Prepared by NDS/ATD

VOLUME

Cathedral Oaks Rd N/O Calle Real

Day: Thursday
Date: 11/16/2017

City: Goleta
Project #: CA17_8113_002

DAILY TOTALS	NB	SB	EB	WB	Total
	1,308	1,879	0	0	3,187

AM Period	NB		SB		EB		WB		TOTAL	
00:00	1		3						4	
00:15	1		1						2	
00:30	2		1						3	
00:45	1	5	0	5					1	10
01:00	0		1						1	
01:15	0		0						0	
01:30	2		2						4	
01:45	2	4	0	3					2	7
02:00	0		1						1	
02:15	2		0						2	
02:30	1		1						2	
02:45	2	5	0	2					2	7
03:00	0		0						0	
03:15	0		0						0	
03:30	0		0						0	
03:45	0		0						0	
04:00	1		1						2	
04:15	0		0						0	
04:30	0		2						2	
04:45	3	4	3	6					6	10
05:00	0		2						2	
05:15	1		8						9	
05:30	2		7						9	
05:45	3	6	12	29					15	35
06:00	6		8						14	
06:15	4		7						11	
06:30	11		20						31	
06:45	20	41	33	68					53	109
07:00	10		27						37	
07:15	25		44						69	
07:30	72		70						142	
07:45	66	173	83	224					149	397
08:00	28		67						95	
08:15	24		41						65	
08:30	18		41						59	
08:45	17	87	41	190					58	277
09:00	13		25						38	
09:15	21		30						51	
09:30	18		31						49	
09:45	17	69	29	115					46	184
10:00	12		31						43	
10:15	11		23						34	
10:30	13		26						39	
10:45	19	55	30	110					49	165
11:00	14		16						30	
11:15	14		23						37	
11:30	17		21						38	
11:45	22	67	30	90					52	157
TOTALS		516		842						1358
SPLIT %		38.0%		62.0%						42.6%

PM Period	NB		SB		EB		WB		TOTAL	
12:00	20		32						52	
12:15	26		30						56	
12:30	21		10						31	
12:45	19	86	27	99					46	185
13:00	14		37						51	
13:15	37		27						64	
13:30	18		23						41	
13:45	16	85	30	117					46	202
14:00	13		28						41	
14:15	22		28						50	
14:30	27		26						53	
14:45	25	87	43	125					68	212
15:00	25		61						86	
15:15	18		40						58	
15:30	31		29						60	
15:45	25	99	40	170					65	269
16:00	27		30						57	
16:15	25		45						70	
16:30	29		31						60	
16:45	34	115	30	136					64	251
17:00	38		36						74	
17:15	29		35						64	
17:30	26		30						56	
17:45	26	119	18	119					44	238
18:00	19		27						46	
18:15	17		23						40	
18:30	19		22						41	
18:45	13	68	23	95					36	163
19:00	17		28						45	
19:15	11		14						25	
19:30	7		15						22	
19:45	6	41	14	71					20	112
20:00	15		9						24	
20:15	8		14						22	
20:30	10		7						17	
20:45	7	40	14	44					21	84
21:00	8		9						17	
21:15	7		7						14	
21:30	10		9						19	
21:45	3	28	5	30					8	58
22:00	3		5						8	
22:15	7		6						13	
22:30	3		1						4	
22:45	1	14	4	16					5	30
23:00	4		7						11	
23:15	2		3						5	
23:30	2		3						5	
23:45	2	10	2	15					4	25
TOTALS		792		1037						1829
SPLIT %		43.3%		56.7%						57.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,308	1,879	0	0	3,187

AM Peak Hour	07:15	07:15			07:15
AM Pk Volume	191	264			455
Pk Hr Factor	0.663	0.795			0.763
7 - 9 Volume	260	414	0	0	674
7 - 9 Peak Hour	07:15	07:15			07:15
7 - 9 Pk Volume	191	264	0	0	455
Pk Hr Factor	0.663	0.795	0.000	0.000	0.763

PM Peak Hour	16:30	14:45			14:45
PM Pk Volume	130	173			272
Pk Hr Factor	0.855	0.709			0.791
4 - 6 Volume	234	255	0	0	489
4 - 6 Peak Hour	16:30	16:15			16:15
4 - 6 Pk Volume	130	142	0	0	268
Pk Hr Factor	0.855	0.789	0.000	0.000	0.905

Table 1
Goleta Roadway Classifications

Classification	Purpose and Design Factors	Design Capacity		LOS C Threshold[1]	
		2 Lane	4 Lane	2 Lane	4 Lane
Primary 1	Roadways designed to serve primarily non-residential development. Roadways would have a minimum of 12-foot wide lanes with shoulders and few curb cuts. Signals would be spaced at 1 mile or more intervals.	19,900	47,760	15,900	38,200
Primary 2	Roadways which serve a high proportion of non-residential development with some residential lots and few or no driveway curb cuts. Lane widths are a minimum of 12 feet with well spaced curb cuts. Signals intervals at a minimum of 1/2 mile.	17,900	42,480	14,300	34,000
Primary 3	Roadways designed to serve non-residential development and residential development. More frequent driveways are acceptable. Potential signal intervals of 1/2-1/4 mile.	15,700	37,680	12,500	30,100
Secondary 1	Roadways designed to primarily serve non-residential development and large lot residential development with well spaced driveways. Roadways would be 2 lanes with infrequent driveways. Signal would generally occur at intersections with primary roads.	11,600	NA	9,300	NA
Secondary 2	Roadways designed to serve residential and non-residential land uses. Roadways would be 2 lanes with close to moderately spaced driveways.	9,100	NA	7,300	NA
Secondary 3	Roadways designed to primarily serve residential with small to medium lots. Roadways are 2 lanes with more frequent driveways.	7,900	NA	6,300	NA

[1] Defined as 80% of Design Capacity.
Source: Santa Barbara County Public Works, Transportation Division.

