FINAL

Bryant Industrial Area Plan

and

Programmatic Environmental Impact Report
SCH#2004091078

City of Ojai
Community Development Department
401 South Ventura Street
Ojai, California 93023

June 2005

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Prepared for the

City of Ojai
Community Development Department
Ojai, California

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TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

I. INTRODUCTION

A. Overview

The Bryant Industrial Area is characterized by a mixture of industrial, office, outdoor storage and manufacturing uses as well as vacant parcels. In recent years, it has seen an increasing number of development proposals oriented toward infill industrial and specialty manufacturing and mini-storage uses. The City's General Plan Land Use and Circulation Element Update called for the implementation of planned roadway improvements to accommodate the effects of build-out[1].

This report provides a description of the specific roadway extensions and intersection improvements that are contemplated by the Circulation Element and the policy context and framework behind those improvements. It also describes the existing and potential land uses within the study area and the long term effects, most notably, traffic generation, of the probable build out of the area upon the circulation system. Based upon an evaluation of the trip generation at build-out and roadway and intersection capacity, the study evaluates the implications of build-out with regard to traffic and circulation impacts. The study also prescribes a preferred method of financing the proposed roadway and intersection improvements i.e., a trip mitigation fee program. Figures 1 and 2 provide an overview of the regional and local context of the planning area, and Figure 3 indicates the geographical limits of the study area.

As such, this study satisfies the City's Circulation Element Review and Update requirement for the Bryant Industrial Area that its Community Development Department provide a review of the General Plan Circulation Element Map and Master Plan of Trails Map to ensure that:

- Adequate roadways are planned to support planned development and that the Land Use and Circulation Element continue to be correlated;
- Adequate trails are planned to provide a viable alternative to automobile travel; and,
- Appropriate interface is provided between planned land uses, planned roadways and planned trails.

The Community Development Department has contracted with a separate consultant to assess issues related to trail adequacy. This study also addresses the adequacy of funding with regard to the planned roadway improvements within the Bryant Industrial Area.

The planned improvements envisioned by the General Plan include the extension of Fulton Street southerly from its terminus at Pearl Street to Bryant Circle, as well as the extension of Willow St westerly from Fox Street to Montgomery Street. The Pearl Street extension to Montgomery Street is also a planned project. Additional details are provided within the Plan Description section of this report.

Appendix A to this study contains additional technical information on land use characteristics and details of the roadway extensions. Appendix B functions as a Programmatic EIR and assesses the environmental impacts of build-out within the study area. Appendix C contains the Transportation Impact Assessment prepared by Associated Transportation Engineers and updated on May 25, 2005.

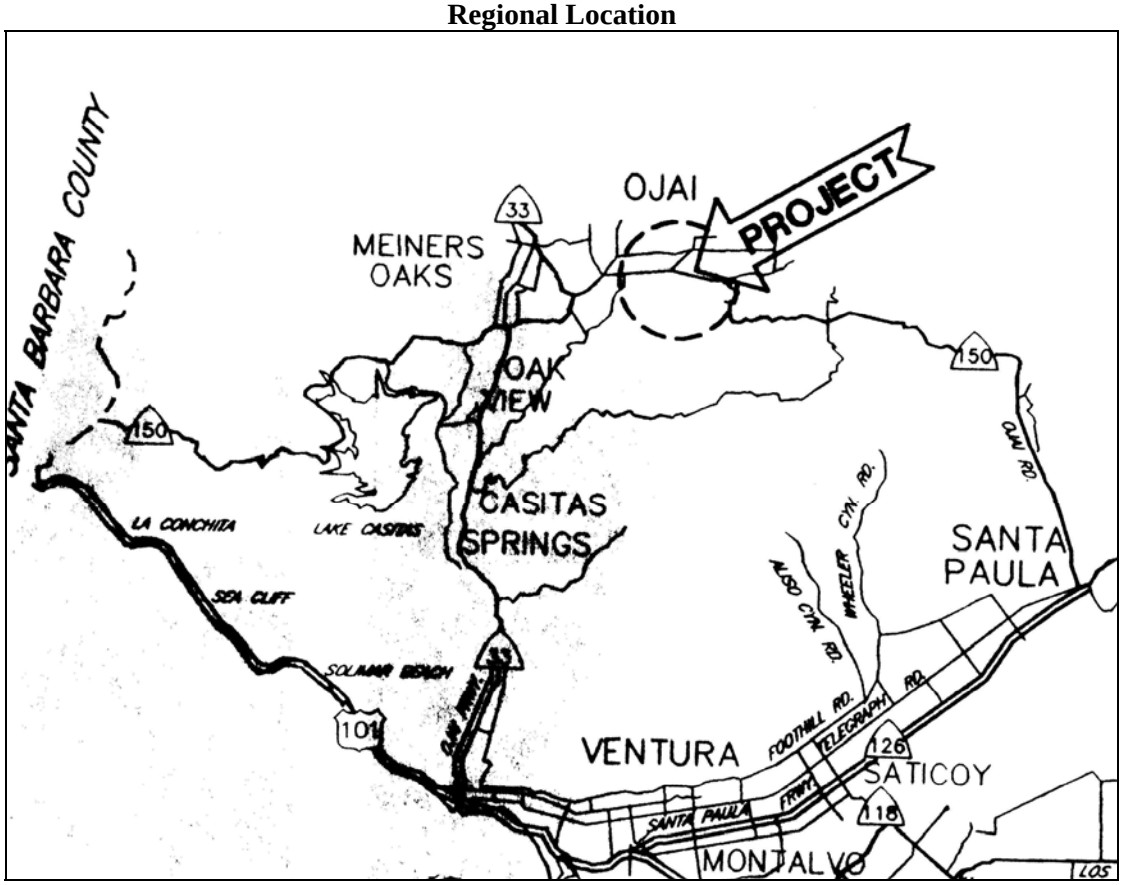
B. REGIONAL SETTING

The City of Ojai is located in Ventura County, approximately fourteen miles north of the City of San Buenaventura (Ventura). Residential land uses within Ojai are predominantly semi-rural to suburban in

[1] Circulation Element, Table C, page 31

character. Commercial uses are generally located along State Highways 150 and 33, which bisect the valley and provide regional access to and from the area. Highway 33 runs generally north/south, connecting with Highway 101 in Ventura and extending through the Los Padres National Forest to the north. Ojai Avenue (State Route 150) connects to the west with Highway 101 in Carpinteria, and in the east with Highway 126 in Santa Paula. It serves as the major commercial corridor through the City's historic downtown commercial district.

Figure 1
Regional Location



C. LOCAL SETTING

The Bryant Industrial Area and Fulton/Pearl/Bald Street area is characterized as a mixture of small, older residential and newly constructed work-force housing along Fulton Street, older industrial uses along Pearl Street, a mixture of open storage and older industrial uses along Bryant Street, and newer industrial structures facilitated by the Bryant Circle industrial subdivision approved in the late 1980's. Several vacant industrial lots remain undeveloped in the Bryant Circle area. In addition, the now-abandoned Southern Pacific/Union Pacific rail corridor remains vacant with the exception of a 10 foot trail easement which serves as the easterly end of the Ojai Valley Trail. This trail is used by pedestrians, bicyclists, and occasionally by equestrians.

Figure 2 indicates the location of the Fulton, Pearl and Willow Street extensions. Figure 3 shows the planning area in yellow.

