

RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF SANTA BARBARA ESTABLISHING UPDATED TRAFFIC IMPACT SIGNIFICANCE THRESHOLDS CONSISTENT WITH THE CITY TRAFFIC MANAGEMENT STRATEGY IN THE NON-RESIDENTIAL GROWTH MANAGEMENT PROGRAM

WHEREAS, on December 1, 2011, the City Council adopted a General Plan Update with growth limitation policies and implementing actions for the period to the year 2030, in consideration of the Santa Barbara community's values of "living within our resources;"

WHEREAS, the updated General Plan includes policies to focus growth in the Downtown, encourage a mix of land uses, strengthen mobility options, and promote healthy active living, in order to maintain the Downtown's strength as a viable commercial, retail, residential, and workplace center;

WHEREAS, one of the key tenets of the General Plan is for the remaining increment of development to occur largely within commercial and multi-family districts where more resources may be available and where the use of alternative modes of transportation may be possible in order to minimize vehicle congestion;

WHEREAS, a Final Program Environmental Impact Report (FEIR) and Addendum was prepared for the General Plan Update pursuant to California Environmental Quality Act (CEQA) provisions and certified by the City Council in December 2011. The FEIR analysis was based on citywide traffic counts and a traffic model developed specific to City of Santa Barbara conditions. The FEIR assessed citywide environmental impacts associated with up to 1.85 million square feet of additional nonresidential development and 2,795 additional residential units under General Plan update policies over the Plan horizon to the year 2030;

WHEREAS, the FEIR and Addendum concluded that even with identified mitigation measures, unavoidable significant cumulative impacts associated with increased traffic congestion would occur by 2030 as a result of anticipated incremental new development under the City General Plan policies. The FEIR analysis identified that the increase of vehicle trips associated with the potential development under the General Plan would increase the number of intersections exceeding the City's level of service standard;

WHEREAS, as part of the General Plan Update adoption process, the City Council carefully considered potential measures to mitigate identified significant cumulative traffic effects, adopted some measures that would partially mitigate cumulative traffic effects, and determined that up front adoption of other measures was infeasible, but directed that they be retained for future consideration as needed;

WHEREAS, the City Council adopted the General Plan Update with a Statement of Overriding Considerations in the manner required by the California Environmental Quality Act (CEQA), finding the anticipated significant cumulative traffic impacts of the General Plan Update to be outweighed by the benefits of the Plan, and therefore deemed acceptable;

WHEREAS, on September 18, 2012, City Council adopted a Climate Action Plan which, like the 2011 General Plan Update, directed transportation policies that would assist in managing traffic as well as reducing carbon emissions that contribute to climate change;

WHEREAS, on March 12, 2013, City Council adopted the Growth Management Program with a Traffic Management Strategy to direct new commercial and residential development to locations that will reduce the extent of significant traffic impacts;

WHEREAS, the Traffic Management Strategy identifies the project-specific level of traffic impact as the point at which a proposed project would use a disproportionate share of the remaining roadway capacity, and would be inconsistent with Growth Management Plan policies;

WHEREAS, the updated CEQA thresholds of significance for traffic impacts establish new criteria defining project-specific traffic impacts, consistent with the Traffic Management Strategy, and confirm the continuing cumulative threshold that defines a considerable project contribution to significant cumulative traffic impacts, for use in environmental review of projects under CEQA, and for implementing the Traffic Management Strategy land use policies;

WHEREAS, the City Council held public hearings on November 19, 2013 and June 3, 2014 and considered the updated traffic impact significance thresholds along with staff analysis and public comment received;

WHEREAS, the City environmental analyst has determined that the action to adopt updated traffic thresholds is within the scope of the 2011 General Plan Update and Program EIR including Addenda and the implementing Traffic Management Strategy, and would not result in additional environmental impacts. Section 15183 of the State CEQA Guidelines mandates that implementing actions consistent with General Plan policies for which an EIR was certified shall not require additional environmental review when no new significant impacts would result. A certificate of determination on file states that this action qualifies for a Section 15183 exemption from further environmental review under CEQA; and

WHEREAS, the City Planner is the custodian of the record of proceedings for this adoption of updated traffic impact thresholds, and the documents and other materials which constitute the record of proceedings for City actions are located at the City of Santa Barbara Community Development Department, Planning Division, 630 Garden Street, Santa Barbara, California. Copies of these documents are available for public

review during normal business hours upon request at the office of the City of Santa Barbara Community Development Department, Planning Division.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SANTA BARBARA AS FOLLOWS:

SECTION 1. The City Council finds that the adoption of updated traffic impact significance thresholds qualifies for an exemption from further environmental review under CEQA Guidelines Section 15183, based on City staff analysis and the CEQA certificate of determination on file.

SECTION 2. The City Council adopts traffic thresholds of impact significance for the purposes of CEQA environmental review, and for implementation of the Traffic Management Strategy land use policies, as follows:

A. Project-Specific Traffic Impact Threshold of Significance

The following is the City's project-specific traffic impact threshold of significance for projects proposed within the City limits, except the Airport Area:

A significant project-specific traffic impact would result if a project's net peak-traffic generation would constitute 1% or more of the intersection capacity at one or more of the following intersections:

1. Olive Mill Road & Coast Village Road
2. Coast Village Road Roundabout
3. Milpas Street & Quinientos Street
4. Milpas Street & Haley Street
5. Garden Street & Gutierrez Street
6. Garden Street & Highway 101 Northbound Ramps
7. Garden Street & Highway 101 Southbound Ramps
8. Castillo Street & Haley Street
9. Carrillo Street & Highway 101 Northbound Ramps
10. Carrillo Street & Highway 101 Southbound Ramps
11. Carrillo Street & San Andres Street
12. Mission Street & State Street
13. Mission Street & Castillo Street
14. Mission Street and Bath Street
15. Mission Street & Highway 101 Northbound Ramps
16. Mission Street & Highway 101 Southbound Ramps
17. Mission Street & Modoc Road
18. Meigs Road and Cliff Drive
19. Las Positas Road & Cliff Drive
20. Las Positas Road & Modoc Road
21. Las Positas Road and Highway 101 Southbound Ramps
22. Calle Real & Highway 101 Northbound Ramps

23. Las Positas Road & State Street
24. Hitchcock Way & State Street
25. Hope Avenue & State Street
26. La Cumbre Road & State Street
27. Hope Avenue, Calle Real & Highway 101 Northbound Ramps

B. Cumulative Traffic Impact Threshold of Significance:

The following is the City's cumulative traffic impact threshold of significance for project proposed within the City limits

A considerable project contribution to significant cumulative traffic effects would result when a project's net peak-hour traffic together with other cumulative traffic from existing and reasonably foreseeable pending project would cause an intersection level of service to exceed 0.77 volume to capacity (V/C) ratio; or when the project would contribute peak-hour traffic to an intersection already exceeding a 0.77 V/C ratio level of service.

C. Airport Area

Traffic analysis for projects at the airport and surrounding City parcels will not be subject to the updated threshold because that threshold is specific to specified intersections within the main part of the City jurisdiction. Projects proposed in the airport area shall use the following project-specific traffic threshold:

A significant project-specific traffic impact would result if a project's net peak-hour traffic generation would increase the volume-to-capacity (V/C) ratio at an intersection to greater than .77, or would increase the V/C ratio by .01 or more when an intersection is already operating at greater than .77 V/C during peak hours.

The City's traffic analysis of projects proposed in the airport area shall be coordinated with County, City of Goleta, and Caltrans traffic thresholds as appropriate under CEQA.