

4.12 Transportation/Circulation

4.12.1 Existing Setting

The environmental setting for transportation and circulation consists of the existing roadway system and traffic conditions in the Project vicinity, including intersection volumes and levels of service.

4.12.1.1 Roadway System

Regional access to the Project site from locations to the west and east is available via U.S. Highway 101, located approximately one mile southwest, and Highway 192, located approximately 0.2 mile southwest of the Project site. Casitas Pass Road and Highway 150 are both two-lane highways that serve as an east-west link between U.S. Highway 101, Highway 192 (Foothill Road), and the Project site, connecting Cate School to the cities of Santa Barbara to the west and Ventura and Carpinteria to the south. Access to the Project site from Highway 192 is provided by Lillingston Canyon Road to Cate Mesa Road.

4.12.1.2 Intersection Peak Hour Volumes and Level of Service

Level of Service (LOS) is commonly used as a qualitative description of intersection operation and is based on the capacity of the intersection and the volume of traffic using the intersection. The County utilizes the Highway Capacity Manual (HCM) intersection analysis methodology to analyze the operation of unsignalized intersections. The HCM analysis methodology describes the operation of an intersection using a range of LOS from LOS A (free flow conditions) to LOS F (severely congested conditions), based on the corresponding stopped delay experienced per vehicle for unsignalized intersections shown in Table 4.12-1. LOS is based on the average stopped delay per vehicle for all movements of signalized intersections and all-way stop-controlled intersections; for one-way or two-way stop-controlled intersections, LOS is based on the worst stop-controlled approach.

Table 4.12-1. LOS and Delay Criteria for Unsignalized Intersections

LOS Designation	Average Delay per Vehicle (seconds/vehicle)
A	≤ 10
B	> 10–15
C	> 15–25
D	> 25–35
E	> 35–50
F	> 50

Source: Transportation Research Board 2000.

In addition to intersection LOS analysis, the signal warrant analysis is used to evaluate whether the installation of a traffic signal is warranted for an unsignalized intersection. This analysis is based on the procedures specified in the California Manual on Uniform Traffic Control Devices (MUTCD). To determine the existing operation at the Casitas Pass Road/US-101 intersection, a traffic study was prepared for the proposed Project which collected average daily traffic volumes in 2013. The traffic

study also relied on available data from the Santa Barbara County Circulation Element and the Caltrans South Coast 101 HOV Widening Project Draft EIR (refer to Appendix G).

4.12.1.3 Traffic Condition

The existing traffic condition was evaluated at the intersection of Casitas Pass Road and U.S. Highway 101, which was identified as having the highest potential to be affected by the construction and operation of the proposed Project. In 2013, Highway 192 experienced 3,850 average daily vehicle trips (ADT) and Casitas Pass Road experience 5,900 ADT. Existing traffic is well below the design capacity of the roadways (5,000 and 10,000 ADT respectively) (ATE 2015, see Appendix G). Table 4.12-2 shows the intersection of Casitas Pass Road and U.S. Highway 101 northbound off-ramp, which operates at a LOS D during the a.m. peak hour, and the intersection of Casitas Pass Road and the U.S. Highway 101 southbound ramps which operates at a LOS D during the p.m. peak hour.

Table 4.12-2. Intersection Levels of Service (LOS)

Intersection	Delay (LOS)	
	A.M. Peak	P.M. Peak
Casitas Pass Road/U.S. Highway 101 northbound off-ramp	29.7 seconds (LOS D)	20.8 seconds (LOS C)
Casitas Pass Road/U.S. Highway 101 southbound	20.6 seconds (LOS C)	25.6 seconds (LOS D)

Source: ATE 2014b.