Signalized Intersection Level of Service Definitions

LOS	Delay (a)	V/C Ratio	Definition
A	< 10.0	< 0.60	Progression is extremely favorable. Most vehicles arrive during the green phase. Many vehicles do not stop at all.
B	10.1 - 20.0	0.61 - 0.70	Good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.
C	20.1 - 35.0	0.71 - 0.80	Only fair progression, longer cycle lengths, or both, result in higher cycle lengths. Cycle lengths may fail to serve queued vehicles, and overflow occurs. Number of vehicles stopped is significant, though many still pass through intersection without stopping.
D	35.1 - 55.0	0.81 - 0.90	Congestion becomes more noticeable. Unfavorable progression, long cycle lengths and high v/c ratios result in longer delays. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	55.1 - 80.0	0.91 - 1.00	High delay values indicate poor progression, long cycle lengths and high v/c ratios. Individual cycle failures are frequent
F	> 80.0	> 1.00	Considered unacceptable for most drivers, this level occurs when arrival flow rates exceed the capacity of lane groups, resulting in many individual cycle failures. Poor progression and long cycle lengths may also contribute to high delay levels.

(a) Average control delay per vehicle in seconds.

Unsignalized Intersection Level of Service Definitions

The HCM[1] uses *control delay* to determine the level of service at unsignalized intersections. Control delay is the difference between the travel time actually experienced at the control device and the travel time that would occur in the absence of the traffic control device. Control delay includes deceleration from free flow speed, queue move-up time, stopped delay and acceleration back to free flow speed.

LOS	Control Delay Seconds per Vehicle
A	< 10.0
B	10.1 - 15.0
C	15.1 - 25.0
D	25.1 - 35.0
E	35.1 - 50.0
F	> 50.0

[1] Highway Capacity Manual, National Research Board, 2010

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	EKM
Agency/Co.	ATE
Date Performed	11/28/2017
Analysis Time Period	AM PEAK HOUR

Site Information

Intersection	01_AM
Jurisdiction	CITY OF GOLETA
Analysis Year	2017

Project ID *FIRE STATION 10 # 17070*

East/West Street: *CALLE REAL- US 101 NB RAMPS* North/South Street: *WINCHESTER CANYON*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	39	6	45	213	153	96
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	120	120	53	3	85	148
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L		TR				R	
PHF	0.92		0.92				0.92	
Flow Rate (veh/h)	42		270				160	
% Heavy Vehicles	2		2				2	
No. Lanes	1		1		0		1	
Geometry Group	1		1				1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0		0.0				0.0	
Prop. Right-Turns	0.0		0.4				1.0	
Prop. Heavy Vehicle	0.0		0.0				0.0	
hLT-adj	0.2	0.2	0.2	0.2			0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6			-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7			1.7	1.7
hadj, computed	0.2		-0.2				-0.6	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20				3.20	
x, initial	0.04		0.24				0.14	
hd, final value (s)	4.76		4.10				4.02	
x, final value	0.056		0.308				0.179	
Move-up time, m (s)	2.0		2.0				2.0	
Service Time, t_s (s)	2.8		2.1				2.0	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	700		871				889	
Delay (s/veh)	8.0		8.9				7.9	
LOS	A		A				A	
Approach: Delay (s/veh)	8.0		8.9				7.9	
LOS	A		A				A	
Intersection Delay (s/veh)	8.5							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	EKM
Agency/Co.	ATE
Date Performed	11/28/2017
Analysis Time Period	PM PEAK HOUR

Site Information

Intersection	01_PM
Jurisdiction	CITY OF GOLETA
Analysis Year	2017

Project ID *FIRE STATION 10 # 17070*

East/West Street: *CALLE REAL- US 101 NB RAMPS* North/South Street: *WINCHESTER CANYON*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	52	6	45	213	212	177
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	120	120	53	3	85	109
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L		TR				R	
PHF	0.88		0.88				1.00	
Flow Rate (veh/h)	59		441				109	
% Heavy Vehicles	2		2				2	
No. Lanes	1		1		0		1	
Geometry Group	1		1				1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
Prop. Left-Turns	1.0		0.0				0.0	
Prop. Right-Turns	0.0		0.5				1.0	
Prop. Heavy Vehicle	0.0		0.0				0.0	
hLT-adj	0.2	0.2	0.2	0.2			0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6			-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7			1.7	1.7
hadj, computed	0.2		-0.2				-0.6	

Departure Headway and Service Time

	Eastbound		Westbound		Northbound		Southbound	
hd, initial value (s)	3.20		3.20				3.20	
x, initial	0.05		0.39				0.10	
hd, final value (s)	4.83		3.99				4.40	
x, final value	0.079		0.489				0.133	
Move-up time, m (s)	2.0		2.0				2.0	
Service Time, t_s (s)	2.8		2.0				2.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	738		900				838	
Delay (s/veh)	8.2		10.7				8.1	
LOS	A		B				A	
Approach: Delay (s/veh)	8.2		10.7				8.1	
LOS	A		B				A	
Intersection Delay (s/veh)	10.0+							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	EKM
Agency/Co.	ATE
Date Performed	11/28/2017
Analysis Time Period	AM PEAK HOUR

