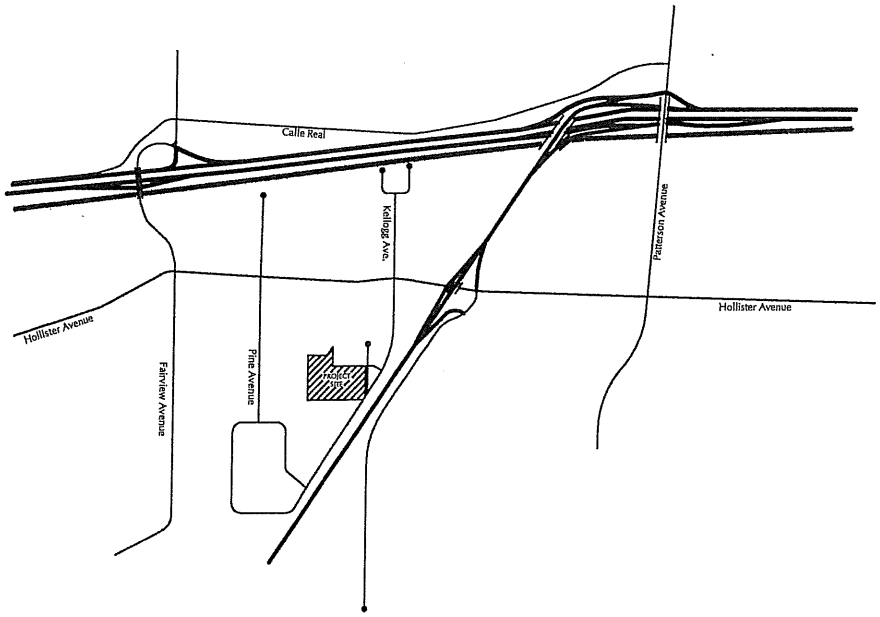
Appendix H

Traffic Study

OLD TOWN VILLAGE MIXED-USE PROJECT
CITY OF GOLETA, CALIFORNIA

TRAFFIC, CIRCULATION, AND PARKING STUDY



October 1, 2014 **ATE Project #14015**

Prepared For:
City Ventures
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October 1, 2014 14015R01

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Newport Beach, CA 92660

TRAFFIC, CIRCULATION, AND PARKING STUDY
FOR THE OLD TOWN VILLAGE MIXED-USE PROJECT - CITY OF GOLETA, CA

Associated Transportation Engineers (ATE) has prepared the following traffic, circulation, and parking study for the Old Town Village Mixed-Use Project, located in the City of Goleta. The study evaluates potential traffic, circulation, and parking impacts associated with the project and identifies improvements where required.

Associated Transportation Engineers

Scott A. Schell, AICP, PTP
Principal Transportation Planner

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INTRODUCTION

The following report contains an analysis of the potential traffic and circulation impacts associated with the Old Town Village Mixed-Use Project, located in the City of Goleta. The report evaluates existing and future traffic conditions within the project study-area and recommends improvements where necessary. The report also contains an analysis of the project's site access, circulation, and parking plan. An analysis of the project's consistency with the policies outlined in the Congestion Management Program (CMP) is provided.

PROJECT DESCRIPTION

The project site is located on the west side of South Kellogg Avenue in the Old Town area of the City of Goleta. Figure 1 shows the location of the project site within the City. The project is proposing to develop the site, which is currently occupied with agricultural uses, with a mixed-use development consisting of 175 residential units. Twenty-eight of the units would be configured as shop-keeper units with an attached 275 square-feet (SF) of commercial-office space (7,700 SF total commercial space) and 34 units would be live-work flex units that would contain 192 SF of space (6,528 total SF) that could be used as a live-work office or additional living space depending on the owners preference. Access to the project site is proposed via driveways on South Kellogg Avenue and the future extension of Ekwill Street that will be constructed along the project's northern frontage. Parking for the project is provided via 461 on-site parking spaces (350 covered and 111 uncovered spaces) and 28 spaces on Ekwill Street adjacent to the project spaces (489 total parking spaces provided). Figure 2 presents the project site plan.