4.12.2 Regulatory Setting

Caltrans is the administrating agency under the State of California that provides regulations and policies that apply to the proposed Project, these include:

- *California Vehicle Code (CVC) Sections 34500, 34501, 34501.2, 34501.3, 34501.4, 34501.10, 34505.5-7, 34506, 34507.5, and 34510-11* regulate the safe operation of vehicles, including those used to transport hazardous materials.
- *California Street and Highways Code (S&HC) Sections 660, 670, 1450, 1460 et seq. 1470, and 1480,* regulates right-of-way encroachment and granting of permits for encroachments on state and County roads.
- *S&HC, Sections 117 and 660-711, and CVC Sections 35780 et seq.* require permits to transport oversized loads on county roads.
- *S&HC Sections 117 and 660 to 711* require permits for any construction, maintenance, or repair involving encroachment on state highway rights-of-way. *CVC Section 35780* requires approval for a permit to transport oversized or excessive loads over state highways.
- *CVC Sections 35550 to 35559* identify California Department of Transportation (Caltrans) weight and load limitations which apply to state highways and local roadways.
- *The Manual of Traffic Control Devices* creates standards for all construction in the public right-of-way.

County of Santa Barbara transportation and circulation resource plans and policies that apply to the proposed Project include:

- The *County of Santa Barbara Environmental Thresholds and Guidelines Manual* and the *Comprehensive Plan* provide established guidelines to determine the project-related traffic impacts on County roadways.
- The *Santa Barbara County Association of Governments (SBCAG)*, is responsible for administration of the *Congestion Management Plan (CMP)*. The CMP establishes a minimum level of service along roadways and intersections that are included in the CMP network, including all state highways. Construction vehicle trips are exempt from the evaluation of CMP LOS deficiencies. SBCAG has developed a set of traffic impact thresholds to assess the impacts of land use decisions made by local jurisdictions on regional transportation facilities located within the CMP roadway system.
- *Santa Barbara County Comprehensive Plan; Circulation Element* identifies key roadway links throughout the unincorporated areas of the County, and guides decisions regarding new development, with the objective to provide clear traffic capacity guidelines. Circulation policies and roadway standards which are applicable to this Project are listed below:
 - **Policy A:** 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 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.
 - **Roadway Standards:** The policy capacities provided in this Element shall be used as guidelines for evaluating consistency with this section of this Element. A project's consistency with this section shall be determined as follows:
 1. A project that would contribute ADTs to a roadway where the Estimated Future Volume does not exceed the policy capacity would be considered consistent with this section of this Element.
 2. For roadways where the Estimated Future Volume exceeds the policy capacity but does not exceed the Acceptable Capacity, a project would be considered consistent with this section of this Element only if the number of ADTs contributed by the project to the roadway was less than or equal to 2 percent of the remaining capacity of that roadway or 40 ADT, whichever is greater.
 3. 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 this Element only if the number of ADTs contributed by the project to the roadway does not exceed 25 ADT.
 4. For roadways where the Estimated Future Volume exceeds the design capacity, a project would be consistent with this section of this Element only if the number of ADTs contributed by the project to the roadway does not exceed 10 ADT.
 - **Intersection Standards:**
 1. Projects contributing PHTs (peak hour trips) to intersections that operate at an Estimated Future Level of Service that is better than LOS C shall be found consistent with this section of this Element unless the project results in a change in V/C

(volume/capacity) ratio greater than 0.20 for an intersection operating at LOS A or 0.15 for an intersection operating at LOS B.

2. For intersections operating at an Estimated Future Level of Service that is less than or equal to LOS "C", a project must meet the following criteria in order to be found consistent with this section of this Element.
 - a. For intersections operating at an Estimated Future Level of Service C, no project must result in a change of V/C ratio greater than 0.10.
 - b. For intersections operating at an estimated future Level of Service D, no project shall contribute 15 or more Peak Hour Trips.
 - c. For intersections operating at an Estimated Future level of Service E, no project shall contribute 10 or more Peak Hour Trips.
 - d. For intersections operating at an Estimated Future Level of Service F, no project shall contribute 5 or more Peak Hour Trips.
3. Where a project's traffic contribution does not result in a measurable change in the V/C ratio at an intersection but does result in a finding of inconsistency with Intersection Standard 2 above, intersection improvements that are acceptable to the Public Works Department shall be required in order to make a finding of consistency with these intersection standards. A measurable change in V/C ratio shall be defined as a change greater than or equal to 0.01.
4. 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 Intersection Standards 1 or 2, above, intersection improvements that are sufficient to fully offset the change in V/C ratio associated with the project shall be required in order to make a finding of consistency with these intersection standards.

The above intersection standards also apply to all projects which generate Peak Hour Trips to intersections within incorporated cities that are operating at levels of service worse than those permitted by the City's Circulation Element.

