



# ASSOCIATED TRANSPORTATION ENGINEERS

100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 • (805) 687-4418 • FAX (805) 682-8509

Since 1978

Richard L. Pool, P.E.  
Scott A. Schell, AICP, PTP

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Mark and Valerie Maldonado  
245 Alameda Avenue  
Los Gatos, CA 95030

## ***TRAFFIC ASSESSMENT FOR THE 1820-1826 DE LA VINA STREET MEMORY CARE COMMUNITY PROJECT - CITY OF SANTA BARBARA***

Associated Transportation Engineers (ATE) has prepared the following traffic assessment for the 1820-1826 De La Vina Street Residential Project, located in the City of Santa Barbara. The project is proposing to redevelop two parcels that currently contain 4 units (one duplex unit and two single family houses) with a 40-bed memory care facility.

### **PROJECT TRIP GENERATION**

Trip generation forecasts were developed for the existing and proposed land-uses based on rates published in the Institute of Transportation engineers (ITE), Trip Generation, 8<sup>th</sup> Edition<sup>1</sup>. Trip generation estimates for the project are based on the Assisted Living rates (Land Use Code #254). Trip generation for the existing land uses are based on the Single Family and Condominium/Townhome rates (Land Use Codes #210 and 230). Table 1 compares the trip generation forecasts for the proposed project and existing site the land uses.

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<sup>1</sup>Trip Generation, Institute of Transportation Engineers, 8<sup>th</sup> Edition, 2010.

**Table 1  
Project Trip Generation**

Land Use	Size	Average Daily		A.M. Peak Hour		P.M. Peak Hour	
		Rate	Trips	Rate	Trips	Rate	Trips
<i>Proposed Use:</i> - Memory Care Facility	40 Beds	2.74	110	0.44	7	0.29	12
<i>Existing Uses:</i> - Single Family Dwelling	2 Units	9.57	19	0.75	2	1.01	2
- Duplex/Condominiums	2 Units	5.81	<u>12</u>	0.44	<u>1</u>	0.52	<u>1</u>
<i>Subtotal</i>			31		3		3
<b>Total New Trips</b>			<b>+79</b>		<b>+4</b>		<b>+9</b>

The data presented in Table 1 show that the project is forecast to generate 79 new average daily trips, 4 new A.M. peak hour trips, and 9 new P.M. peak hour trips.

**TRAFFIC STUDY REQUIREMENTS**

The City of Santa Barbara’s practice of assessing project-specific and cumulative traffic impacts involves assigning 5 or more vehicle trips through intersections within the project study-area. This practice provides a statistical certainty for determining project-generated traffic additions at critical intersections on a day-to-day basis. The critical intersections in the downtown area that could be affected by project traffic are located in the Mission Street and Carrillo Street corridors adjacent to U.S. Highway 101.

Trip distribution percentages were developed for assigning the project's peak hour trips to the Mission Street and Carrillo Street corridors based on existing traffic flows observed in the study area and data generated from the traffic model that was developed for the Plan Santa Barbara analysis. Trip distribution percentages and the project-added peak hour trips are shown in Table 2 and Figure 1 (attached), and trip distribution calculations are presented in the attached spreadsheet.

**Table 2  
Project Trip Distribution and Assignment**

Origin/Destination	Distribution	Project-Added Trips	
		A.M. Peak Hour	P.M. Peak Hour
Carrillo Corridor @ U.S. Highway 101	20%	Less Than 5 PHT	Less Than 5 PHT
Mission Street Corridor @ U.S. Highway 101	20%	Less Than 5 PHT	Less Than 5 PHT
Local Downtown Streets	60%	Less Than 5 PHT	5 PHT
<b>Total</b>	<b>100%</b>		

The trip distribution model presented in Table 2 and illustrated on Figure 1 indicates that the 1820-1826 De La Vina Street Memory Care Project would add less than 5 A.M. or P.M. peak hour trips to the critical intersections in the Mission Street and Carrillo Street corridors. The project would therefore not generate project-specific or cumulative impacts based on the City's traffic impact criteria.

This concludes our traffic assessment for the 1820-1826 De La Vina Street Memory Care Project.

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Scott A. Schell, AICP, PTP  
Principal Transportation Planner