EXISTING CONDITIONS

Street Network

The project site is served by a network of highways, arterial streets, and collector streets, as illustrated in Figure 1. The following text provides a brief discussion of the major components of the study-area street network.

U.S. Highway 101, located north of the project site, is a multi-lane interstate highway serving the Pacific coast between Los Angeles and the state of Washington. This highway is the principal route between the City of Goleta and the adjacent cities of Santa Barbara, Carpenteria, and Ventura to the south and the cities of Buellton and Santa Maria to the north. Access to U.S. Highway 101 would be provided via the Fairview Avenue and State Route (SR) 217 interchanges.

Source: Google Maps

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EXISTING STREET NETWORK AND PROJECT SITE LOCATION

FIGURE 1

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Project Description

The proposed project includes the development of 113 residential townhomes, 28 mixed use shopkeeper units, and 34 live-work townhomes on a 12.38 acre site. The proposed development is located on the southern 8.74 acres of the site. The remaining land will be occupied by Ekwill Road and an undeveloped portion of the site to the north which will be used for Stormwater Management. The project also includes a 1,500 square foot community center and gym for use by the residents. The intent of the project is to provide moderately priced homes for the workforce in the community and small commercial offices to serve the start-up high tech industry in Goleta and at the University.

Project Information

Gross Lot Area:	12.38 Acre (539,401 sf)
Net Lot Area :	9.74 Acre (424178 sf) (Excludes Ekwill and Undeveloped Portion)
GP Designation:	Visitor Commercial (C-V)
Zoning:	Resort Visitor Serving Commercial (C-V)
Proposed GP Designation:	General Commercial (C-G)
Proposed Zoning:	OT-RIGC Old Town Residential/General Commercial

Legend/ Unit Type & Count

	Unit (Total)	Gross sf	Net sf
: Community Center	(1)	1,500 sf	1,350 sf
P1 : 3 Bedroom/ 3 1/2 Bath Townhouse	(35)	2,300 sf	2,132 sf
P2 : 4 Bedroom/ 3 1/2 Bath Townhouse	(55)	1,980 sf	1,835 sf
P3 : 2 Bedroom/ 2 1/2 Bath Townhouse	(23)	1,450 sf	1,344 sf
P4 : 3 Bedroom/ 2 1/2 Bath Live - Work - Flex	(34)	2,018 sf	1,868 sf
P5 : 3 Bedroom 3 1/2 Bath Live - Shop Keeper Unit	(28)	2,400 sf	2,230 sf
: Bike Storage	(4)	1,736 sf	1710 sf (Total)
All Garages:		420 sf	360 sf
	175 Units Total		

Parking

Provided Parking:	Covered Spaces	350
	Open Parking (on Site)	111
	Parking on Ekwill (outside ROW)	30
Total:		491 Spaces
Parking Required:	2 spaces/2 bed unit (23 Units)	46
	2.5 Spaces/3 bed unit (152 Units)	380
	Guest is 1 space/5 units	35
	1 Space/ 300 sf Commercial	28
Total:		489 Spaces

Lot Coverage

	Square Feet (Gross)	Percent
Buildings:	155,370	37%
Parking/ Driveways:	131,431	31%
Hardscape:	51,102	12%
Open Space:	86,195	20%
Lot Size (Total):	424,178	100%

Vicinity Map

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10 E. Figueroa St., Suite 1
Santa Barbara, CA 93101
Tel: 805.963.8283 Fax: 805.963.8184
www.peikertgroup.com

City Ventures

Old Town Village
South Kellogg Ave & Ekwill, Goleta, CA

Site Plan & Project Data

02.25.2014

1

Associated Transportation Engineers

PROJECT SITE PLAN

FIGURE 2

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State Route (SR) 217 is a four-lane freeway located east of the project site. SR 217 extends on a northeast to southwest diagonal alignment between U.S. Highway 101 and UCSB. The U.S. 101/SR 217 interchange would provide access to the project site for motorists traveling to and from the east on U.S. 101.

Hollister Avenue, located north of the project site, is a 4-lane arterial roadway that extends westerly from State Route 154 through the Goleta Valley to its terminus at Calle Real. This roadway provides the primary east-west surface street route through the City of Goleta.