Figure 2, Vicinity Map of Street Extensions/Planning Area

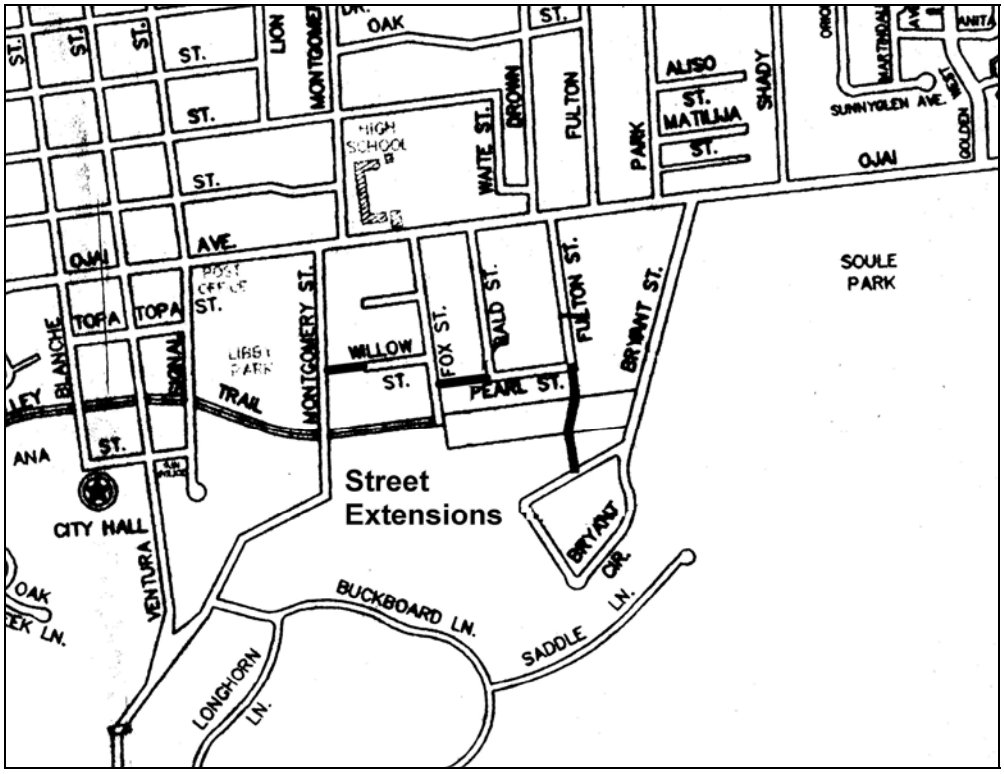
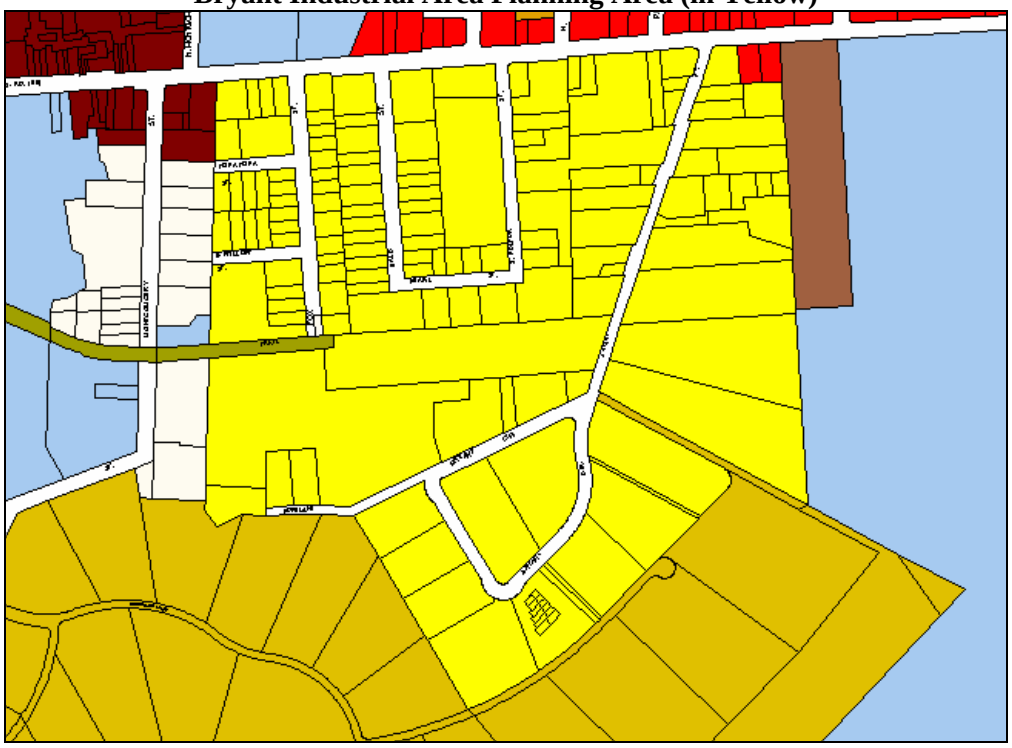


Figure 3
Bryant Industrial Area Planning Area (in Yellow)



Aerial Photo
of
Planning Area

II. PLAN DESCRIPTION

A. PLAN ASSUMPTIONS

The Bryant Industrial Area Plan is founded on the following assumptions:

Planning Area: The planning area is comprised of those parcels that have the most direct physical access to Bryant Street, Bryant Circle, Fulton, Pearl and Fox Streets or front on the southerly side of Ojai Avenue between Bryant Street on the East and the midpoint between Fox and Montgomery Streets on the west (see Figure 3).

Land Use Densities at Build-Out: Land use densities within the zoning designations contained within the planning area need to reflect the physical limitations that are prescribed by Circulation Element policies. Should the build-out of vacant and under-developed parcels exceed the carrying capacity of the street system as articulated by Circulation Element Policies CIR-1, CIR-2 and CIR-7 (see below), the permitted densities under those zones should be adjusted to reflect such a carrying capacity.

Build-out within the Plan Area is anticipated to take place over a 45 year period (2005 – 2050) as prescribed by the City's General Plan and its applicable Commercial and Residential Growth Management Ordinances. This build-out will be evidenced by the development of vacant parcels and redevelopment of under-developed parcels and older existing land uses.

Nature of Physical Improvements: The type of roadway and/or intersection improvements is governed by the policy preferences expressed by CIR-6 and CIR-7 (see Subsection E below). Deviation from those preferences is at the discretion of the City Council.

B. PROPOSED ROADWAY IMPROVEMENTS

The following physical roadway improvements are contemplated by the Bryant Industrial Area Plan:

<u>Extension of Fulton Street from its southerly terminus at Pearl Street 600 ft. to Bryant Circle</u>
This proposed improvement consists of:

- 50-60 ft. Right of Way Acquisition (completed)
- Construction of new two-lane street with 40 ft. curb-to-curb width
- Construction of 4 ft. sidewalks on each side
- Installation of street trees
- Minor grading and drainage improvements.

<u>Extension of Pearl Street from its westerly terminus at Bald Street 400 ft. to Fox Street</u>

- Right of Way Acquisition (planned)
- Demolition of existing structures within right of way
- Construction of new two-lane street with 28-32 ft. minimum curb-to-curb width
- Construction of sidewalk(s)
- Installation of street trees
- Minor grading and drainage improvements.

<u>Completion of the Willow Street Extension from its current westerly terminus to Montgomery Street</u>

- Acquisition of ½ street width from existing terminus to Montgomery St.
- Construction of new two-lane street with 40 ft. curb-to-curb width

- Construction of 4 ft. sidewalk on north side
- Under-grounding of public utilities
- Installation of street trees
- Minor grading and drainage improvements.

Other Related Improvements

- Construction of sidewalks on Fulton and Pearl Streets (infill) and Fox Street south of Ojai Avenue

The Fulton Street Extension is proposed to be completed within the next 6-12 months. The extension of Pearl Street is dependent upon the acquisition of Right of Way. The extension of Willow Street is partially completed due to the construction of condominiums on an adjacent parcel and would be completed within the next 6-12 months. Additional details are contained within Appendix A. ADA access ramps will be provided at Fulton Street's intersection with Bryant Circle and with Pearl Street. In addition, a drainage structure will be installed beneath the roadway to facilitate cross-corridor drainage. Best management practices will be employed during project construction. Landscaping will be provided in the form of street trees (Quericus agrifola) installed on approximately 30 – 40 ft. centers.

These proposed roadway improvements are intended to facilitate efficient access, traffic movement and circulation that will ultimately be necessitated by the build-out of remaining vacant and underdeveloped lands in the planning area by:

1. creating a second access that will connect the Bryant Circle area to Ojai Avenue; and,
2. creating an east-west connection to Montgomery Street, south of Ojai Avenue.

When the growth-accommodating characteristics of these improvements are compared to the ultimate (year 2050) build-out of the area they serve, additional intersection improvements and modifications are needed to "fine tune" intersection performance to fall within the General Plan prescribed operating conditions.