4.12.3 Impact Analysis

This section reviews the analysis and mitigation measures identified in the Scoping Document and MND, as well as the traffic analyses prepared for the proposed Project. The increased amount of average daily trips projected to be generated by the construction and operation of the Project may result in impacts to transportation and circulation resources as summarized in Table 4.12-3 below.

Table 4.12-3. Summary of Transportation and Circulation Resource Impacts

Transportation and Circulation Resource Impacts	Mitigation Measure	Residual Significance
Impact TRANS-1. Construction of the Project would temporarily increase vehicle traffic on roadways in the Project area.	No mitigation required	Less than significant (Class III)
Impact TRANS-2. Operation of the proposed Project would not generate traffic congestion impacts at area intersections.	No mitigation required	Less than significant (Class III)
Impact TRANS-3. The Project would not require additional road maintenance and off-site parking.	No mitigation required	Less than significant (Class III)
Impact TRANS-4. The Project would not result in an increased demand for transit services.	No mitigation required	Less than significant (Class III)
Impact TRANS-5. The proposed Project could create a traffic hazard and impair emergency access during construction.	MM TRANS-5	Less than significant with mitigation (Class II)
Impact TRANS-6. The proposed Project could create a traffic hazards during operation as a result of increased traffic on roads with sight constraints.	MM TRANS-6	Less than significant with mitigation (Class II)

4.12.3.1 Thresholds of Significance

According to Appendix G of the State CEQA Guidelines, a project would normally have a significant impact on the environment if it would result in any of the following:

- a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.
- b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.
- c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.
- d. Substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- e. Result in inadequate emergency access.
- f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

The County's Environmental Thresholds and Guidelines Manual includes significance criteria for evaluating the significance of potential traffic impacts. The impacts of project-generated traffic are assessed against the following County thresholds. A significant traffic impact occurs when:

- a. The addition of project traffic to an intersection increases the V/C ratio by the value provided below or sends at least 5, 10, or 15 trips to at LOS F, E, or D.

Level of Service (including Project)	Increase in V/C Greater Than
A	0.20
B	0.15
C	0.10
Or the addition of:	
D	15 trips
E	10 trips
F	5 trips

- b. Project access to a major road or arterial road would require a driveway that would create an unsafe situation or a new traffic signal or major revisions to an existing traffic signal.
- c. Project adds traffic to a roadway that has design features (e.g., narrow width, road side ditches, sharp curves, poor sight distance, inadequate pavement structure) or receives use which would be incompatible with substantial increases in traffic (e.g., rural roads with use by farm equipment, livestock, horseback riding, or residential roads with heavy pedestrian or recreational use, etc.) that will become potential safety problems with the addition of project or cumulative traffic. Exceedance of the roadways designated Circulation Element Capacity may indicate the potential for the occurrence of the above impacts.
- d. 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 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.

While Caltrans has not established traffic thresholds of significance at state highway intersections, this traffic analysis utilizes the following traffic threshold of significance:

- a. A significant project impact occurs at a state highway study intersection when the addition of project-generated trips causes the peak hour level of service of the study intersection to change from acceptable operation (LOS A, B, or C) to deficient operation (LOS D, E, or F).

4.12.3.2 Project Impacts

Impact TRANS-1. Construction of the Project would temporarily increase vehicle traffic on roadways in the Project area.

Roadways and intersections in the Project area operate at acceptable levels of service and are not subject to CMP requirements. Vehicles associated with construction of the Project would range from 3 to 28 ADTs per phase (see Section 2.13, *Construction Activities*, Tables 2-5 and 2-6). As the schedule of each construction phase is currently unknown, it is possible that some phases may occur concurrently or there may be gaps between phases. This addition of construction-related Project traffic along Highway 192, Casitas Pass Road, Lillingston Canyon Road, and Cate Mesa Road would be incremental (i.e., a less than one percent increase). Therefore, Project related ADTs would be

consistent with the county policies and roadway standards discussed in the *Regulatory Setting* of this section and would result in a less than significant impact. Traffic resulting from construction activities would be temporary and could occur along area roadways as workers and materials are transported to and from the Project site. Construction-related traffic impacts would be temporary and intermittent over a construction period spanning several years; however, due to the temporary nature of construction, and as construction-related traffic is not subject to requirements within the CMP, impacts would be *adverse, but less than significant* (Class III).