Fairview Avenue, located to the west of the project site, is a north-south 2- to 4-lane arterial roadway. North of Hollister Avenue, Fairview Avenue extends as a 4-lane roadway connecting with the U.S. 101 interchange, Calle Real and Cathedral Oaks Road. Fairview Avenue extends south of Hollister Avenue to its terminus at Fowler Road. The U.S. 101/Fairview Avenue Interchange would provide freeway access to the project site for motorists traveling to and from the west.

Pine Avenue, located to the west of the project site, is a two-lane road that extends south from Hollister Avenue and eventually transitions to Thornwood Drive.

Kellogg Avenue, located along the project's eastern frontage, is a two-lane road that extends north from Thornwood Drive to its terminus at Depot Road just south of the U.S. 101 Freeway. A proposed driveway connection to Kellogg Avenue would provide access to the project site.

Ekwill Street, is a two-lane road that connects to Ward Drive east of the SR 217 freeway. The City is proposing to construct an extension of Ekwill Street that would connect from Kellogg Avenue to Fairview Avenue. The eastern portion of the proposed extension would be located adjacent to the project's northern frontage. A proposed driveway connection to the future segment of Ekwill Street would provide access to the site.

Roadway Operations

Figure 3 shows the existing average daily traffic (ADT) volumes for the study-area roadways. Existing roadway volumes were obtained from counts conducted in 2013 by the City of Goleta (count data contained in the Technical Appendix for reference). The operational characteristics of the study-area roadways were analyzed based on the City of Goleta engineering roadway design capacities (summarized in the Technical Appendix). Table 1 shows the existing ADT volumes and the City's Acceptable Capacity thresholds for the key roadways in the project study-area.

Table 1
Existing Average Daily Roadways Volumes

Roadway Segment	Roadway Classification	Geometry	Acceptable Capacity	Existing ADT
Calle Real e/o Fairview Avenue	Major Arterial	4-Lane	34,000	14,300
Fairview Avenue n/o Hollister Avenue	Major Arterial	4-Lane	34,000	23,700
Fairview Avenue s/o Hollister Avenue	Major Arterial	4-Lane 3-Lane	34,000 25,500	9,000
Hollister Avenue e/o Fairview Avenue	Major Arterial	4-Lane	34,000	20,100
Hollister Avenue e/o Pine Avenue	Major Arterial	4-lane	34,000	20,200
Hollister Avenue e/o Kellogg Avenue	Major Arterial	4-Lane	34,000	20,400
Hollister Avenue e/o Ward Drive	Major Arterial	4-Lane	34,000	13,800
Kellogg Avenue s/o Hollister Avenue	Collector Street	2-Lane	9,280	1,700