C. PROPOSED INTERSECTION IMPROVEMENTS

The following intersection improvements are either contemplated by the Austin Faust Study of Operational Improvements to Ojai Avenue or are proposed as part of this report to pre-mitigate potentially significant traffic impacts identified by the Traffic Analysis (Appendix C) completed as part of this study. The Circulation Element of the General Plan also refers to signalization/street improvements.

Ojai Avenue/Bald Street:

The northbound Bald Street approach at Ojai Avenue is currently striped with one shared left + right-turn lane. This approach would be restriped to provide for separate left-turn and right-turn lanes. This will allow vehicles to turn right from Bald Street onto Ojai Avenue while vehicles are queued to turn left. To facilitate one inbound lane and two outbound lanes on Bald Street, the parallel parking would need to be restricted at both sides adjacent the intersection. In addition, the painted median on Ojai Avenue on the west leg of the intersection would be restriped to provide a two-way left-turn median. This geometry would allow vehicles from Bald Street turning left onto Ojai Avenue to enter Ojai Avenue in two stages.

Ojai Avenue/Fulton Street:

The northbound Fulton Street approach at Ojai Avenue is currently striped with one shared left + right-turn lane. This approach would be restriped to provide for separate left-turn and right-turn lanes. This will allow vehicles to turn right from Fulton Street onto Ojai Avenue while vehicles are queued to turn left. To facilitate one inbound lane and two outbound lanes on Fulton Street, the parallel parking would

need to be restricted at both sides adjacent the intersection. In addition, the painted median on Ojai Avenue on the west leg of the intersection should be restriped to provide a two-way left-turn median. This geometry would allow vehicles from Fulton Street turning left onto Ojai Avenue to enter Ojai Avenue in two stages.

Ojai Avenue/Bryant Street:
Three improvements are identified for this intersection. The choice of a preferred option would be made by the City Council with input from the Planning Commission and interested members of the public.

Option A: Separate Northbound Left-Turn Lanes: The northbound Bryant Street approach at Ojai Avenue is currently striped with one shared left + right-turn lane. This approach would be restriped to provide for separate left-turn and right-turn lanes. This would allow vehicles to turn right from Bryant Street onto Ojai Avenue while vehicles are queued to turn left. Bryant Street would have to be widened several feet to the east (currently undeveloped lot) to facilitate one inbound and two outbound lanes approaching the intersection. Bryant Street would need to be widened approximately 150 feet southwards from the intersection to provide a sufficient storage length for the northbound left-turn movement. Parallel parking would also need to be restricted on both sides of Bryant Street adjacent to the intersection. In addition, the painted median on Ojai Avenue on the west leg of the intersection would be restriped to provide a two-way left-turn median. This geometry would allow vehicles from Bryant Street turning left onto Ojai Avenue to enter Ojai Avenue in two stages. This improvement would result in LOS C operations during the P.M. peak hour at full build-out. Figure B in Appendix C provides a schematic illustration of this improvement

Option B: Traffic Signal: Implementation of a traffic signal at the intersection with the current geometry, as outlined in the Circulation Element EIR, would result in LOS A during the P.M. peak hour at full build-out.

Option C: Roundabout: Provision of a roundabout with an inscribed diameter of approximately 75 feet with single approach lanes and one circulating lane would result in LOS A operations at full build-out.

In addition to these proposed improvements, additional changes in the City's development standards (i.e., Zoning Ordinance) are recommended. Changes to the intensity of development within the planning area are needed to reduce the potential build out of the area and to calibrate with the capacity of area roads and intersections prescribed by the Circulation Element.

D. PROPOSED CHANGES TO THE MAXIMUM FLOOR AREA RATIOS ALLOWED IN NON-RESIDENTIAL ZONES WITHIN THE PLAN AREA

Current Zoning Ordinance provisions for the non-residential zones within the study area (M-1, C-1 and MPD) allow for development to be approved up to a maximum floor area ratio (FAR) of 0.50 for the C-1 zone and 0.45 for the M-1 and MPD zones. As noted later in this report, this magnitude of potential development allowed by existing floor area ratios would cause traffic generation and the resultant intersection/roadway impacts to exceed the prescribed levels of service outlined in CIR-1. For this reason, a reduction in the allowable floor area ratio is appropriate. This would be accomplished by two actions. For all areas within the City zoned M-1 and MPD, the Zoning Ordinance would be changed to revise the allowable FAR ratios within these two zones from 0.45 to 0.35. For areas within the Plan Area designated VMU and C-1, the Zoning Ordinance would be revised to apply a zoning overlay to limit non-residential development to a maximum floor area ratio of 0.35. Portions of the Land Use Element which

reference the 0.45 FAR ratio for the VMU, MPD and M-1 zones would also need to be changed (see below). Such a limitation is consistent with the average floor area ratios of existing development proposals on file with the City for this area (see Land Use and Build-out). No changes are proposed or suggested for the residential densities within residential portions of the Plan Area.

E. POLICY CONTEXT AND FRAMEWORK

The City's General Plan Circulation Element, adopted in 1997, calls for planned roadway improvements in the planning area, specifically calling out the extension of Fulton Street from its terminus at Pearl Street, 600 feet south to Bryant Circle. As part of the assessment of General Plan build-out conducted as a part of the Final EIR on the Land Use and Circulation Element Update, unacceptable levels of service were predicted to occur at some unspecified time in the future along Ojai Avenue between Bryant Street and Park Road. Because of these anticipated future conditions, the Final EIR on the Land Use and Circulation Elements recommended a specific set of operational improvements. Specifically, that Final EIR came to the following conclusions:

Planned Roadway Improvements

The updated Circulation Element adds a proposal for upgrading State Highway 150 from the "Y" to Country Club Drive to a two lane divided roadway section. Between Signal Street and Montgomery Avenue, the proposed Circulation Element proposes installation of pedestrian crossings with enhanced pavement. Installation of a traffic signal at the intersection of Montgomery Street and State Highway 150 is proposed in both the existing and updated Circulation Elements.

… The proposed extension of Fulton Street, Mallory Way, and Santa Ana Street, and the connection of either Topa Topa or Willow Street between Fox and Montgomery streets, will result in the commitment of existing developed and open lands to public roadways. There are, however, no known environmental resources that could be substantially affected by these improvements.

The installation of traffic signals at the intersection of Ojai Avenue and Montgomery Street has the potential for creating visual and community character impacts. Early efforts at designing traffic signals for this intersection relied on a substantial massing of traffic signal poles and traffic signals. However, the Circulation Element calls for reducing the number of signals and signal poles at this intersection, and for providing an enhanced design of signals that is compatible with the historic character of the downtown area.

Mitigation Measures
In addition to the policies included in the Circulation Element, the following mitigation measures are proposed.

4.6.1 The roadway improvements described in Table 4.6.H of the General Plan EIR that are necessary to maintain the roadway performance standards outlined in the General Plan document shall either be in place or shall be constructed in conjunction with or prior to adjacent development. If determined by the City Engineer to be necessary to provide for adequate traffic flow, any discretionary development project that is subject to General Plan consistency findings may be required to provide off-site roadway improvements, subject to appropriate reimbursement agreements from future development or other

financial mechanisms, to ensure that new development pays only its proportionate share for improvements.

4.6.2 Prior to commencing with new roadway construction, widening of existing roadways, or installation of traffic control devices, the City shall determine whether Transportation Systems Management, Transportation Demand Management, and/or traffic calming techniques can be used to avoid the need for such physical improvements.

4.6.3 Bicycle paths depicted in the Ojai General Plan Bikeway Map shall be provided concurrent with adjacent development.

4.6.4 Transit amenities such as, but not limited to, bus turnouts and bus shelters, shall be provided in new developments to provide a significant source of transit ridership concurrent with adjacent roadway construction, or if requested by SCAT.

The following paragraphs provide an indication of those relevant Circulation Element Policies that relate to public and private projects within the City. These policy prescriptions are to be taken into account in the design of projects, so as to minimize their impacts on roadway and intersection capacity.