Site Information

Intersection	01_AM_CU
Jurisdiction	CITY OF GOLETA
Analysis Year	2017

Project ID *FIRE STATION 10 # 17070*

East/West Street: *CALLE REAL- US 101 NB RAMPS* North/South Street: *WINCHESTER CANYON*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	39	6	45	213	153	97
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	120	120	53	3	85	149
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L		TR				R	
PHF	0.92		0.92				0.92	
Flow Rate (veh/h)	42		271				161	
% Heavy Vehicles	2		2				2	
No. Lanes	1		1		0		1	
Geometry Group	1		1				1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0		0.0				0.0	
Prop. Right-Turns	0.0		0.4				1.0	
Prop. Heavy Vehicle	0.0		0.0				0.0	
hLT-adj	0.2	0.2	0.2	0.2			0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6			-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7			1.7	1.7
hadj, computed	0.2		-0.2				-0.6	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20				3.20	
x, initial	0.04		0.24				0.14	
hd, final value (s)	4.77		4.10				4.02	
x, final value	0.056		0.309				0.180	
Move-up time, m (s)	2.0		2.0				2.0	
Service Time, t_s (s)	2.8		2.1				2.0	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	700		874				894	
Delay (s/veh)	8.0		8.9				7.9	
LOS	A		A				A	
Approach: Delay (s/veh)	8.0		8.9				7.9	
LOS	A		A				A	
Intersection Delay (s/veh)	8.5							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	EKM
Agency/Co.	ATE
Date Performed	11/28/2017
Analysis Time Period	PM PEAK HOUR

Site Information

Intersection	01_PM_CU
Jurisdiction	CITY OF GOLETA
Analysis Year	2017

Project ID *FIRE STATION 10 # 17070*

East/West Street: *CALLE REAL- US 101 NB RAMPS* North/South Street: *WINCHESTER CANYON*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	53	6	45	213	212	179
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	120	120	53	3	85	110
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L		TR				R	
PHF	0.88		0.88				1.00	
Flow Rate (veh/h)	60		443				110	
% Heavy Vehicles	2		2				2	
No. Lanes	1		1		0		1	
Geometry Group	1		1				1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0		0.0				0.0	
Prop. Right-Turns	0.0		0.5				1.0	
Prop. Heavy Vehicle	0.0		0.0				0.0	
hLT-adj	0.2	0.2	0.2	0.2			0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6			-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7			1.7	1.7
hadj, computed	0.2		-0.2				-0.6	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20				3.20	
x, initial	0.05		0.39				0.10	
hd, final value (s)	4.83		3.99				4.40	
x, final value	0.081		0.491				0.135	
Move-up time, m (s)	2.0		2.0				2.0	
Service Time, t_s (s)	2.8		2.0				2.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	750		904				846	
Delay (s/veh)	8.3		10.8				8.1	
LOS	A		B				A	
Approach: Delay (s/veh)	8.3		10.8				8.1	
LOS	A		B				A	
Intersection Delay (s/veh)	10.1							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	EKM
Agency/Co.	ATE
Date Performed	11/28/2017
Analysis Time Period	PM PEAK HOUR

Site Information

Intersection	02_AM
Jurisdiction	CITY OF GOLETA
Analysis Year	2017

Project ID *FIRE STATION 10 # 17070*

East/West Street: *CALLE REAL* North/South Street: *CATHEDRAL OAKS*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	16	5	75	272	47	5
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	41	125	31	2	179	13
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		L	TR	L	TR	L	TR
PHF	0.87		0.87	0.87	0.87	0.87	0.87	0.87
Flow Rate (veh/h)	109		312	59	47	178	2	219
% Heavy Vehicles	2		2	2	0	0	2	2
No. Lanes	1		2		2		2	
Geometry Group	4b		5		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2		1.0	0.0	1.0	0.0	1.0	0.0
Prop. Right-Turns	0.8		0.0	0.1	0.0	0.2	0.0	0.1
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2	0.5	0.5	0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.4		0.5	-0.0	0.5	-0.1	0.5	-0.0

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20	3.20	3.20	3.20	3.20	3.20
x, initial	0.10		0.28	0.05	0.04	0.16	0.00	0.19
hd, final value (s)	6.10		6.55	5.99	6.90	6.26	6.93	6.38
x, final value	0.185		0.568	0.098	0.090	0.309	0.004	0.388
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t_s (s)	3.8		4.3	3.7	4.6	4.0	4.6	4.1

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	606		547	590	522	574	0	562
Delay (s/veh)	10.2		17.5	9.3	10.3	11.7	9.7	13.1
LOS	B		C	A	B	B	A	B
Approach: Delay (s/veh)	10.2		16.2		11.4		13.0	
LOS	B		C		B		B	
Intersection Delay (s/veh)	13.6							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	EKM
Agency/Co.	ATE
Date Performed	11/28/2017
Analysis Time Period	PM PEAK HOUR

Site Information

Intersection	02_EX_PM
Jurisdiction	CITY OF GOLETA
Analysis Year	2017

Project ID *FIRE STATION 10 # 17070*

East/West Street: *CALLE REAL* North/South Street: *CATHEDRAL OAKS*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	5	6	45	213	79	1
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	120	120	53	3	85	42
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		L	TR	L	TR	L	TR
PHF	0.88		0.88	0.88	0.88	0.88	0.88	0.88
Flow Rate (veh/h)	62		242	90	136	196	3	143
% Heavy Vehicles	2		2	2	0	0	2	2
No. Lanes	1		2		2		2	
Geometry Group	4b		5		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		1.0	0.0	1.0	0.0	1.0	0.0
Prop. Right-Turns	0.8		0.0	0.0	0.0	0.3	0.0	0.3
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2	0.5	0.5	0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.4		0.5	0.0	0.5	-0.2	0.5	-0.2

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20	3.20	3.20	3.20	3.20	3.20
x, initial	0.06		0.22	0.08	0.12	0.17	0.00	0.13
hd, final value (s)	5.87		6.43	5.92	6.42	5.70	6.72	5.98
x, final value	0.101		0.432	0.148	0.242	0.310	0.006	0.238
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t_s (s)	3.6		4.1	3.6	4.1	3.4	4.4	3.7