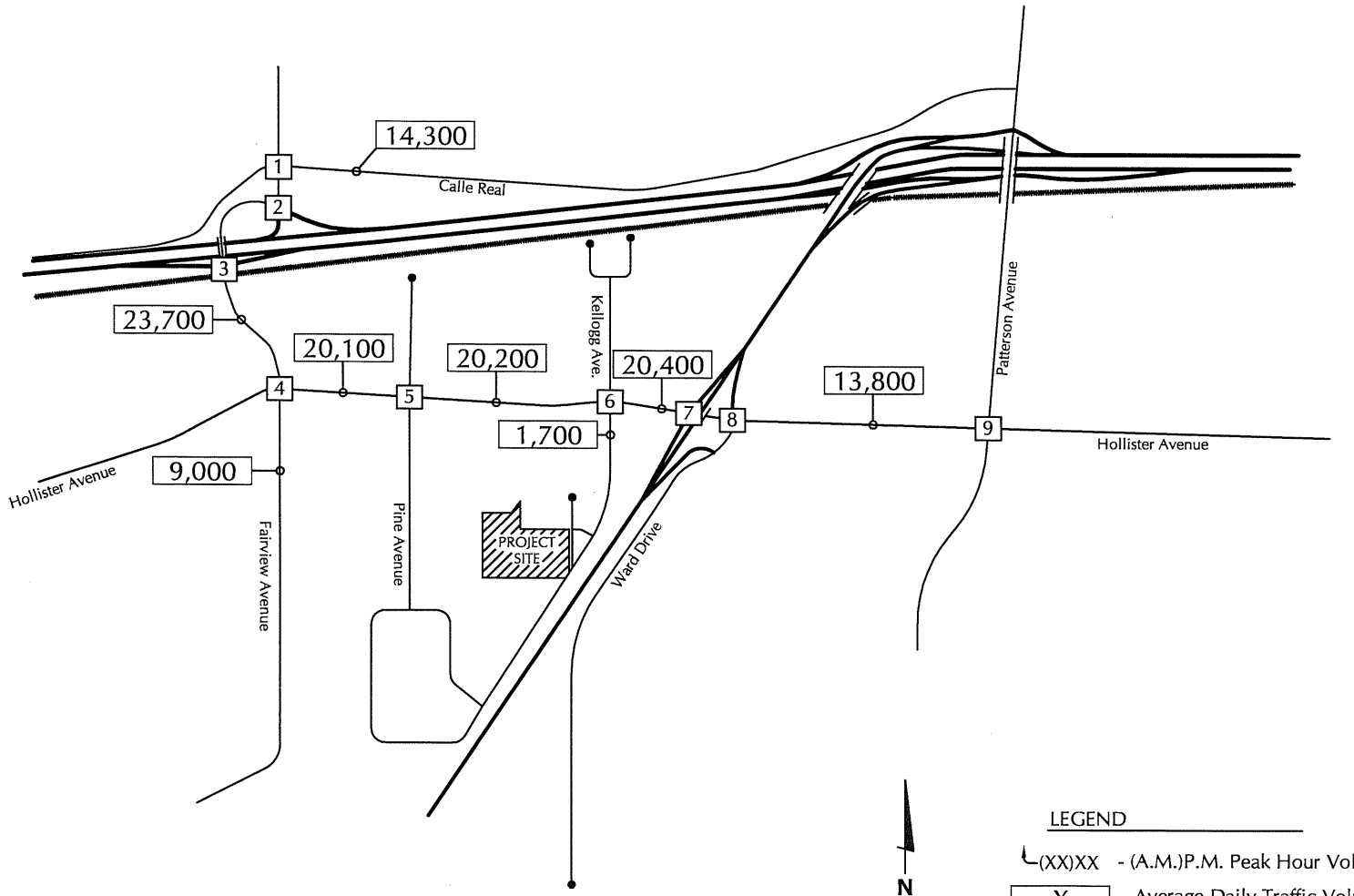
The data in Table 1 shows that the study-area roadway segments currently carry volumes within the City of Goleta's Acceptable Capacity designations.

Intersection Operations

Because traffic flow on urban arterials is most constrained at intersections, detailed traffic flow analyses focus on the operating conditions of critical intersections during peak travel periods. In rating intersection operations, "Levels of Service" (LOS) A through F are used, with LOS A indicating free flow operations and LOS F indicating congested operations (more complete definitions of levels of service are included in the Technical Appendix). The City of Goleta has established LOS C as the minimum acceptable operating standard for intersections.

Existing peak hour volumes for the study-area intersections were obtained from traffic counts conducted by the City of Goleta in 2013 (traffic count data is contained in the Technical Appendix for reference). Figure 3 shows the peak hour turning movements for the study-area intersections. Figure 4 presents the existing lane geometry and traffic controls for the study-area intersections.

Levels of service were calculated for the signalized intersections using the "Intersection Capacity Utilization" (ICU) methodology. Table 2 presents the existing levels of service for the study-area intersections (calculation worksheets are contained in the Technical Appendix).