CIR-1 Provide for the efficient movement of vehicles by designing, constructing, and maintaining a roadway circulation network which will function at an acceptable level of service (LOS). The City will strive to achieve and maintain LOS C

The minimum acceptable LOS along State Routes 33 and 150 would be LOS D, except for any segments or intersection operating below LOS D as of the date of adoption of this Circulation Element (May 17, 1997), in which case, LOS E is considered acceptable.

CIR-6 Analyze the desirability of roadway widening projects, proposed new roadways, and proposed installation of traffic control devices in terms of their consistency with the General Plan's goal of preserving Ojai's unique character and its environmental quality.

CIR-7 Prior to commencing with new roadway construction, widening of existing roadways, or installation of traffic control devices, determine whether Transportation Systems Management, Transportation Demand management, and/or traffic calming techniques can be used to avoid the need for such physical improvements.

These policies play an important role in how much development can be accommodated by the circulation system, and the actual improvements that are constructed to accommodate such growth.

F. PROPOSED ZONING ORDINANCE AND GENERAL PLAN AMENDMENTS

The Bryant Industrial Area Plan proposes to amend the City's General Plan Circulation Element's Planned Circulation System map[2], Figure 9, in the following manner:

1. Designate the Fulton Street Extension as 2-Lane Undivided
2. Add Pearl Street as a designated link in the Circulation Element Map
3. Designate the Pearl Street Extension as 2-Lane Undivided
4. Designate the Willow Street Extension as 2-Lane Undivided
5. If Intersection Improvement Options A or C are adopted, Remove the Traffic Signal designation from the Bryant Street/Ojai Avenue Intersection

[2] Figure 9, Adopted Circulation Element

6. Augment Table C to reference the Pearl and Willow Street Extensions in addition to the Fulton Street Extension

Changes to the Land Use Element text are proposed as follows:

1. Amend the Land Use Element to change the text-boxes relating to Manufacturing Planned Development and Commercial Manufacturing to reflect a maximum use intensity of 0.35 FAR.

The Zoning Ordinance would be amended to reflect the following:

1. For all areas within the City zoned M-1 and MPD, the Zoning Ordinance would be changed to revise the maximum allowable FAR ratios within these two zones from 0.45 to 0.35.
2. For areas within the Plan Area designated VMU and C-1, the Zoning Ordinance would be revised to apply a zoning overlay to limit non-residential development to a maximum floor area ratio of 0.35.

G. PROPOSED STREAMLINING OF ENVIRONMENTAL REVIEW PROCEDURES UNDER THE PLAN

The Bryant Industrial Area Plan complies with the California Environmental Quality Act (CEQA) as amended through the preparation of a Program EIR attached as Appendix B. A Program EIR is "an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either:

1. Geographically,
2. As logical parts in the chain of contemplated actions,
3. In conjunction with issuance of rules regulations, plans or other general criteria to govern the conduct of a continuing program, or,
4. As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways. "

The Bryant Industrial Area Plan qualifies for a Program EIR under all four of these subsections. The land use build-out within the plan area is addressed geographically; the street extensions are logical parts in the chain of contemplated roadway and intersection improvements, the trip mitigation fee program will be conducted as an ongoing and continuing program, and individual projects will be subject to the regulatory authority of the City and generally result in similar types of environmental effects to be mitigated by the trip mitigation fee program.

This approach allows for a more comprehensive evaluation and mitigation of cumulative impacts than would take place on a case by case review of individual projects. In addition, the programmatic approach allows the City to consider broad policy alternatives and program-wide mitigation measures at a time when the City has greater flexibility to deal with cumulative impacts.

The Program EIR is intended to satisfy the EIR requirement for projects within the Plan Area that have been deemed complete and classified as "Pending Discretionary Projects" in the April 21, 2004 table of Development Application Status published by the City (See Appendices B and C). These projects are considered proposed projects and evaluated within the cumulative Traffic Analysis attached as Appendix C. The programmatic mitigation measures outlined in the Traffic Analysis apply to this class of projects.

Future projects within the Plan Area are proposed to be subject to the following procedures:

1. Non-exempt Projects proposed within the Plan Area will be examined in light of the Program EIR to determine whether any additional environmental document must be prepared.
    a. If a later activity would have environmental effects that were not examined within the Program EIR outlined in Appendix B, a new Initial Study would need to be prepared, leading to either an EIR or a Negative Declaration
    b. If the City finds that pursuant to CEQA Section 15162 (Subsequent EIRs and Negative Declarations) that no new effects could occur or no new mitigation measures would be required, the City could approve the activity as being within the scope of the project covered by this Program EIR, and no new environmental document would be required.
    c. The City shall incorporate feasible mitigation measures and alternatives developed within this Program EIR into subsequent activities/projects covered by the Area Plan.
    d. Where subsequent activities (i.e., discretionary projects) involve site specific operations, the City will utilize a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were covered in the Program EIR.
2. The Program EIR, in concert with the City's Environmental Guidelines and Thresholds, may be used to
    a. Simplify the task of preparing environmental documents on future projects and activities within the Plan Area;
    b. Provide the factual basis for the use of the Categorical Exemption for In-fill Development Projects (Class 32). In-fill projects are characterized as
        i. Located within the city limits on parcels no more than 5 acres in size;
        ii. Consistent with all applicable general plan and zoning designations;
        iii. Having no value as habitat for endangered, rare or threatened species;
        iv. Located on a site served by all required utilities and public services; and
        v. Not causing significant environmental effects with regard to traffic, noise, air quality or water quality.

H. ADOPTION OF A TRAFFIC MITIGATION FEE PROGRAM

Funding is a critical aspect of the implementation of this Area Plan and the physical improvements that are contemplated herein. The Traffic Impact Assessment prepared by ATE recommends the following fee program to underwrite the costs of the roadway and intersection improvements proposed by this plan.

A fee program was developed for proposed and potential projects within the Bryant Industrial area to fund the improvements recommended for the area, as reviewed in the previous section. These improvements would be required to maintain acceptable intersection operations within the Ojai Avenue corridor adjacent the industrial area.

A traffic fee program provides a mechanism for funding transportation improvements that will be needed to accommodate traffic generated by future developments. Most cities and counties require new developments to fund the public facilities that are needed to serve them. A common method used by California cities and counties is to adopt improvement fees in accordance with Government Code Sections 66000 - 66003 (AB 1600) and Sections 53077, 54997, and 54998 as amended (SB 372).

There are four general requirements in Government Code (AB 1600) which apply to the implementation and maintenance of improvement fee programs:

1. In establishing an impact fee, the city must:
   a. Identify the purpose of the fee;
   b. Identify the use to which the fee will be put;
   c. Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed; and
   d. Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.

2. The fee monies must be segregated from the general fund in order to avoid co-mingling of capital facilities fees and the general fund.

3. If the city or county retains possession of a developer fee for five years or more, and has not spent that money or committed that money to a project, then findings must be made describing the continuing need for that money each fiscal year after the five years have expired.

4. If the city or county cannot make the findings required under Paragraph 3, then the city must return the collected fees with interest.

Available Improvement Funds and Improvement Cost Estimates

The City of Ojai have collected traffic mitigation fees from projects which have been constructed in the Bryant Street/Bryant Circle Area. City staff have indicated that a total of $59,200 has been collected and are on account at the City for improvements in this area.

Table 1 summarizes the cost estimates developed for each of the recommended improvements. It is noted that no cost estimates are provided for the Willow Street extension, as this roadway project is currently fully funded from other sources and are not included in the fee program. It shows that the costs for the improvements recommended to accommodate build out of the Bryant Street/Bryant Circle area ranges between $ 895,000 and $1,189,000. Table 2 shows the funding shortfall for the recommended improvements.

Bryant Street/Circle Area Traffic Fees Calculations

The traffic fees for the Bryant Street/Bryant Circle Industrial Area were calculated based on the funding shortfall identified in Table 2 and the build-out traffic identified previously for the 0.35 FAR scenario for the Bryant Street/Bryant Circle corridor proposed and potential projects. A map showing the boundaries of the Bryant Street/Bryant Circle fee area is included in the Technical Appendix. The fee was developed based on the P.M. peak hour traffic generation, as this is the critical travel period that requires the additional capacity provided by the improvements.