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	620		563	600	567	632	300	596
Delay (s/veh)	9.2		13.9	9.6	11.2	10.9	9.5	10.5
LOS	A		B	A	B	B	A	B
Approach: Delay (s/veh)	9.2		12.8		11.0		10.5	
LOS	A		B		B		B	
Intersection Delay (s/veh)	11.5							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	EKM
Agency/Co.	ATE
Date Performed	11/28/2017
Analysis Time Period	PM PEAK HOUR

Site Information

Intersection	02_AM_CU
Jurisdiction	CITY OF GOLETA
Analysis Year	2017

Project ID *FIRE STATION 10 # 17070*

East/West Street: *CALLE REAL* North/South Street: *CATHEDRAL OAKS*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	16	5	75	272	48	5
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	41	125	31	2	181	14
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		L	TR	L	TR	L	TR
PHF	0.87		0.87	0.87	0.87	0.87	0.87	0.87
Flow Rate (veh/h)	109		312	60	47	178	2	224
% Heavy Vehicles	2		2	2	0	0	2	2
No. Lanes	1		2		2		2	
Geometry Group	4b		5		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2		1.0	0.0	1.0	0.0	1.0	0.0
Prop. Right-Turns	0.8		0.0	0.1	0.0	0.2	0.0	0.1
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2	0.5	0.5	0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.4		0.5	-0.0	0.5	-0.1	0.5	-0.0

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20	3.20	3.20	3.20	3.20	3.20
x, initial	0.10		0.28	0.05	0.04	0.16	0.00	0.20
hd, final value (s)	6.12		6.57	6.01	6.92	6.27	6.94	6.38
x, final value	0.185		0.570	0.100	0.090	0.310	0.004	0.397
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t_s (s)	3.8		4.3	3.7	4.6	4.0	4.6	4.1

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	574		547	600	522	574	0	560
Delay (s/veh)	10.2		17.6	9.4	10.3	11.8	9.7	13.2
LOS	B		C	A	B	B	A	B
Approach: Delay (s/veh)	10.2		16.3		11.5		13.2	
LOS	B		C		B		B	
Intersection Delay (s/veh)	13.7							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	EKM
Agency/Co.	ATE
Date Performed	11/28/2017
Analysis Time Period	PM PEAK HOUR

Site Information

Intersection	02_PM_CU
Jurisdiction	CITY OF GOLETA
Analysis Year	2017

Project ID *FIRE STATION 10 # 17070*

East/West Street: *CALLE REAL* North/South Street: *CATHEDRAL OAKS*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	5	6	45	213	80	1
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	120	122	54	3	86	43
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		L	TR	L	TR	L	TR
PHF	0.88		0.88	0.88	0.88	0.88	0.88	0.88
Flow Rate (veh/h)	62		242	91	136	199	3	145
% Heavy Vehicles	2		2	2	0	0	2	2
No. Lanes	1		2		2		2	
Geometry Group	4b		5		5		5	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		1.0	0.0	1.0	0.0	1.0	0.0
Prop. Right-Turns	0.8		0.0	0.0	0.0	0.3	0.0	0.3
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0	0.0	0.0	0.0
hLT-adj	0.2	0.2	0.5	0.5	0.5	0.5	0.5	0.5
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.4		0.5	0.0	0.5	-0.2	0.5	-0.2

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20	3.20	3.20	3.20	3.20	3.20
x, initial	0.06		0.22	0.08	0.12	0.18	0.00	0.13
hd, final value (s)	5.89		6.44	5.93	6.42	5.70	6.73	5.99
x, final value	0.101		0.433	0.150	0.243	0.315	0.006	0.241
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t_s (s)	3.6		4.1	3.6	4.1	3.4	4.4	3.7

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	620		563	607	567	622	300	604
Delay (s/veh)	9.3		14.0	9.7	11.2	11.0	9.5	10.6
LOS	A		B	A	B	B	A	B
Approach: Delay (s/veh)	9.3		12.8		11.1		10.6	
LOS	A		B		B		B	
Intersection Delay (s/veh)	11.5							
Intersection LOS	B							

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HCS7 Two-Way Stop-Control Report

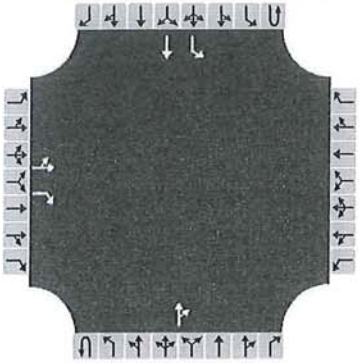
General Information

Analyst	EKM
Agency/Co.	ATE
Date Performed	11/28/2017
Analysis Year	2017
Time Analyzed	AM PEAK HOUR
Intersection Orientation	North-South
Project Description	EXISTING

Site Information

Intersection	US 101 SB/CATHEDRAL OAKS
Jurisdiction	CITY OF GOLETA
East/West Street	US 101 SB RAMPS
North/South Street	CATHEDRAL OAKS
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	0	0	0	0	1	0	0	1	1	0
Configuration		LT		R								TR		L	T	
Volume, V (veh/h)		45	0	75							118	281		322	225	
Percent Heavy Vehicles (%)		3	3	3										3		
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

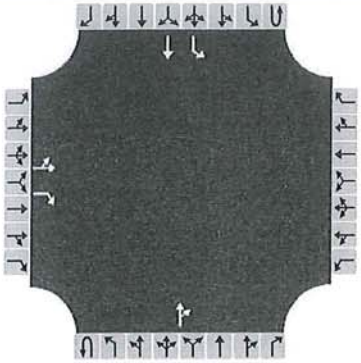
Flow Rate, v (veh/h)		49		82										350		
Capacity, c (veh/h)		439		791										1120		
v/c Ratio		0.11		0.10										0.31		
95% Queue Length, Q_{95} (veh)		0.4		0.3										1.3		
Control Delay (s/veh)		14.2		10.1										9.7		
Level of Service, LOS		B		B										A		
Approach Delay (s/veh)		11.6												5.7		
Approach LOS		B														