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39(27) 229(76) 266(400)	(239)429 (391)442	(162)441

2		
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691(371) 219(129)		

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37(5) 687(450) 41(53)	(58)111 (9)8	(92)199

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438(310) 681(314) 43(148)	(48)125 (56)111	(58)116

9		
595(263) 139(308) 169(274)		(432)369 (472)313 (67)29
345(80) 779(221) 20(31)	(29)41 (133)270	(47)82

N
NOT TO SCALE

LEGEND
(XX)XX - (A.M.)P.M. Peak Hour Volume
X - Average Daily Traffic Volume

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EXISTING TRAFFIC VOLUMES

FIGURE 3

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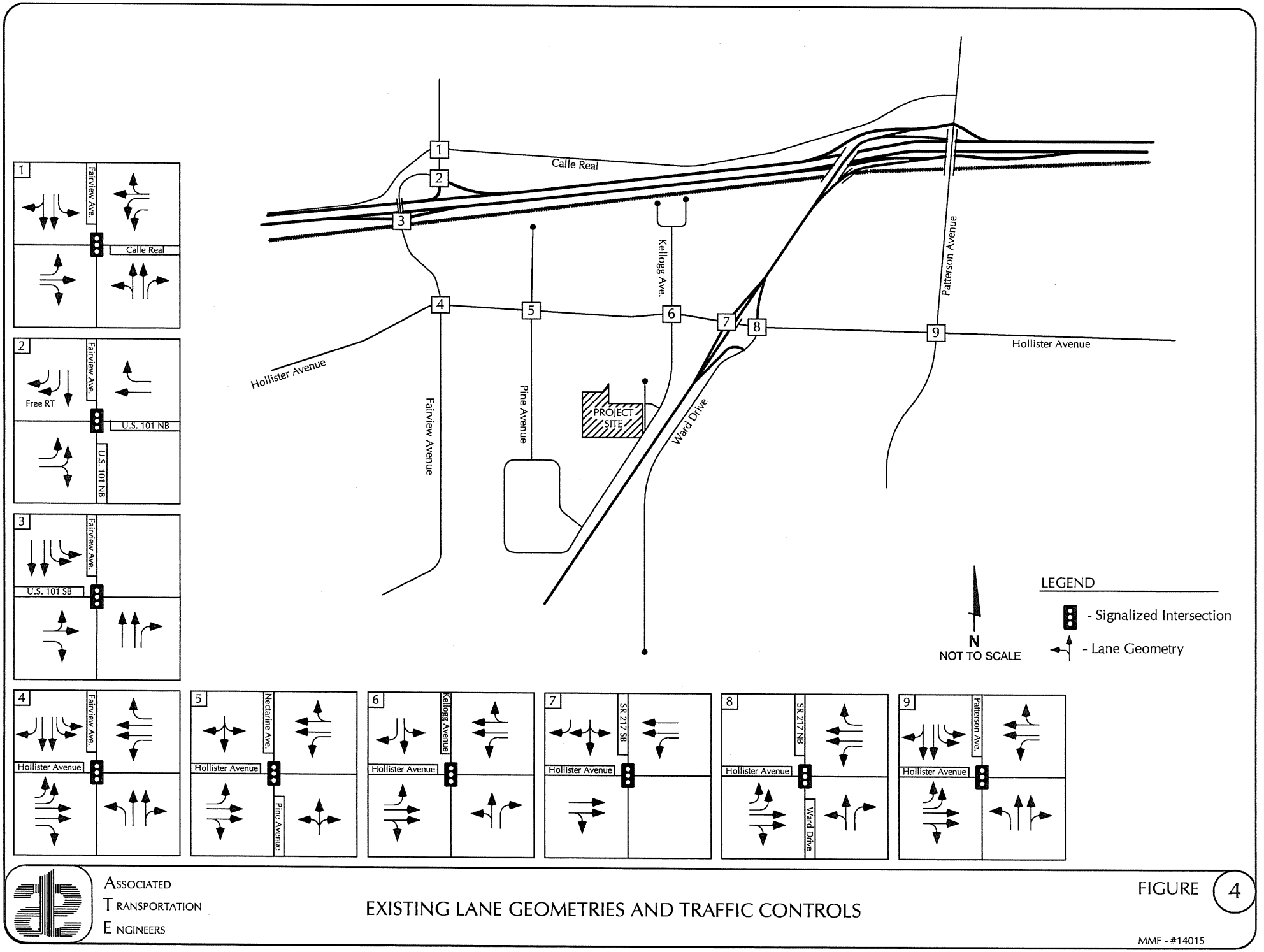