Table 1
Cost Estimates for Fee Area Improvements

Improvement Project	Improvement Cost Scenario A	Improvement Cost Scenario B	Improvement Cost Scenario C
Ojai Avenue/Bald Street	$ 10,000	$ 10,000	$ 10,000
Ojai Avenue/Fulton Street	$ 10,000	$ 10,000	$ 10,000
Ojai Avenue/Bryant Street	$ 87,000[(a)]	$ 150,000[(b)]	$ 340,000[(c)]
Pearl Street Extension[(d)]	$ 300,000	$ 300,000	$ 300,000
Fulton Street Extension[(e)]	$ 19,000	$ 19,000	$ 19,000
Fox Street Sidewalks[(f)]	$ 60,000	$ 60,000	$ 60,000
Pearl St. & Fulton St. Sidewalks[(g)]	$ 36,100	$ 36,100	$ 36,100
Administration Costs	$ 50,000	$ 50,000	$ 50,000
Total Costs	**$ 572,100**	**$ 635,100**	**$ 825,100**

(a) Improvement assumes addition of northbound lane.
(b) Improvement assumes installation of signal.
(c) Improvement assumes construction of roundabout.
(d) Improvement costs include right-of-way.
(e) City matching fund to Federal Grants.
(f) Improvement assumes construction of sidewalks on both sides of street
(g) Improvement assumes construction of sidewalks on one side of street

Table 2
Funding Shortfall For Recommended Improvements

Scenario	Cost Estimate	Funds Currently Available	Surplus/Shortfall
Scenario A	$ 572,100	$59,200	- $ 512,900
Scenario B	$ 635,100	$59,200	- $ 575,900
Scenario C	$ 825,100	$59,200	- $ 765,900

The data presented in Table 3 indicate that the traffic mitigation fee per P.M. peak hour trip (PHT) for Scenario A is $ 1,117, the fee for Scenario B is $ 1,255, and the fee for Scenario C is $ 1,669.

Table 3
Bryant Street/Bryant Circle Traffic Mitigation Fee Estimate

Scenario	Funding Shortfall	Build out P.M. Peak Hour Trips	Cost Per P.M. PHT
Scenario A	$ 512,900	459 P.M. PHT	$ 1,117
Scenario B	$ 575,900	459 P.M. PHT	$ 1,255
Scenario C	$ 765,900	459 P.M. PHT	$ 1,669

The traffic fee per P.M. PHT was converted to a fee per land use type to account for the relative trip generating characteristics of future developments within the area. The relative weighting of fees by land use was calculated using the trip generation rates listed in the ITE Trip Generation Manual. The weighting factor equals the ITE trip generation rate per dwelling unit or per square foot for commercial/industrial uses. Tables 4a, b and c show the fee calculation per unit for each land use for each scenario.

Table 4a
Scenario A Fee Calculation by Land Use

Land Use	Cost per Trip	Weighting Factor	Fee Amount	
			Per Dwelling Unit	Per S.F.
Single-Family Residential	$ 1,117	1.01	$ 1,128	-
Condominium/Townhome	$ 1,117	0.52	$ 581	-
Multi-Family Residential	$ 1,117	0.62	$ 693	-
Retail	$ 1,117	2.71	-	$ 3.03
Office (under 10 K.S.F.)	$ 1,117	3.40	-	$ 3.80
Light Industrial	$ 1,117	0.98	-	$ 1.09
Manufacturing	$ 1,117	0.74	-	$ 0.83
Warehouse	$ 1,117	0.47	-	$ 0.52
Mini Storage	$ 1,117	0.26	-	$ 0.29

Table 4b
Scenario B Fee Calculation by Land Use

Land Use	Cost per Trip	Weighting Factor	Fee Amount	
			Per Dwelling Unit	Per S.F.
Single-Family Residential	$ 1,255	1.01	$ 1,268	-
Condominium/Townhome	$ 1,255	0.52	$ 653	-
Multi-Family Residential	$ 1,255	0.62	$ 778	-
Retail	$ 1,255	2.71	-	$ 3.40
Office (under 10 K.S.F.)	$ 1,255	3.40	-	$ 4.27
Light Industrial	$ 1,255	0.98	-	$ 1.23
Manufacturing	$ 1,255	0.74	-	$ 0.93
Warehouse	$ 1,255	0.47	-	$ 0.59
Mini Storage	$ 1,255	0.26	-	$ 0.33

Table 4c
Scenario C Fee Calculation by Land Use

Land Use	Cost per Trip	Weighting Factor	Fee Amount	
			Per Dwelling Unit	Per S.F.
Single-Family Residential	$ 1,669	1.01	$ 1,686	-
Condominium/Townhome	$ 1,669	0.52	$ 868	-
Multi-Family Residential	$ 1,669	0.62	$ 1,035	-
Retail	$ 1,669	2.71	-	$ 4.52
Office (under 10 K.S.F.)	$ 1,669	3.40	-	$ 5.67
Light Industrial	$ 1,669	0.98	-	$ 1.64
Manufacturing	$ 1,669	0.74	-	$ 1,24
Warehouse	$ 1,669	0.47	-	$ 0.78
Mini Storage	$ 1,669	0.26	-	$ 0.43

Provisions for Updating Costs and Development Information

Development of the land located within the fee area is not constant over time nor is the cost of the proposed improvements. The project scope may change as more detailed designs are developed and the need to comply with requirements imposed by other agencies, including, but not limited to, the California Department of Transportation (Caltrans). Therefore, in order to equitably assess future development as well as collect sufficient funds to complete the improvements, it is necessary to periodically evaluate the construction cost index and the type of development being constructed within the Area of Benefit and the adequacy of the fee to fully finance the required improvements. This fee program proposes a yearly evaluation of both building trends and possible changes in the cost of the fee program projects due to potential new requirements and increases in the construction cost index. With this information, the fee may be adjusted but only to an extent to match the current requirements, land acquisition costs and construction costs of the improvements. Also, the fee may be adjusted if other external funds are received.

I. PLAN REVIEW, ADOPTION AND AMENDMENT PROCESS

The proposed Bryant Area Industrial Plan shall be subject to the same review, approval and amendment procedures as the Zoning Ordinance of the City.

III. LAND USE BACKGROUND AND BUILD-OUT CONSIDERATIONS

A. DESCRIPTION OF EXISTING LAND USES WITHIN THE PLAN AREA

The land uses within the plan area have evolved over time. Commercial uses in the form of small older retail establishments front along the south side of Ojai Avenue. These uses are relatively stable with the exception of several vacant corner lots. Residential land uses predominate in the area immediately south of the commercial uses along Ojai Avenue. Many of the single family residences found in the area fronting along Fulton, Pearl, Bald and Fox Streets were constructed in the 1950's and 1960's. Some have undergone renovations and remodeling while others have remained quaint and relatively small in size by today's standards (less than 1,200 sq. ft.). With the construction of work force housing on Fulton Street, the beginnings of the land uses environed by the Village Mixed Use Zone are beginning to emerge. However, this residential section of the plan area still contains older industrial and manufacturing uses including machine shops, storage yards, and other commercial manufacturing uses. These industrially-oriented uses are generally well below the intensity of use allowed by the Zoning Ordinance, albeit many uses appear stable and viable. With the exception of the work force housing along Fulton Street, the majority of the residences and industrial structures are one story in nature, and on- and off-street parking is adequate.

The lands fronting on Bryant Street from Ojai Avenue south to Bryant Circle are also of an older vintage. Land uses in this are include moving and storage, medical manufacturing and distribution, research and development, roll-up industrial, auto repair, open storage (boats, RV's, etc.) Ojai Valley trail, concrete and building supplies, auto upholstery, and floor covering showroom, to name a few. Uses in this area are also older, appearing to have been constructed in the 1950's 1960's and 1970's. Building heights vary from one to two stories. On and off street parking in this area appear to be adequate for existing uses.

The Bryant Circle area is the result of an industrial subdivision approved by the City in the 1980's. It is a mixture of graded, yet vacant parcels surrounded by a mixture of light industrial, manufacturing and offices for bio-medical and high technology tenants/owners. Some of the land uses in this area include Pope Plaza Internet Suites, industrial roll up, self storage, condominium industrial uses, Ojai Valley News Behavioral Science Technology offices, and the Humane Society. Uses in this general area are newer than the other sections of the plan area, with a mixture of one- and two-story structures predominating. Like other areas within the plan area, on and off street parking appear to be adequate for existing uses.