AWD: 9.7 SEC = LOS A

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	EKM	Intersection	US 101 SB/CATHEDRAL OAKS
Agency/Co.	ATE	Jurisdiction	CITY OF GOLETA
Date Performed	11/28/2017	East/West Street	US 101 SB RAMPS
Analysis Year	2017	North/South Street	CATHEDRAL OAKS
Time Analyzed	PM PEAK HOUR	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	EXISTING		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	0	0	0	0	1	0	0	1	1	0
Configuration		LT		R								TR		L	T	
Volume, V (veh/h)		34	1	43							242	156		104	241	
Percent Heavy Vehicles (%)		3	3	3										3		
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		38		47										113		
Capacity, c (veh/h)		384		1341										1120		
v/c Ratio		0.10		0.04										0.10		
95% Queue Length, Q_{95} (veh)		0.3		0.1										0.3		
Control Delay (s/veh)		15.4		7.8										8.6		
Level of Service, LOS		C		A										A		
Approach Delay (s/veh)		11.2												2.6		
Approach LOS		B														

AWD: 10.2 SEC = LOS B

HCS7 Two-Way Stop-Control Report

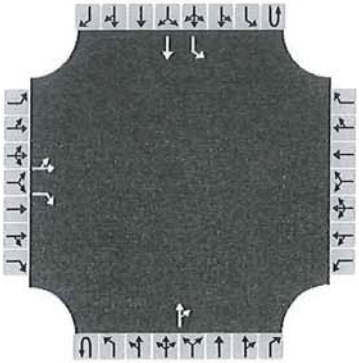
General Information

Analyst	EKM
Agency/Co.	ATE
Date Performed	11/28/2017
Analysis Year	2017
Time Analyzed	AM PEAK HOUR
Intersection Orientation	North-South
Project Description	CUMULATIVE

Site Information

Intersection	US 101 SB/CATHEDRAL OAKS
Jurisdiction	CITY OF GOLETA
East/West Street	US 101 SB RAMPS
North/South Street	CATHEDRAL OAKS
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	0	0	0	0	1	0	0	1	1	0
Configuration		LT		R								TR		L	T	
Volume, V (veh/h)		45	0	75							118	281		324	225	
Percent Heavy Vehicles (%)		3	3	3										3		
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		49		82										352		
Capacity, c (veh/h)		437		791										1120		
v/c Ratio		0.11		0.10										0.31		
95% Queue Length, Q_{95} (veh)		0.4		0.3										1.4		
Control Delay (s/veh)		14.3		10.1										9.7		
Level of Service, LOS		B		B										A		
Approach Delay (s/veh)		11.6												5.7		
Approach LOS		B														

AWD: 9.8 SEC = LOS A

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	EKM	Intersection	US 101 SB/CATHEDRAL OAKS
Agency/Co.	ATE	Jurisdiction	CITY OF GOLETA
Date Performed	11/28/2017	East/West Street	US 101 SB RAMPS
Analysis Year	2017	North/South Street	CATHEDRAL OAKS
Time Analyzed	PM PEAK HOUR	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	CUMULATIVE		

Lanes

Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	0	0	0	0	1	0	0	1	1	0
Configuration		LT		R								TR		L	T	
Volume, V (veh/h)		37	1	43							242	156		105	241	
Percent Heavy Vehicles (%)		3	3	3										3		
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		41		47										114		
Capacity, c (veh/h)		383		1341										1120		
v/c Ratio		0.11		0.04										0.10		
95% Queue Length, Q_{95} (veh)		0.4		0.1										0.3		
Control Delay (s/veh)		15.5		7.8										8.6		
Level of Service, LOS		C		A										A		
Approach Delay (s/veh)		11.4												2.6		
Approach LOS		B														

AWD: 10.2 SEC = LOS B

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	EKM
Agency/Co.	ATE
Date Performed	11/28/2017
Analysis Time Period	AM PEAK HOUR

Site Information

Intersection	04_EXISTING
Jurisdiction	CITY OF GOLETA
Analysis Year	2017

Project ID *FIRE STATION # 17070*

East/West Street: *HOLLISTER AVENUE* North/South Street: *CATHEDRAL OAKS*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	29	20	0	0	28	380
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	0	0	221	0	75
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	T	T	R			L	R
PHF	0.94	0.94	0.94	0.94			0.94	0.94
Flow Rate (veh/h)	30	21	29	404			235	79
% Heavy Vehicles	2	2	2	2			2	2
No. Lanes	2		2		0		2	
Geometry Group	5		5				1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0	0.0	0.0	0.0			1.0	0.0
Prop. Right-Turns	0.0	0.0	0.0	1.0			0.0	1.0
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0			0.0	0.0
hLT-adj	0.5	0.5	0.5	0.5			0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7			-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7			1.7	1.7
hadj, computed	0.5	0.0	0.0	-0.7			0.2	-0.6

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20			3.20	3.20
x, initial	0.03	0.02	0.03	0.36			0.21	0.07
hd, final value (s)	6.31	5.81	5.42	4.72			5.26	4.46
x, final value	0.053	0.034	0.044	0.529			0.343	0.098
Move-up time, m (s)	2.3		2.3				2.0	
Service Time, t_s (s)	4.0	3.5	3.1	2.4			3.3	2.5

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	600	700	725	762			691	790
Delay (s/veh)	9.4	8.7	8.4	12.6			11.0	7.9
LOS	A	A	A	B			B	A
Approach: Delay (s/veh)	9.1		12.3				10.2	
LOS	A		B				B	
Intersection Delay (s/veh)	11.3							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	EKM
Agency/Co.	ATE
Date Performed	11/28/2017
Analysis Time Period	PM PEAK HOUR