Impact TRANS-2. Operation of the proposed Project would not generate traffic congestion impacts at area intersections.

Operation of the Project would generate traffic from the 20 additional students, the 7 additional children attending childcare onsite, the four additional faculty and staff commuting to and from Cate School, and the four additional families residing at Cate School as a result of the additional faculty housing units. All projected trip generations under operation of the proposed Project are presented in Table 4.12-4.

The proposed Project would result in 20 students additional students attending Cate School, 15 of which would likely live on campus and five would commute to and from school. The 15 students living on campus would not generate any new ADTs as students are not allowed vehicles on campus. However, the five additional students that would commute to and from Cate School would generate 10 additional ADTs (one trip in the a.m. and one in the p.m. per student) (ADT 2015).

Table 4.12-4. Existing + Project A.M. Peak Hour Intersection Operations

Use	Size	ADT		A.M. Peak Hour		P.M. Peak Hour	
		Rate	Trips	Rate	Trips	Rate	Trips
Students - On Campus(a)	15 Students	N/A	0	N/A	0	N/A	0
Students - Off Campus (b)	5 Students	2.00	10	0.50	3	0.15	1
Faculty Housing (c)	4 Units	9.52	19	0.75	2	1.00	2
Faculty Apartments (d)	9 units	6.65	30	0.51	2	0.62	3
New Staff (e)	4 Employees	2.00	8	1.00	4	1.00	4
Public Day Care (f)	11 Pre-School	4.38	48	0.80	9	0.81	9
Project Totals			115		20		19

Source: ATE 2015 (Appendix G)

- Notes: No new traffic for new students living on campus.
- ITE peak hours factor for High Schools.
- ITE rates for single Family Detached Housing. Assumes 50% of trips remain on campus.
- ITE rates for Apartments. Assumes 50% of trips remain on campus.
- 1 inbound + 1 outbound commuter trip per new worker during hour periods.
- ITE rates for Day Care Center

The Project also proposes for the childcare center at Cate School to have open enrollment to the local community to fully utilize the childcare capacity of 28 children (21 existing children attend the child care center and 28 are allowed under the existing state license), as long at 60 percent of the students are associated with Cate School. Each of the seven additional children would be assumed to result in four additional ADT as a parent would drive each child to and from Cate School to drop their child off in the morning (two additional a.m. trips) and again in the afternoon or evening (two additional p.m. trips). Thus, the new childcare students would result in an increase of 28 ADTs.

Buildout of the Project would result in the hiring of up to two new maintenance staff and two additional childcare employees. These employees would drive to and from Cate School each day, (two ADT per employee), which would correspond to an increase of eight ADTs from the additional employees.

Lastly, the net increase of four new faculty residences (six new residences minus two existing residences to be demolished) and nine new faculty dormitory apartments would result in an increase of an estimated 49 new ADTs. This is a conservative estimate that assumes a 50 percent reduction in ADTs for the nine faculty apartments since those faculty members would not be commuting to and from work, but assumes no reduction in ADTs for the four new single family residences despite the fact that the onsite faculty housing would obviate the need for these faculty members to commute to and from school on a daily basis.

Overall, the Project would result in up to approximately 115 new ADTs. In terms of peak hour trips, the increased population is estimated to generate up to 20 new a.m. peak hour trips and 19 new p.m. peak hour trips, which would not result in significant new traffic movement in relation to existing traffic load and capacity of the street system and intersections.

New faculty residents, students, and maintenance staff would travel off-campus via Lillingston Canyon Road and with most trips distributed to the west along Highway 192 and then south to Casitas Pass Road towards U.S. Highway 101 or downtown Carpinteria. The same route would likely be used to travel to campus. Lillingston Canyon Road is a relatively unpopulated public road that dead ends approximately 3,000 feet north of the Cate School entrance. Highway 192 is a two-lane, east-west state highway that traverses the foothills of Carpinteria, and Casitas Pass Road is a two-lane arterial. The intersections at Lillingston Canyon Road/Highway 192, Highway 192/Casitas Pass Road, and Casitas Pass Road/U.S. Highway 101 northbound and southbound are controlled by stop signs.