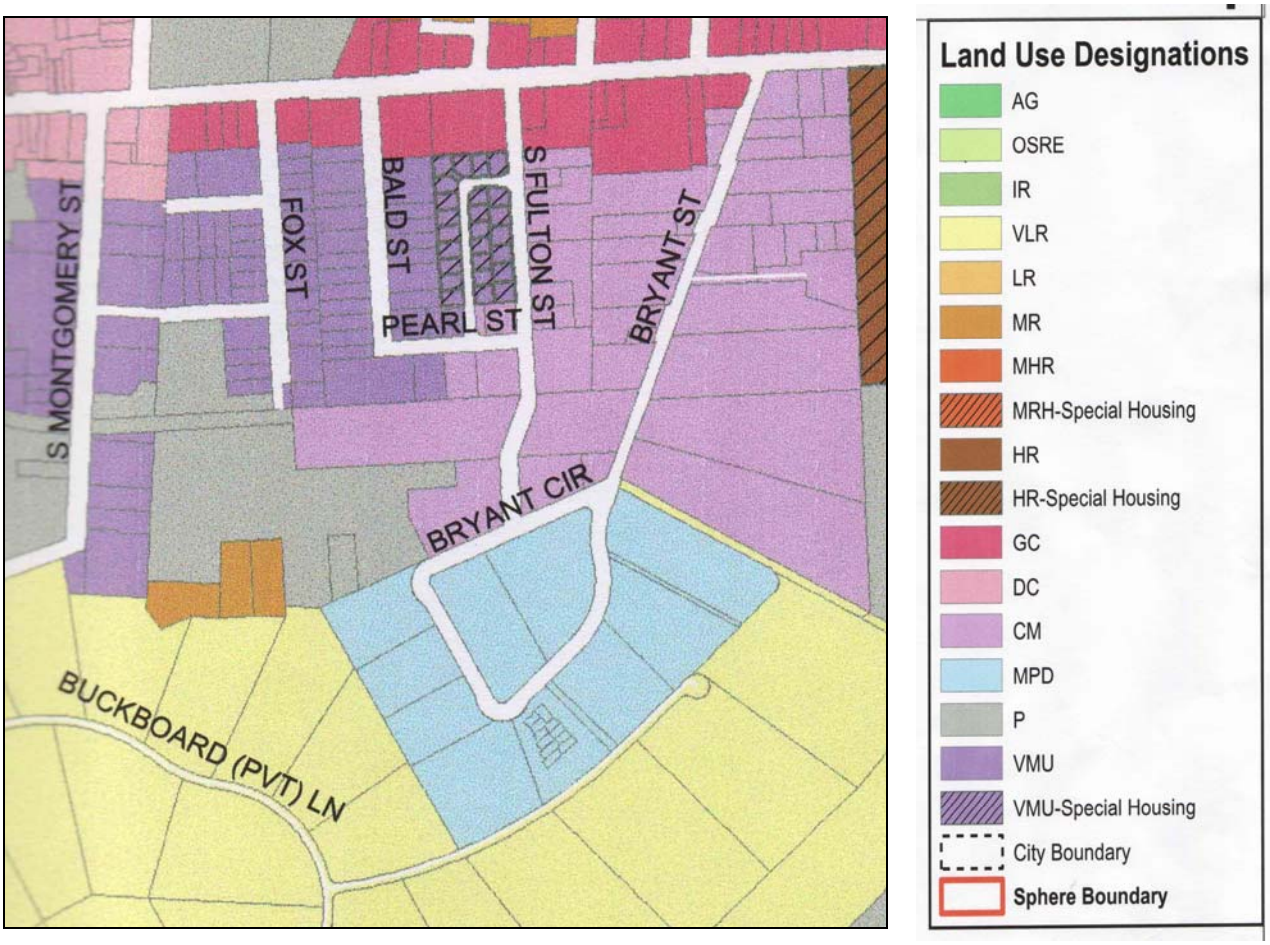
Vacant lands are interspersed around the plan area. The most noticeable are those vacant parcels abutting Bryant Circle, where an industrial subdivision in the 1980's created graded sites for future industrial uses. In addition, there are several additional vacant parcels along Bryant Street as well. Table 5 indicates the existing use and vacant nature of those parcels that were considered in the calculation of build out potential.

B. GENERAL PLAN AND ZONING DESIGNATIONS

The City's Land Use Element of the General Plan envisions the plan area as a mixture of residential, commercial and "employment-generating" lands. As noted in Figure 5, General Plan designations range from Village Mixed Use, which permits residential densities up to eight units per acre, to General Commercial to Commercial Manufacturing and Manufacturing Planned Development. The maximum

intensity allowed for commercial uses is a Floor Area Ratio (FAR) of 0.50. For manufacturing and light industrial designations, the maximum FAR is 0.45[3].

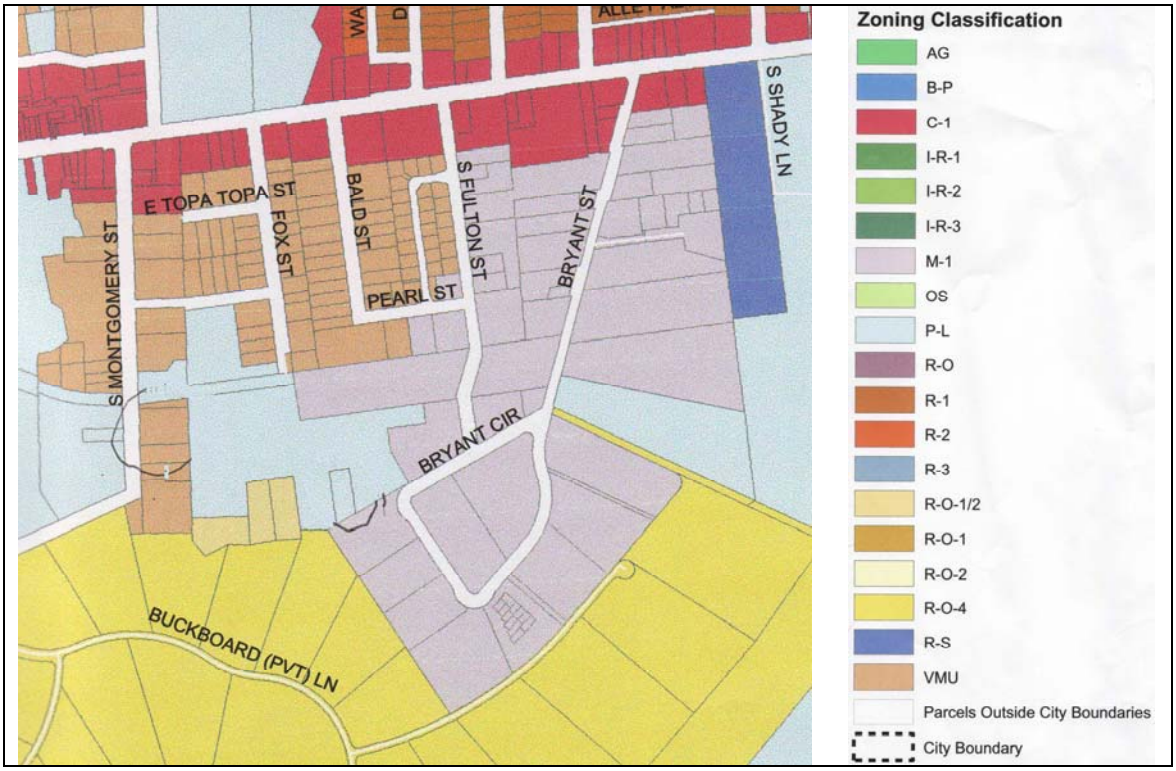
Figure 5, General Plan Designations



The City's recently revised Zoning Ordinance prescribes development standards to ensure that development occurs consistent with the General Plan. Figure 6 indicates the zoning Ordinance Designations for the plan area. Zoning within the plan area ranges from Village Mixed Use (VMU) to PL, to Light Manufacturing (M-1)

[3] A Floor Area Ratio sets the limit of potential development based upon the size of a given lot. For example, a FAR of 0.45 applied to a 10,000 sq. ft. lot would allow for a maximum build-able floor area of 4,500 sq. ft. (10,000 x 0.45).