SAS/DFN/wp  
attachments: Figure 1- Project Added Traffic

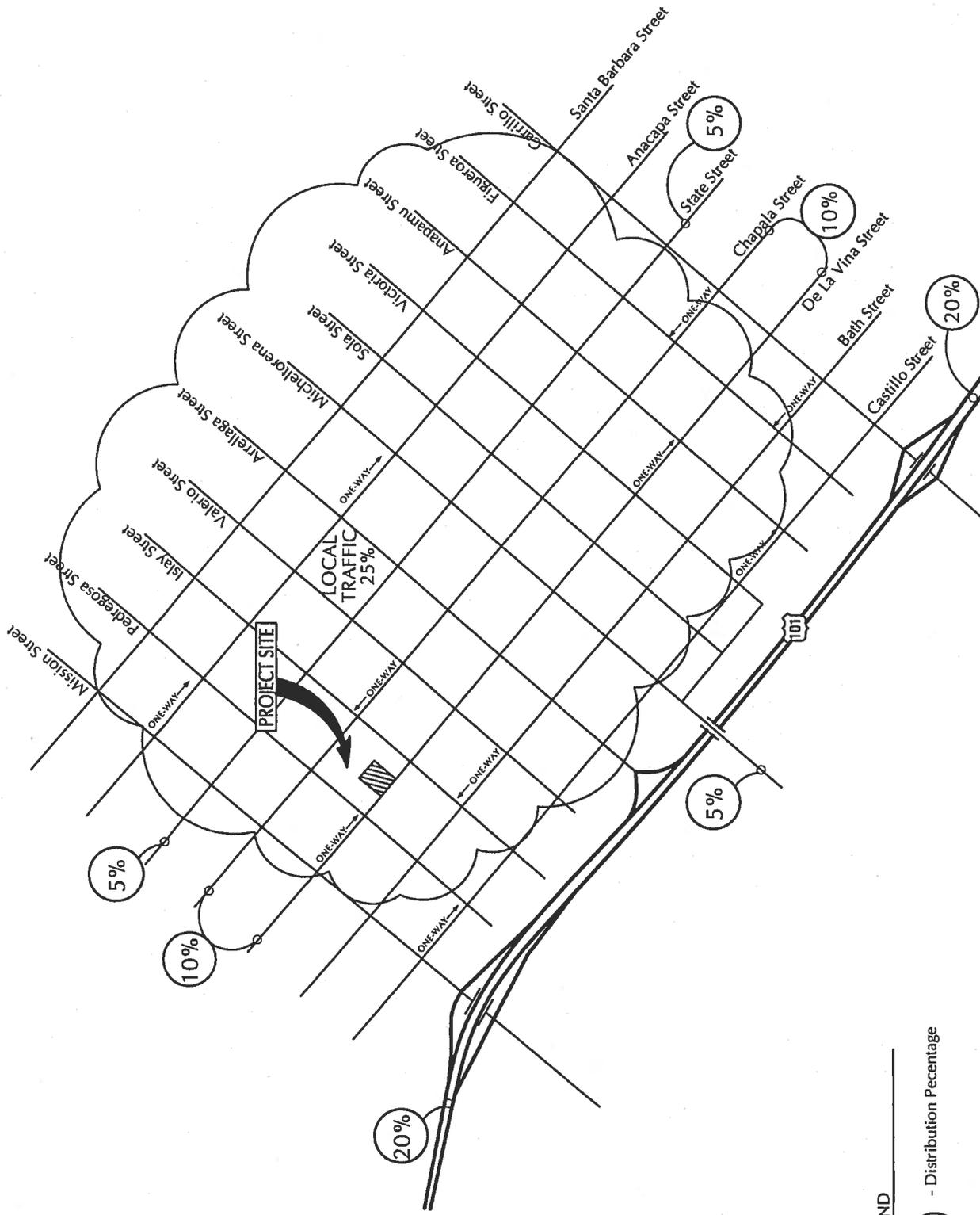
The trip distribution model presented in Table 2 and illustrated on Figure 1 indicates that the 1820-1826 De La Vina Street Memory Care Project would add less than 5 A.M. or P.M. peak hour trips to the critical intersections in the Mission Street and Carrillo Street corridors. The project would therefore not generate project-specific or cumulative impacts based on the City's traffic impact criteria.

This concludes our traffic assessment for the 1820-1826 De La Vina Street Memory Care Project.

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SAS/DFN/wp  
attachments: Figure 1- Project Added Traffic



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NOT TO SCALE

FIGURE 1

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PROJECT TRIP DISTRIBUTION PERCENTAGES

LEGEND  
% - Distribution Percentage

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#11060 - 1820 - 1826 De La Vina Street Memory Care Community Project

PROJECT TRIP GENERATION

PROPOSED USES	Size	Multi-Trip	ADT		A.M.				P.M.							
			Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
Single Family Residential (Existing)	2	1.00	9.57	19	0.75	2	25%	1	75%	1	1.01	2	63%	1	37%	1
Residential Condo/Townhome (Existing)	2	1.00	5.81	12	0.44	1	16%	0	84%	1	0.52	1	67%	1	33%	0
Assisted Living (Proposed)	40	1.00	2.74	110	0.17	7	70%	5	30%	2	0.29	12	52%	6	48%	6
<b>Net New:</b>				<b>79</b>		<b>4</b>		<b>4</b>		<b>0</b>		<b>9</b>		<b>4</b>		<b>5</b>

PROJECT TRIP DISTRIBUTION MODEL

	A.M. Peak			P.M. Peak		
	Inbound	Outbound	Trips	Inbound	Outbound	Trips
To/From Mission Street Corridor	%	20%	0.8	%	20%	0.8
Project Total			1.0			1.0
Total Peak Hour Trips To Garden Corridor:			1			2
To/From Carrillo Street Corridor	%	20%	0.8	%	20%	0.8
Project Total			1.0			1.0
Total Peak Hour Trips To Carrillo Corridor:			1			2