Site Information

Intersection	04_PM
Jurisdiction	CITY OF GOLETA
Analysis Year	2017

Project ID *FIRE STATION # 17070*

East/West Street: *HOLLISTER AVENUE* North/South Street: *CATHEDRAL OAKS*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	59	25	0	0	19	354
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	0	0	249	0	37
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	T	T	R			L	R
PHF	0.91	0.91	0.91	0.91			0.91	0.91
Flow Rate (veh/h)	64	27	20	389			273	40
% Heavy Vehicles	2	2	2	2			2	2
No. Lanes	2		2		0		2	
Geometry Group	5		5				1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0	0.0	0.0	0.0			1.0	0.0
Prop. Right-Turns	0.0	0.0	0.0	1.0			0.0	1.0
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0			0.0	0.0
hLT-adj	0.5	0.5	0.5	0.5			0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7			-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7			1.7	1.7
hadj, computed	0.5	0.0	0.0	-0.7			0.2	-0.6

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20			3.20	3.20
x, initial	0.06	0.02	0.02	0.35			0.24	0.04
hd, final value (s)	6.35	5.85	5.52	4.82			5.33	4.54
x, final value	0.113	0.044	0.031	0.521			0.404	0.050
Move-up time, m (s)	2.3		2.3				2.0	
Service Time, t_s (s)	4.1	3.5	3.2	2.5			3.3	2.5

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	582	675	667	748			683	800
Delay (s/veh)	9.9	8.8	8.4	12.6			11.9	7.8
LOS	A	A	A	B			B	A
Approach: Delay (s/veh)	9.5		12.4				11.4	
LOS	A		B				B	
Intersection Delay (s/veh)	11.7							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	EKM
Agency/Co.	ATE
Date Performed	11/28/2017
Analysis Time Period	AM PEAK HOUR

Site Information

Intersection	04_AM_CU
Jurisdiction	CITY OF GOLETA
Analysis Year	2017

Project ID FIRE STATION 10 # 17070

East/West Street: HOLLISTER AVENUE | North/South Street: CATHEDRAL OAKS

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	29	20	0	0	28	380
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	0	0	221	0	75
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	T	T	R			L	R
PHF	0.94	0.94	0.94	0.94			0.94	0.94
Flow Rate (veh/h)	30	21	29	404			235	79
% Heavy Vehicles	2	2	2	2			2	2
No. Lanes	2		2		0		2	
Geometry Group	5		5				1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0	0.0	0.0	0.0			1.0	0.0
Prop. Right-Turns	0.0	0.0	0.0	1.0			0.0	1.0
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0			0.0	0.0
hLT-adj	0.5	0.5	0.5	0.5			0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7			-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7			1.7	1.7
hadj, computed	0.5	0.0	0.0	-0.7			0.2	-0.6

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20			3.20	3.20
x, initial	0.03	0.02	0.03	0.36			0.21	0.07
hd, final value (s)	6.31	5.81	5.42	4.72			5.26	4.46
x, final value	0.053	0.034	0.044	0.529			0.343	0.098
Move-up time, m (s)	2.3		2.3				2.0	
Service Time, t_s (s)	4.0	3.5	3.1	2.4			3.3	2.5

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	600	700	725	762			691	790
Delay (s/veh)	9.4	8.7	8.4	12.6			11.0	7.9
LOS	A	A	A	B			B	A
Approach: Delay (s/veh)	9.1		12.3				10.2	
LOS	A		B				B	
Intersection Delay (s/veh)	11.3							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	EKM
Agency/Co.	ATE
Date Performed	11/28/2017
Analysis Time Period	PM PEAK HOUR

Site Information

Intersection	04_PM_CU
Jurisdiction	CITY OF GOLETA
Analysis Year	2017

Project ID *FIRE STATION 10 # 17070*

East/West Street: *HOLLISTER AVENUE* North/South Street: *CATHEDRAL OAKS*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	59	25	0	0	19	354
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	0	0	249	0	37
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	L	T	T	R			L	R
PHF	0.91	0.91	0.91	0.91			0.91	0.91
Flow Rate (veh/h)	64	27	20	389			273	40
% Heavy Vehicles	2	2	2	2			2	2
No. Lanes	2		2		0		2	
Geometry Group	5		5				1	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0	0.0	0.0	0.0			1.0	0.0
Prop. Right-Turns	0.0	0.0	0.0	1.0			0.0	1.0
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0			0.0	0.0
hLT-adj	0.5	0.5	0.5	0.5			0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7			-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7			1.7	1.7
hadj, computed	0.5	0.0	0.0	-0.7			0.2	-0.6

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20			3.20	3.20
x, initial	0.06	0.02	0.02	0.35			0.24	0.04
hd, final value (s)	6.35	5.85	5.52	4.82			5.33	4.54
x, final value	0.113	0.044	0.031	0.521			0.404	0.050
Move-up time, m (s)	2.3		2.3				2.0	
Service Time, t_s (s)	4.1	3.5	3.2	2.5			3.3	2.5

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	582	675	667	748			683	800
Delay (s/veh)	9.9	8.8	8.4	12.6			11.9	7.8
LOS	A	A	A	B			B	A
Approach: Delay (s/veh)	9.5		12.4				11.4	
LOS	A		B				B	
Intersection Delay (s/veh)	11.7							
Intersection LOS	B							