Figure 6,
Zoning Ordinance Designations for the Area



C. PLANNED, PROPOSED AND POTENTIAL DEVELOPMENT IN THE PROJECT VICINITY

Over the past several years, the Bryant Street/Bryant Circle Industrial Area has seen an increase in development proposals, partly based upon the number of vacant and under-developed parcels present within the vicinity. Table 5 indicates the range of projects that have been proposed and are in various stages of the development review and approval process. Figure 7 provides an overview of the location of these parcels and those that are considered vacant or underdeveloped.

Table 5
Approved and Proposed Projects

Project Address	Applicant	Project Size	Proposed Use	Floor Area Ratio	Notes
Approved Projects					
409 Bryant Circle (APN 024-120-205)	Debra Dressler	16,037 sq. ft. 4,146 sq. ft. 3,397 sq. ft. 23,580 sq. ft. 35,198 sq. ft.	Warehouse Office Residential Total Developed Vacant	0..32 (net) 0.21 (gross)	32% of site left as vacant/undeveloped. (see build-out assumptions) Proposal at 407 Bryant Circle to replace this project (see below)
416 Bryant Circle	Barbara Wolf Dieter Wolf	9,853 sq. ft. 6,200 sq. ft.	Multi-Tenant industrial Warehouse/Storage	0.31	

Project Address	Applicant	Project Size	Proposed Use	Floor Area Ratio	Notes
318-324 Bryant St.	William Kendall / Epic Group	73,655 sq. ft. 6,200 sq. ft.	Mini-warehouse Warehouse/storage	0.36	
Proposed Projects					
420 Bryant Circle	Michael Paretti	18,720 sq. ft.	Warehouse/Office	0.30	
407 Bryant Circle	Ted Moore	22,500 sq. ft.	Office Park	0.30 (net)	Replaces approved project at 409 Bryant Circle
611 Pearl Street	Len Mann	1,152 sq. ft 9,919 sq. ft 5,762 sq. ft 16,833 Total	Office Indust./Warehouse Residential (5 units)	Non Res. FAR = 0.315	Gross FAR = 0.48

As noted elsewhere, the extension of Fulton Street and Willow Street as prescribed by the City's Circulation Element could induce additional growth to take place in the Bryant Industrial area. The primary assumptions that form the basis for the build out analysis are as follows:

1. Vacant parcels will develop the intensity prescribed by the Land Use Element of the General Plan and maximum floor area is limited to the 0.45 Floor Area Ratio (FAR) allowed by the PRD zone (0.50 in commercial zones).
2. Vacant portions of parcels of land which have previously been proposed for development since the creation of the Bryant Circle Industrial Park have the potential to build out at a maximum 0.45 FAR and are presumed to do so given an increase in intersection or roadway traffic capacity.
3. Parcels of land that are presently used for open storage or upon which non-habitable structures exist, will build out to a 0.45 FAR and are presumed to do so given an increase in intersection and/or roadway capacity.
4. Vacant or underdeveloped parcels are presumed to be developed consistent with their underlying commercial or industrial zoning. The sole parcel designated P-L is assumed to develop into light industrial or R&D uses. Specifically, parcels of land in the 00-200 blocks of Bryant Street are assumed to develop into industrial uses, consistent with the underlying M-1 zoning, with an emphasis on manufacturing and processing uses. Parcels of land in the 300 – 400 blocks of Bryant Street are assumed to develop into light manufacturing or R&D uses, consistent with the newer R&D/Office/light manufacturing uses located in the Bryant Circle Industrial area. Vacant and underdeveloped parcels on Bryant Circle are assumed to develop into Light Manufacturing and R& D uses, consistent with the other uses in the immediate vicinity.
5. Parcels already improved with existing residential, commercial or office uses are assumed not to have further build-out potential, given the speculative nature of such predictions.

Build out potential has also been calculated at a lower intensity of use, 0.35 FAR. This level of build-out has been utilized because it represents the average land use intensity of proposed projects that have been filed with the City in the recent past (see Table 5 above). These assumptions lead to the following build-out potential for the area within the Zone of Influence:

Figure 7, Build-Out Legend

Table 6
Build-out Potential – Bryant Street/Bryant Circle Zone of Influence

ID	Parcel No./ Address	Existing Zone/Use	Gross Land Area	Existing Sq. Ft.	Existing Floor Area Ratio (FAR)	Probable Future Use Allowable FAR	Potential Square Footage (Worst Case)	Net Increase in Floor Area (Worst Case)	Probable Case Develop-ment Potential @ 0.35[4]
1	023-160-095 100 Bryant St.	C-1 Vacant	18,731	0	NA	Commercial 0.5	9,365	9,365	6,556
2	023-160-355 914 Bryant Pl.	M-1 Vacant	26,572	0	NA	Industrial/ Manufacturing 0.45	11,957	11,957	9,300
3	023-160-025 218 Bryant St.	M-1 Vacant Industrial Land	75,359	0	NA	Industrial/ Manufacturing 0.45	33,911	33,911	26,375
4	0123-150-205 317 Bryant St.	M-1 Single Tenant Industrial	26,136	4,232	0.16	Industrial/ Manufacturing 0.45	11,761	7,529	4,825
5	023-160-015 (Vacant Portion) 318 Bryant St	Vacant Industrial Land	87,120	0	NA	Industrial Manufacturing 0.45	39,204	39,204	30,492
6	023-171-010 401 Bryant St.	P-L Vacant/Trai l Easement	216,493	0	NA	Light Industrial/ R&D 0.45	97,422	97,422	75,773
7	023-171-020 403 Bryant St.	Vacant	9,248	0	NA	Light Industrial/ R&D 0.45	4,116	4,116	3,237
8	023-171-030 403 Bryant St.	Vacant	30,492	844	0.03	Light Industrial/ R&D 0.45	13,721	12,877	9,828
9	024-120-200[5] (Vacant Portion)	Vacant	35,198	0	NA	Light Industrial/ R&D 0.45	15,794	15,794	12,319
10	023-142-010 Bald/Ojai Ave.	Vacant	32,670	0	NA	Commercial 0.5	16,335	16,335	11,435
11	023-110-032 Fox St.	Vacant	6,970	0	NA	1 SFU NA	2,000	2,000	2,000
12	023-110-39 Eastern Portion	VMU/ Car Wash	34,521	34,521	NA	Residential NA	6 Units	NA	6 Units
13	023-150-007	C-1 Storage	35,719	Nil.	NA	Commercial 0.5	17,859	17,859	12,501
14	023-150-47 Western Portion	M-1 Storage	24,829	Nil.	NA	Industrial Manufacturing 0.,45	11,173	11,173	8,690
15	023-150-001 Storage	M-1 Storage	29,204	Temp. Structure	NA	Industrial Manufacturing 0.45	17,642	17,642	10,221

[4] Assumes build-out at average FAR of recently proposed and approved projects noted in Table 1
[5] Build-out of this portion of the parcel is included in the proposal by Ted Moore at 407 Bryant Circle. Should that proposal be approved, this potential build-out would not take place.

Table 7
Approved, Proposed and Probable Project Totals – Worst Case Scenario at 0.45 FAR:

Type	Residential	Commercial	Office	Light Industrial/ Manufacturing	R&D Industrial
Approved Projects	1 Unit	0	4,146 sq. ft.	111,945 sq. ft.	0
Proposed Projects	5 Units	0	23,652 sq. ft	9,919 sq. ft.[6]	18,720 sq. ft.[7]
Potential Projects	1 Unit.	43,559 sq. ft.	0	121,416 sq. ft.	114,415 sq. ft.[8]
Totals	7 Units	43,559 sq. ft.	27,798 sq. ft.	243,280 sq. ft.	133,135 sq. ft.