Traffic studies prepared for the Project by Associated Transportation Engineers (ATE) (ATE 2014a; ATE 2014b; ATE 2015) indicate that traffic volumes along Casitas Pass Road and Highway 192 are approximately 5,900 ADTs and 3,850 ADTs, respectively, using traffic count data collected in 2013 and on file with ATE. According to the County’s Circulation Element, Casitas Pass Road is a two-lane major road with a design capacity of 10,000 ADTs, while Highway 192 is a collector with a design capacity of 5,000 ADTs. Therefore, area roadways are operating well below their capacity. The addition of 115 ADTs to these roadways would not exceed their design capacities and impacts would be less than significant.

The ATE study also reports the following levels of service (LOS) for the main intersections affected by the proposed Project.

Table 4.12-5. Existing + Project A.M. Peak Hour Intersection Operations

Intersection	Existing LOS	Project-Added Trips	Impact Threshold	Impact?
Casitas Pass Road/U.S. Highway 101 northbound off-ramp	29.7 secs (LOS D)	12	15 Trips	No
Casitas Pass Road/U.S. Highway 101 southbound	20.6 secs (LOS C)	9	5.0 seconds	No

Source: ATE 2015.

Table 4.12-6. Existing + Project P.M. Peak Hour Intersection Operations

Intersection	Existing LOS	Project-Added Trips	Impact Threshold	Impact?
Casitas Pass Road/U.S. Highway 101 northbound off-ramp	20.8 secs (LOS C)	11	5.0 seconds	No
Casitas Pass Road/U.S. Highway 101 southbound	25.6 secs (LOS D)	8	15 Trips	No

Source: ATE 2015.

Field observations by ATE staff confirm that the remaining intersections within the Highway 192 and Casitas Pass Road corridors currently operate acceptably in the LOS A-B range. According to the County's Environmental Thresholds and Guidelines Manual, a project would have a significant impact on an intersection of LOS A, B, or C if it could cause an increase in the volume-to-capacity (V/C) ratio by 0.20, 0.15, or 0.10, respectively. A project would have a significant impact on an intersection of LOS D, E, or F if it would add 15, 10, or 5 trips to that intersection. In the case of the two intersections operating at LOS C-D, the addition of up to 11 peak hour p.m. trips or 12 peak hour a.m. trips (based on an assumption of 80 percent of the Project-generated traffic being distributed to these intersections) would not exceed these thresholds, and the Project would remain consistent with intersection standards established in the *Circulation Element* of the *Santa Barbara Comprehensive Plan*. The addition of up to 19 peak hour p.m. trips and 20 peak hour a.m. trips to area intersections closer to the campus currently operating in the LOS A-B range would similarly not exceed the significance thresholds. Therefore, impacts on area intersections would be *less than significant* (Class III).

Impact TRANS-3. The Project would not require additional road maintenance and off-site parking.

Traffic that would be generated by the Project would not result in significant impacts to public streets which would require new roads or a significant amount of increased roadway maintenance other than those located on and maintained by Cate School. A new private driveway would be required to serve five of the new faculty residences in the faculty housing cluster, but the driveway would not impact public roads or otherwise have an effect on local roads and road maintenance. The proposed Project would be required to provide all required parking spaces onsite and out of the road right-of-way. Therefore, parking and road maintenance impacts would be *less than significant* (Class III).

Impact TRANS-4. The Project would not result in an increased demand for transit services.

The majority of the new development is proposed to serve the existing campus population. The 20 new students that could enroll in the school would be served by the existing local and regional transit system. Therefore, the proposed Project would not generate increased demand for transit services and impacts would be *less than significant* (Class III).

Impact TRANS-5. The proposed Project could create a traffic hazard and impair emergency access during construction.

Project construction activities would generate off-site traffic that would include the initial delivery of construction vehicles and equipment to the Project site, the daily arrival and departure of construction workers, and the delivery of materials throughout the construction period and removal

of construction debris. Deliveries would generally include the shipment of building materials, utilities e.g., plumbing equipment and electrical supplies, as well as paving and landscaping materials. Construction activity would occur Monday through Friday between 8:00 a.m. and 5:00 p.m. in accordance with all applicable municipal codes.