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City of Goleta

Cumulative Projects List - External

Updated 11/13/17

Case #	Project	Address	APN	Land Use	Acreage	Project Description	Planner	Status
PROJECTS UNDER CONSTRUCTION								
10-043-DP- et al.	Village at Los Carneros	Calle Koral and Los Carneros Road	073-330-024, -026, -027, -028, -029	Residential	43.14	465 units on 43.14 acres	K. Allen	Under construction
01-SB-DP; CUP	Fairview Commercial Center	151 S. Fairview Avenue	073-080-019	Commercial	0.8	7,476 sf commercial/retail building	J. Pearson	Under construction
12-086-RZ, -VTM	Harvest Hill Ranch	880 Cambridge Drive	069-620-044	Residential	4.73	7 lot subdivision with net of 6 homes	B. Hiefield	Under construction
03-051-RZ, -DP, -CUP	Islamic Society of SB	N/E Corner of Los Carneros and Calle Real	077-160-035	Commercial	0.59	6,183 sf building with prayer room, meeting area and 1 caretaker unit	J. Pearson	Under construction
04-226-TM, -DP	Citrus Village	7388 Calle Real	077-490-043	Residential	1.02	10 residential units	J. Pearson	Under construction
14-026-GPA, -RZ, -VTM, -DP	Old Town Village	South Kellogg Avenue	071-130-02	Residential and Commercial	12.31	Mixed Use of 175 townhomes with shopkeeper and livework unit	M. Chang	Under construction
09-075-TPM, -DP and 09-079-DP AM	Marriott Residence Inn	6300 Hollister Avenue	073-050-020	Commercial	10.57	80,989 sf hotel (118 rooms)	J. Pearson	Under construction
09-133-DP; 15-177-LUP	Highway Recycling	909 South Kellogg Avenue	071-190-034	Industrial	11.71	Concrete and asphalt recycling facility with temporary and permament equipment. Includes new creek restoration, fencing, landscaping, trash enclosure, retaining wall, and drainage improvements.	K. Phung / Lisa Prasse	Under Construction

City of Goleta

Cumulative Projects List - External

Updated 11/13/17

Case #	Project	Address	APN	Land Use	Acreage	Project Description	Planner	Status
APPROVED PROJECTS (NOT CONSTRUCTED)								
16-063-DPAM-DRB	McDonalds Drive Thru Expansion	1465 South Fairview Avenue	071-051-025	Commercial	0.72	Second drive thru lane, revised parking and circulation, and new landscaping	B. Hiefield	Approved
14-118-DP-CDP	Rancho Estates Mobile Home Park Fire Improvements (Rancho Goleta)	7465 Hollister Avenue	079-210-058, 079-442-023	Residential and Open Space	19.11	New fire access road, new/upgraded fire hydrants, new water lines, and bring existing car wash into conformance	J. Pearson	Approved
17-047-PCR	Pacific Beverage at Cabrillo Business Park Reduced Project	355 Coromar Drive	073-610-036	Industrial	7.6	Reduction in 24,398 sf from previously approved building	D. Mimick	Approved
15-107-DPRV-DRB	Site Improvements	130 Robin Hill Road	073-050-015	Industrial (Business Park)	3	768-sf elevator addition, 1,100-sf new building, and 314-sf addition to rear of building	B. Hiefield	Approved
17-055-DPRV (17-055-DPRV, 07-229-DP)	Schwann Self Storage	10 S. Kellogg Avenue	071-090-082	Industrial	2.06	Addition of basements to 3 previously approved but unconstructed buildings for a 135,741 sf self-storage facility	J. Pearson	Approved
09-140-DP (17-023-DPAM)	Cortona Apartments	6830 Cortona Drive	073-140-016	Residential	8.82	176 residential units	J. Hubbell / K. Phung	Approved
15-063-DP-DRB	Fuel Depot	180 N. Fairview Avenue	069-110-054	Commercial	0.28	Reconstruction of convenience store/auto-service building (2,396 sf); No changes to existing fueling stations or canopy.	D. Mimick	Approved

City of Goleta

Cumulative Projects List - External

Updated 11/13/17

Case #	Project	Address	APN	Land Use	Acreage	Project Description	Planner	Status
12-091-DP	Somera Medical Office Building	454 S. Patterson Avenue	065-090-013	Commercial	8	20,000 sf net new medical/dental office building	B. Hiefield	Approved
15-126-DP-TPM	Ward Renovations and Lot Split	749 and 759 Ward Drive	071-170-035, -014	Industrial	2.88	New building façade, new site renovations, and lot split	J. Pearson	Approved

City of Goleta

Cumulative Projects List - External

Updated 11/13/17

Case #	Project	Address	APN	Land Use	Acreage	Project Description	Planner	Status
PENDING PROJECTS (Complete Applications)								
05-154-GPA, -RZ, -VTM	Shelby	7400 Cathedral Oaks Road	077-530-019	Residential	15.8 (gross); 14.88 (net)	60 residential units	L. Prasse	Pending/On Hold - due to water availability.
08-205-GPA, -RZ, -VTM	Kenwood Village	Calle Real w/o Calaveras Avenue	077-130-066, -019; 077-141-049	Residential	10	60 residential units	K. Allen	Pending/On Hold - due to water availability.
13-054-TE-CUP RV; 08-139-CUP; and 08-138-OA, -CUP	Fairview Gardens	598 North Fairview Avenue	069-090-052	Agriculture	11.65	Master Use Permit and Special Events	B. Hiefield	Pending - Waiting on applicant to submit revised project description.
14-049-, -VTM, -DR, -CUP	Heritage Ridge	North of Calle Koral and West of Los Carneros	073-060-031 thru -043	Residential	16.2	228 residential apartments and 132 senior apartments	S. Diaz	Pending - Preparation of Final EIR.
13-039-CUP	Ellwood Mesa Coastal Trails and Habitat Restoration Project	NA	079-210-024, -069, -015, -014, -013, -072, -071, -70	Recreation	724	Improve 7.1 miles of trails, improve 3 drainage crossings, improve 2 beach access points, and 13 acres of habitat restoration	A. Newkirk	Pending Coastal Commission Approval (City Complete).
PENDING PROJECTS (Incomplete Applications)								
16-161-PCR-OSP	Cabrillo Business Park, Lot 5	6789 Navigator Way	073-610-024	Office/Light Industrial	1.93	New 23,882-sf builidng within Cabrillo Business Park	D. Mimick	Pending - City issued Incomplete Letter on 10.18.17. Waiting on applicants resubmittal.
16-162-PCR-OSP	Cabrillo Business Park, Lot 6	6765 Navigator Way	073-610-025	Office/Light Industrial	1.27	New 16,750-sf builidng within Cabrillo Business Park	D. Mimick	Pending - City issued Incomplete Letter on 10.18.17. Waiting on applicants resubmittal.