The totals referenced above represent a worst case scenario due to the assumption that potential projects develop at the maximum allowable Floor Area Ratio of 0.45 (0.50 for commercial). Recent projects being submitted have been approximately 25% less than this factor, averaging a floor ratio of 0.35. Applying this floor area ratio to potential build-out of vacant and underdeveloped land would yield the following build-out calculations:

Table 8
Approved, Proposed and Probable Project Totals – Probable Scenario at 0.35 FAR:

Type	Residential	Commercial	Office	Light Industrial/ Manufacturing	R&D Industrial
Approved Projects	1 Unit	0	4,146 sq. ft.	111,945 sq. ft.	0
Proposed Projects	5 Units	0	23,652 sq. ft	9,919 sq. ft.[9]	18,720 sq. ft.[10]
Potential Projects	1 Unit.	30,492 sq. ft.	0	89,903 sq. ft.	88,838 sq. ft.[11]
Totals	7 Units	30,492 sq. ft.	27,798 sq. ft.	211,767 sq. ft.	107,558 sq. ft.

D. IMPLICATIONS OF BUILD-OUT ON THE BRYANT INDUSTRIAL AREA CIRCULATION SYSTEM

Based upon the projected build out of the Bryant Industrial Area noted above, Associated Transportation Engineers was retained by the City to evaluate the traffic and circulation impacts of the approved, proposed and probable projects within the plan area. That study is contained in its entirety as Appendix C. The study evaluates existing and future traffic conditions in the project study area assuming development of the vacant and underutilized parcels in the Bryant Street/Bryant Circle corridor; and identifies the level of improvements required to maintain acceptable roadway and intersection operations along Ojai Avenue. The study also analyzes the extensions of Fulton Street, Pearl Street, and Willow Street. The report includes a fee program to fund the future roadway and intersection improvements identified in the study.

Build-out Impacts to Roadways and Intersections and Required Improvements

The traffic generated by full build out under the 0.45 FAR ratio could not be accommodated on the area's street system and still maintain levels of service specified by the Circulation Element. However, as noted

[6] Includes 611 Pearl industrial/warehouse
[7] Includes 420 Bryant Circle only
[8] Adjusted to net out difference between Moore development (proposed) and Dressler development (potential)
[9] Includes 611 Pearl industrial/warehouse
[10] Includes 420 Bryant Circle only
[11] Adjusted to net out difference between Moore development (proposed) and Dressler development (potential)

within the Plan Description section, a zoning overlay to limit build-out within the non-residential portions of the plan area to a 0.35 FAR is proposed in place of the existing 0.45 FAR ratio. Implementation of this land use intensity reduction would necessitate the following roadway and intersection improvements within the study area.

Ojai Avenue/Bald Street: This intersection is forecast to operate at LOS F based on high delays forecast for vehicles exiting Bald Street under build out conditions. The northbound Bald Street approach at Ojai Avenue is currently striped with one shared left + right-turn lane. This approach should be restriped to provide for separate left-turn and right-turn lanes. This will allow vehicles to turn right from Bald Street onto Ojai Avenue while vehicles are queued to turn left. To facilitate one inbound lane and two outbound lanes on Bald Street, the parallel parking would need to be restricted at both sides adjacent the intersection. In addition, the painted median on Ojai Avenue on the west leg of the intersection should be restriped to provide a two-way left-turn median. This geometry would allow vehicles from Bald Street turning left onto Ojai Avenue to enter Ojai Avenue in two stages. This improvement would result in LOS C operations during the P.M. peak hour at full build-out. Figure A in the Appendix C provides a schematic illustration of this improvement.

Ojai Avenue/Fulton Street: This intersection is forecast to operate at LOS E, which is below the City's LOS D standard. The northbound Fulton Street approach at Ojai Avenue is currently striped with one shared left + right-turn lane. This approach should be restriped to provide for separate left-turn and right-turn lanes. This will allow vehicles to turn right from Fulton Street onto Ojai Avenue while vehicles are queued to turn left. To facilitate one inbound lane and two outbound lanes on Fulton Street, the parallel parking would need to be restricted at both sides adjacent the intersection. In addition, the painted median on Ojai Avenue on the west leg of the intersection should be restriped to provide a two-way left-turn median. This geometry would allow vehicles from Fulton Street turning left onto Ojai Avenue to enter Ojai Avenue in two stages. This improvement would result in LOS C operations during the P.M. peak hour at full build-out. Figure A in the Appendix C provides a schematic illustration of this improvement.

Ojai Avenue/Bryant Street: The intersection is forecast to operate at LOS D, which meets the City's LOS D standard but does not meet the City's desired goal of LOS C. Three improvements were identified that would provide for LOS C or better operations during the P.M. peak hour at full build-out.

> Separate Northbound Left-Turn Lanes: The northbound Bryant Street approach at Ojai Avenue is currently striped with one shared left + right-turn lane. This approach should be restriped to provide for separate left-turn and right-turn lanes. This will allow vehicles to turn right from Bryant Street onto Ojai Avenue while vehicles are queued to turn left. Bryant Street would have to be widened several feet to the east (currently undeveloped lot) to facilitate one inbound and two outbound lanes approaching the intersection. Bryant Street would need to be widened approximately 150 feet southwards from the intersection to provide a sufficient storage length for the northbound left-turn movement. Parallel parking would also need to be restricted on both sides of Bryant Street adjacent to the intersection. In addition, the painted median on Ojai Avenue on the west leg of the intersection should be restriped to provide a two-way left-turn median. This geometry would allow vehicles from Bryant Street turning left onto Ojai Avenue to enter Ojai Avenue in two stages. This improvement would result in LOS C operations during the P.M. peak hour. Figure B in the Appendix C provides a schematic illustration of this improvement.
>
> Traffic Signal: Implementation of a traffic signal at the intersection with the current geometry, as outlined in the Circulation Element EIR, would result in LOS A during the P.M. peak hour.

Roundabout: Provision of a roundabout with an inscribed diameter of approximately 75 feet with single approach lanes and one circulating lane would result in LOS A operations.

Table 6 shows the build out peak hour levels of service with the recommended improvements.

Table 9
Build out Peak Hour Levels of Service (0.35 FAR)
With Recommended Improvements

Intersection	P.M. Peak Hour	
	Build out	**Build out w/ Improvements**
Ojai Avenue/Bald Street	**>50 sec./LOS F**	19.2 sec/LOS C
Ojai Avenue/Fulton Street	**46.0 sec./LOS E**	15.1 sec/LOS C
Ojai Avenue/Bryant Street	**30.3 sec./LOS D**	
A. Additional NB Lane+TWLT Ojai Ave		17.9 sec./LOS C
B. Traffic Signal		0.52/LOS A
C. Roundabout		6.3 sec./LOS A

TRAFFIC DIVERSION FROM OJAI AVENUE

The build out traffic analysis assumed the extension of South Fulton Street to Bryant Circle, the extension of Pearl Street from Bald Street to Fox Street, and the extension of Willow Street from Fox Street to Montgomery Street. These street extensions will provide for additional east-west travel links within the neighborhoods located south of Ojai Avenue. The proposed extension of Fulton Street to Bryant Circle and the extensions of Pearl Street from Bald Street to Fox Street and Willow Street from Fox Street to Montgomery Street would also allow a portion of existing and future traffic from the Bryant Street/Bryant Circle area to use these extensions to travel to and from Bryant Street to Fox Street, Montgomery Street and destinations west of Signal Street, thereby avoiding the Ojai Avenue segments adjacent the industrial area that have been identified as a deficient segments in the City's Circulation Element EIR.

The traffic analysis indicated that based on the *0.35 FAR* build out scenario, approximately 1,950 ADT would be diverted from Bryant Street onto the Fulton Street extension (mainly traffic generated by existing and future projects located in and directly adjacent Bryant Circle). The Pearl Street extension would carry approximately 1,200 ADT (Bryant Circle traffic and diversion of a portion of Fulton Street and Bald Street traffic). The Willow Street extension would carry approximately 900 ADT.

This data indicates that the extension project would result in a reduction of approximately 1,950 ADT on Ojai Avenue between Bryant Street and Fulton Street and a reduction of approximately 1,200 ADT on Ojai Avenue between Fulton Street and Fox Street. Due to the Willow Street extension which is currently being constructed, additional traffic reductions (900 ADT) would result on Ojai Avenue west of Fox Street. The Pearl Street extension is not funded.