Construction activities could create a traffic hazard for motorists, pedestrians, and bicyclists traveling on area roadways during construction activities associated with large construction vehicles traveling to and from the Project site. Highway 192, which is used to access the site, contains narrow shoulders and sharp curves along certain segments that limit sight distance. However, construction-related traffic would be temporary and spread out over the phased construction schedule, and therefore, would not result in any long-term degradation in operating conditions on roadways in the Project vicinity. Further, implementation of MM TRANS-5, *Prepare Construction Traffic Control Plan*, would reduce these temporary construction traffic impacts to a less than significant level. Therefore, impacts associated with traffic hazards during construction would be *a less than significant with mitigation* (Class II).

Impact TRANS-6. The proposed Project could create a traffic hazards during operation as a result of increased traffic on roads with sight constraints.

As stated in Section 2, *Project Description*, the Project would allow an enrollment increase from 280 to 300 students which would result in an increase in vehicle trips as well as a potential incremental increase in bicycle and pedestrian traffic. The enrollment increase would result in a maximum of 40 new ADTs. Additional to these ADTs, operation of the whole Project, including new childcare children and new faculty, would result in a total maximum of 115 ADTs and up to 20 new peak hour a.m. trips and 19 new peak hour p.m. trips. These additional trips would increase the potential for conflicts between vehicles and other users (i.e., pedestrians and cyclists, and other vehicles along public roadways). However, student pick-up and drop-off activities at the Project site would continue under current conditions. The increase in vehicles associated with the Project in combination with the existing vehicle demand at the Project site would result in adverse traffic safety hazards during the peak student drop-off period. The intersection of Lillingston Canyon Road and Cate Mesa Road presents a visual hazard to drivers as a result of the topography and angle of the intersection. Currently, neighbors report that this intersection is the site of numerous near miss car accidents and that many students fail to stop fully at this location, and suggest the investigation of a dedicated left turn lane to avoid traffic congestion on Foothill Road. The adequacy of roadway widths, intersection line of sight, and need for turn lanes is under the jurisdiction of the County of Santa Barbara Department of Public Works, Transportation Division which would review all Project plans during the building permit phase to ensure that the Project meets all county and state standards. Further, implementation of MM TRANS-6, *Additional Signage*, would reduce hazards due to increase traffic at sight constraint intersections. Therefore, impacts associated to traffic hazards during operation would be *less than significant with mitigation* (Class II).

4.12.3.3 Mitigation Measures

The following mitigation measure would reduce the Project's transportation and circulation resource impacts to a less than significant level:

MM TRANS-5 Prepare Construction Traffic Control Plan. Cate School shall prepare a Construction Traffic Control Plan detailing access routes as well as signage and other mechanisms

to ensure the effective and safe operation of the roadway network, bicycle lanes, and pedestrian facilities in the Project area during construction.

Plan Requirements and Timing. The Plan shall be submitted and reviewed and approved by the County's Roads Division and Planning and Development prior to approval of the first Zoning Clearance for the Project.

Monitoring. Permit Compliance shall spot check in the field to ensure that the approved Plan is being implemented during all phases of construction.

*MM TRANS-6 **Additional Signage.** Additional signage shall be installed at the exit (egress) point of the driveway to ensure drivers come to a complete stop and to alert drivers exiting the Project site of crossing pedestrians and cyclists along Lillingston Canyon Road. Additional signage to notify drivers to yield to those crossing the driveway would enhance pedestrian/bicycle safety and reduce potential conflicts between such users.*

Plan Requirements and Timing. The Applicant shall include all recommended signage on plans submitted for review and approval by the County's Roads Division and Planning and Development prior to issuance of the first Zoning Clearance for the Project.

Monitoring. Permit Compliance shall spot check in the field to ensure that the approved signs are installed prior to occupancy clearance for the first phase of development.

4.12.3.4 Residual Impacts

As MM TRANS-5, *Prepare Construction Traffic Control Plan*, and MM TRANS-6, *Additional Signage*, would ensure that any traffic hazards introduced by the proposed Project during and after construction would be adequately addressed to ensure safe driving, bicycling, and pedestrian conditions in the Project area, residual impacts would be *less than significant* (Class II).

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