
2 lane	4 lane	2 lane	4 lane
11,600	N/A	9,300	N/A

Class S 2: Roadways designed to serve residential and non residential land uses. Roadways would be two lanes with close to moderately spaced driveways.

- Shoreline Drive (east-west portion) 2 lane
- Las Palmas Drive, 2 lane
- Nogal Drive, 2 lane
- Puente Drive (Hollister Avenue-More Mesa Road), 2 lane

Design Capacity		Acceptable Capacity	
2 lane	4 lane	2 lane	4 lane
9,100	N/A	7,300	N/A

Class S 3: Roadways designed to primarily serve residential with small to medium lots. Roadways are two lanes with more frequent driveways.

- Patterson Avenue (Cathedral Oaks Road-northerly terminus), 2 lane
- North San Marcos Road (Calle Real to Cathedral Oaks), 2 lane
- South San Marcos Road, 2 lane
- Walnut Lane, 2 lane

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- San Simeon Drive, 2 lane
- Puente Drive (More Mesa Road-Vieja), 2 lane
- Vieja Drive, 2 lane
- San Antonio Creek Road, 2 lane

Design Capacity		Acceptable Capacity	
2 lane	4 lane	2 lane	4 lane
7,900	N/A	6,300	N/A

Acceptable Capacity defined as 71% to 80% of Design Capacity

Source: Santa Barbara County Public Works, Transportation Division

Roadway and Intersection Standards for Determination of Project Consistency

1. **Purpose:** This section defines how the acceptable capacity levels that are identified for the classified roadways will be applied in making findings of project consistency with this Community Plan. This section also defines intersection standards in terms of level of service and provides methodology for determining project consistency with these standards. The intent of this section is to ensure that roadways and intersections in the community plan study area continue to operate at acceptable levels and to ensure that the intent of Circulation Policies is reflected in the determination of project consistency. The standards prescribed in this section shall also serve as a basis for circulation capital improvement planning and funding.
2. **Roadway Standards:** A project's consistency with this section shall be determined as follows:
 - a. For roadways where the Estimated Future Volume does not exceed the acceptable capacity, a project would be considered consistent with this section of the community plan if the number of ADTs contributed by the project would not exceed acceptable capacity.
 - b. For roadways where the Estimated Future Volume exceeds the acceptable capacity but does not exceed Design Capacity, a project would be considered consistent with this section of the community plan only if:
 - i. The number of ADTs contributed by the project to the roadway does not exceed 150 ADTs, or
 - ii. The project provides a substantial contribution to a high priority multimodal transportation project (or projects) as identified in the GVTIP that:
 - Substantially improves the multimodal transportation network.
 - Has a reasonable relationship to the project.
 - Is proportional to the size and extent of the project's impact on transportation system.

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3. **Intersection Standards:** Intersection capacity is stated in the terms of the proportion of the volume of traffic carried (V) to its design capacity (C); with a volume-to-capacity ratio (V/C) of 1.00 equal to gridlock, a V/C ratio of .90 equal to LOS E, on down to a V/C ratio of .70 equal to LOS C and a V/C ratio of .50 equal to LOS A.
 - a. Projects contributing Peak Hour Trips to intersections that operate at a Estimated Future Level of Service A shall be found consistent with this section of the Community Plan unless the project results in a change in V/C ratio greater than 0.20.
 - i. For intersections operating at a estimated future Level of Service B, no project shall result in a change in V/C ratio greater than 0.15.
 - ii. For intersections operating at an estimated future Level of Service C, no project shall result in a change of V/C ratio greater than 0.10.
 - iii. For intersections operating at an estimated future Level of Service D, no project shall result in a change of V/C ratio greater than 0.03.
 - iv. For intersections operating at a estimated future Level of Service E, no project shall result in a change of V/C ratio greater than 0.02.
 - v. For intersections operating at a estimated future level of Service F, no project shall result in a change of V/C ratio greater than 0.01.
 - b. Notwithstanding the standards in subdivision a, above, projects that send fewer than 15 peak hour trips to an intersection shall be considered consistent with the Community Plan.
 - c. In order to make a finding of consistency with the Community Plan where a project's traffic contribution does result in a measurable change in V/C ratio and also results in a finding of inconsistency with the above intersection standards, the project shall be required to either:
 - i. Construct intersection improvements that are sufficient to offset the project-associated change in V/C ratio, in excess of the applicable intersection standards above.
 - ii. Construct or fund operation of a high priority multimodal transportation project (or projects) as identified in the GVTIP that substantially improves the multimodal transportation network, has a reasonable relationship to the project, and is proportional to the size and extent of the project's impact on Goleta's transportation system.
 - iii. Provide for a County-approved combination of the above.
 - d. These intersection standards shall also apply to projects which generate Peak Hour Trips to intersections within incorporated cities that are operating at levels of service worse than those allowed by the city's Circulation Element.
4. **Special Standards for Projects which include Comprehensive Plan Amendments to Land Use Designations:**
 - a. Comprehensive Plan Amendments submitted by private applicants that propose changes in land use designation on any given parcel in the Planning Area shall be required to demonstrate that the proposed change in land use would not potentially result in traffic levels higher than those anticipated for that parcel by the Community Plan, its associated environmental documents and as identified by

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the ten year traffic model or future updated traffic models. If higher traffic levels could potentially result from such an amendment, then in order to approve the amendment, at least one of the following findings must be made by the Board of Supervisors:

- i. The increase in traffic is not large enough to cause the affected roadways and/or intersections to exceed their designated acceptable capacity levels at buildout of the Community Plan.
 - ii. Road improvements included as part of the project description are consistent with the GVTIP and are adequate to fully offset the identified potential increase in traffic.
 - iii. Multimodal transportation improvements are included as part of the project description that are consistent with the Community Plan, have a reasonable relationship to the project, and substantially enhance the multimodal transportation system consistent with the GVTIP.
5. **Exemptions:** Roadway and Intersection standards stated above shall not apply to:
- a. Land use permits and coastal development permits if the Zoning Administrator/Planning Commission/Board of Supervisors has taken final action on a valid prerequisite discretionary approval (e.g. FDP, CUP) and a finding of Comprehensive Plan consistency was made at the time of approval, and no substantial change has occurred in the project.
 - b. Projects deemed complete prior to the adoption of this community plan which are designed to serve as a mitigation measure for, and were expressly embodied as a condition of approval of a previously approved project.
 - c. Development Agreements for projects for which a Final Development Plan was approved prior to the adoption of this Community Plan and for which a Settlement Agreement expressly contemplates the County will enter into a Development Agreement for such projects in order to conclude the settlement.
 - d. Projects for which a settlement agreement between the property owner and the County was entered into prior to the adoption of this Community Plan.
 - e. Affordable housing sites and special need facilities as defined in the Housing Element.
 - f. The accessory use portion of mixed-use projects. This exemption shall apply to a project where the accessory use portion is no greater than 5,000 square feet in size and where the mixed-use accommodates multimodal transportation and is likely to substantially reduce single-occupancy vehicle trips.

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