City of Goleta

Cumulative Projects List - External

Updated 11/13/17

Case #	Project	Address	APN	Land Use	Acreage	Project Description	Planner	Status
16-163-PCR-OSP	Cabrillo Business Park, Lot 7	6759 Navigator Way	073-610-026	Office/ Light Industrial	2.11	New 31,584-sf builidng within Cabrillo Business Park	D. Mimick	Pending - City issued Incomplete Letter on 10.18.17. Waiting on applicants resubmittal.
16-164-PCR-OSP	Cabrillo Business Park, Lot 9	301 Coromar Drive	073-210-027	Office/Light Industrial	3.12	New 44,924-sf builidng within Cabrillo Business Park	D. Mimick	Pending - City issued Incomplete Letter on 10.18.17. Waiting on applicants resubmittal.
16-165-PCR-OSP	Cabrillo Business Park, Lot 14	289 Coromar Drive	073-310-003	Office/Light Industrial	2.94	Option A: New 27,499-sf builidng within Cabrillo Business Park. Option B: New 44,004-sf building within Cabrillo Business Park.	K. Allen	Pending - City issued Incomplete Letter on 10.18.17. Waiting on applicants resubmittal.
16-097-DP-DRB	Calle Real Hotel	5955 Calle Real	069-110-018	Commercial	1.98	134-room 3-story hotel	B. Hiefield	Pending - City issued Incomplete Letter on 8.22.17. Waiting on applicants resubmittal.
13-141-DRB, -CUP, -DP	Fuel Depot with Car Washes	370 Storke Road	073-100-008	Commercial	1	1,667 sf new drive-in carwash, self-serve car wash, gas fueling dispensers and manager's residence; Zizzo's Coffee building to remain	D. Mimick	Pending - City issued Incomplete Letter on 2.6.14. Waiting on applicants resubmittal.
14-019-DRB, -DP, -VTM	Willow Industrial Park	891 S. Kellogg Avenue	071-170-079, -080, -083	Industrial	14.76	146,000 sf new Light Industrial with outdoor storage and 2,587 sf office building	J. Pearson	Pending - City issued Incomplete Letter on 8.18.17. Waiting on applicants resubmittal.

City of Goleta

Cumulative Projects List - External

Updated 11/13/17

Case #	Project	Address	APN	Land Use	Acreage	Project Description	Planner	Status
17-033-DPAM-DRB	Providence Middle/High School	5385 Holiister Avenue	071-140-075	Commercial	2.3	Façade improvement to exisitng 21,408 sf building and other associated site improvements	J. Hubbell	Pending - In 30 day review by the City.
17-094-DP-TPM-DRB	Cortona Industrial Project	6864/6868 Cortona Drive	073-140-027	Light Industrial	0.61	23,000-sf light industrial building use building and tentative parcel map.	K. Allen	Pending - City issued Incomplete Letter on 9.8.17. Waiting on applicants resubmittal.
17-122-DPAM	Santa Barbara Honda	475 South Kellogg	071-140-067, 071-140-068	Commercial	7.53	Includes façade improvements, a 1.628 sf enclosure of existing canopy for added showroom, a new 5,175 sf new enclosed canopy, and a new 300 sf new parts room.	K. Phung	Pending - City issued Incomplete Letter on 11.3.17. Waiting on applicants resubmittal.
17-110-CUP-DRB	Verizon Wireless Antenna at U.S. Post Office	400 Storke Road	073-610-007	Industrial	19.99	New 66 ft tall monopine wireless tower	J. Pearson	Pending - City issued Incomplete Letter on 9.15.17. Waiting on applicants resubmittal.
17-121-DP-DRB	Sywest	907 South Kellogg Avenue	071-190-035	Industrial	11.71	70,594 sf high cube industrial building	B. Hiefield	Pending - City issued Incomplete Letter on 11.3.17. Waiting on applicants resubmittal.

Associated Transportation Engineers
Trip Generation Worksheet - With In/Out Splits

CUMULATIVE TRIP GENERATION (#17070)																
Land-Use	Size		ADT		A.M.						P.M.					
			Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
CITRUS VILLAGE - RESIDENTIAL	10	Units	9.44	94	0.740	7	25%	2	75%	5	0.99	10	63%	6	37%	4
SHELBY - RESIDENTIAL (b)	60	Units	9.57	574	0.750	45	25%	11	75%	34	1.01	61	64%	39	36%	22
KENWOOD VILLAGE - SFD	13	Units	9.52	124	0.750	10	30%	3	70%	7	1.00	13	50%	7	50%	6
KENWOOD VILLAGE - TOWNHOMES	47	Units	5.81	273	0.440	21	17%	4	83%	17	0.52	24	68%	16	32%	8
TOTAL PROJECT TRIPS:				**1,065**		**62**		**16**		**46**		**84**		**52**		**40**

(a) ITE trip generation rate for Single Family Detached Housing (#210)
(b) 7400 Cathedral Oaks Road Traffic and Circulation Study, Associated Transportation Engineers, 2011.
(c) Kenwood Village Updated Traffic and Circulation Study, Associated Transportation Engineers, 2016.