



May 13, 2024

OEG Ref 24-0101

C.J. Horstman, AIA  
Principal Architect | CEO  
HAB Design Group  
330 S. Halcyon Road  
Arroyo Grande, CA 93420

Subject: Isla Vista Student Housing Project - Traffic Impact Statement – Goleta/UCSB Area  
6722 Sabado Tarde, Goleta, CA 93117 – APN 075-142-019

Dear Mr. Horstman:

Orosz Engineering Group, Inc. (OEG) has prepared the following traffic impact statement for the subject project location. Based on the project information provided by HAB, there will be a new student housing development in the Goleta/UCSB area located in Isla Vista at 6722 Sabado Tarde. We are familiar with the study area and the current County's procedures for traffic impact studies and CEQA thresholds.

#### **Project Description**

The student housing project is proposing to replace the existing apartment building with a newly constructed 15-unit building. The project is envisioned to restrict the use of private automobiles by only leasing to potential tenants that do not have a vehicle to park in the Isla Vista area. The project proposes not providing any on-site parking areas, and not impacting on on-street parking. The intent of the project is to design a project for students that do not have or do not need a private automobile to attend UCSB, but will use alternative transportation systems (bus, bicycle, walk, taxi, request a ride services – Uber/Lyft, etc.) for the mode of transportation.

Currently, there are two apartments on the project site with on-site parking and no restrictions on motor vehicle use. The existing building would be demolished, and a new 15-unit apartment building would be constructed on the project site.

The site frontage would have the existing driveway removed and marked for pick-up/drop-off, move-in/move-out, and building service vehicle parking only.

#### **Project Trip Generation**

The existing apartment duplex would be expected to generate 13 average daily trips (ADT) with one PM peak hour trip. With the proposed project, these trips would be reduced.

The proposed housing building is planned to accommodate 3 studio and 12 2-bedroom/2-bath apartments. On-site parking and racks for up to 20 bicycles are provided. Many students will also park bicycles inside of their apartments as well. The building management will also have a clause to restrict potential tenants from owning a private automobile/motorcycle when living at these apartments.

Given the project description and vision, the normal trip generation estimating process using the Institute of Transportation Engineers (ITE) trip generation handbook to estimate the project trips, a different approach to estimating the trip generation for this type of project is required.

Isla Vista near UCSB is a unique student housing area especially for the apartments, houses, and condominiums to the south of El Colegio Road. The housing in this area is very dense, limited parking areas (both on-street and off-street), good transit services, close by retail and food services, and very good bicycle and pedestrian connections between Isla Vista and UCSB.

Many student services are available within walking distance of the project site. The main Isla Vista commercial retail, and food services area is located about two blocks from the project site. Also, with the request-a-ride services of Uber/Lyft, etc. many students can get to grocery, retail stores, and other shopping destinations in the greater Goleta area. Also, DoorDash, GrubHub, Uber Eats, etc. many goods can be delivered to the project site. All of these factors create a unique opportunity to develop a motor vehicle independent housing project. The trips by request-a-ride/delivery services are not single destination trips. The majority of the time these trips are linked to several destinations throughout the day.

In lieu of providing on-site parking areas, the project is proposing a substitute means to public transportation to serve the project. Transit services to this site are located within two blocks of the project site. MTD Line 27 is the closest with service to UCSB and the Camino Real Marketplace. The transit route has a stop at Embarcadero del Mar and Seville with headways of 36 minutes. Travel time to/from UCSB is approximately 10 minutes via bus from this stop. Lines 11, 15x, 24X, and 28 all provide additional transit service along El Colegio Road between Isla Vista/UCSB, Camino Real Marketplace, and the main Transit Center (with connections to SBCC and other MTD routes).

All of these features and services would allow tenants of the proposed housing project to enjoy the desired mobility without relying on the use of a private automobile.

In terms of trip generation for this specific project, there would be an occasional destination trip to and from the site most likely at most once per week due to a unique trip need. The remaining trips could include riding with a friend who does have an automobile (linked trip) or an Uber/Lyft type service to go somewhere or to have something delivered (linked trip). Otherwise, postal, trash, building service, and other utility traffic would be going to other properties in the area, with no change in the number of trips over the existing conditions.

In terms of estimating the change in traffic conditions with the proposed project, based on the project tenant restrictions, near-by commercial retail and food services, access to public transportation, and the availability of non-private automobile mobility options, the project net average daily and peak hour trip generation would be negligible, or equal to the existing site use.

As such, the project would not result in any VMT significant impacts, nor traditional roadway traffic or parking impacts. The project would slightly improve available parking for other private vehicle owners living near-by. Further, with the removal of the project site driveway, a dedicated loading/unloading, area would be created to facilitate a safer area to load/unload vehicles during move-in/out, and building maintenance/service vehicles.

#### **Observations and Conclusions**

The project proposes the demolition of the two existing apartments that rely on the private automobile for transportation, and parking with the proposed 15 apartment unit building that rely on existing available public transportation options, and personal mobility options (bicycles and walking).

The project is not expected to generate any new traffic volumes and would provide on-street loading areas. Therefore, a VMT analysis is not required, and no detailed traffic impact statement/assessment is required.

Coastal Act Policy 30252 section (4) notes for consistency with the Coastal Act “providing adequate parking facilities or (emphasis added) providing substitute means of serving the development with public transportation”. The proximity to transit service (two blocks to the east) provides tenants of the project access to high quality public transportation. The project vision to prohibit possession of a private automobile and location near-by to many commercial retail opportunities, and food services (less than two blocks away on Embarcadero Del Norte/Del Mar and Pardall Road), will decrease the dependance on private motorized transportation. Tenants would be able to walk a block for groceries and other goods/services. They would also have the option of sharing a trip with a friend or using a request-a-ride service.

During move-in/out periods, building maintenance needs (repairs, cleaning, painting, scheduled service, etc.) dedicated loading areas should be provided. Given the lack of parking in general in Isla Vista, service vehicles may need to park some distance away from the site, which is not an efficient operation. Also, there is not adequate street width to unload vehicles in the travel lanes without impacting traffic flows during move-in/out periods.

The loading area proposed along the project street frontage as a dedicated loading/unloading zone that can be monitored by law enforcement. The proposed loading zone will provide parking for a minimum of two vehicles (approximately 50 feet along the curb) and should be adequate for the project use. There could be a time limit of 15 minutes with an exception for commercial vehicles posted for these loading/unloading areas. The loading zone would provide improved safety over double parking in the street during pick-up/drop-off and move-in/move-out activities.

This concludes the traffic assessment for the 6722 Sabado Tarde housing project. Should you have any questions, or require additional information, feel free to contact us.

Sincerely,

*Stephen A Orosz*

Stephen A. Orosz, P.E., PTOE  
Traffic Engineer  
Orosz Engineering Group, Inc.