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EXISTING LANE GEOMETRIES AND TRAFFIC CONTROLS

FIGURE 4

MMF - #14015

Table 2
Existing Intersection Levels of Service

Intersection	Control	A.M. Peak		P.M. Peak	
		ICU	LOS	ICU	LOS
Calle Real/Fairview Avenue	Signal	0.618	B	0.732	C
U.S. 101 NB Ramps/Fairview Avenue	Signal	0.735	C	0.650	B
U.S. 101 SB Ramps/Fairview Avenue	Signal	0.618	B	0.634	B
Hollister Avenue/Fairview Avenue	Signal	0.493	A	0.612	B
Hollister Avenue/Pine Avenue	Signal	0.406	A	0.472	A
Hollister Avenue/Kellogg Avenue	Signal	0.524	A	0.556	A
SR 217 SB Ramps/Hollister Avenue	Signal	0.583	A	0.637	B
SR 217 NB Ramps-Ward Drive/Hollister Ave.	Signal	0.431	A	0.546	A
Hollister Avenue/Patterson Avenue	Signal	0.518	A	0.657	B

The data presented in Table 2 show that all of the study-area intersections currently operate at LOS C or better during the A.M. and P.M. peak hour periods. These operations are considered acceptable based on the City's LOS C operating standard.

THRESHOLDS OF SIGNIFICANCE

The City of Goleta's CEQA traffic impact thresholds were used for this analysis and include the following criteria:

A. The project will result in a significant impact on transportation and circulation if proposed project traffic increases the volume to capacity (V/C) ratio at local intersections by the values provided in the following table:

Significant Changes In Levels Of Service	
Intersection Level of Service (Including Project)	**Increase in V/C or Trips Greater Than**
LOS A	0.20
LOS B	0.15
LOS C	0.10
LOS D	15 Trips
LOS E	10 Trips
LOS F	5 Trips

B. The project's access to a major road or arterial road would require access that would create an unsafe situation, a new traffic signal, or major revisions to an existing traffic signal.

C. The project would add traffic to a roadway that has design features (e.g., narrow width, road-side ditches, sharp curves, poor sight distance, inadequate pavement structure) that would become a potential safety problem with the addition of project traffic.

D. Project traffic would utilize a substantial portion of an intersection's capacity where the intersection is currently operating at acceptable levels of service, but with cumulative traffic would degrade to or approach LOS D (V/C 0.80) or lower. Substantial is defined as a minimum change of 0.03 for an intersection which would operate from 0.80 to 0.85, a change of 0.02 for an intersection which would operate from 0.86 to 0.90 and a change of 0.01 for an intersection which would operate greater than 0.90 (LOS E or worse).

The City of Goleta's roadway impact threshold defines a significant roadway impact if a project would increase traffic volumes by more than 1.0 percent (either project-specific or project contribution to cumulative impacts) on a roadway that currently exceeds its Acceptable Capacity or is forecast to exceed its Acceptable Capacity under cumulative conditions.

PROJECT-SPECIFIC ANALYSIS

Project Trip Generation

Trip generation estimates were developed for the proposed project based on rates presented in the Institute of Transportation Engineers (ITE) Trip Generation report[1] for Residential Town Home/Condominium (Land Use Code #231) and General Office (Land-Use Code # 710) uses. Trip generation estimates for the existing agricultural uses that occupy the site were forecast using the agricultural trip rates presented in the SANDAG trip generation report[2].

The trip generation analysis assumes that the 7,700 SF of commercial space in the shopkeeper units and the 6,528 SF of flex space in the live-work units would be fully occupied with office uses in order to provide conservative trip forecasts (14,228 SF total office space). A 15% mixed-use reduction was applied to the office trips to account for residents that would live and work on site. The mixed-use factor was not applied to the residential trip forecasts in order to provide a conservative analysis. Table 3 presents the trip generation estimates for the Old Town Village Mixed-Use Project.

[1] Trip Generation, Institute of Transportation Engineers, 9th Edition, 2012.

[2] Trip Generators, San Diego County Association of Governments, 2002.

Table 3
Project Trip Generation

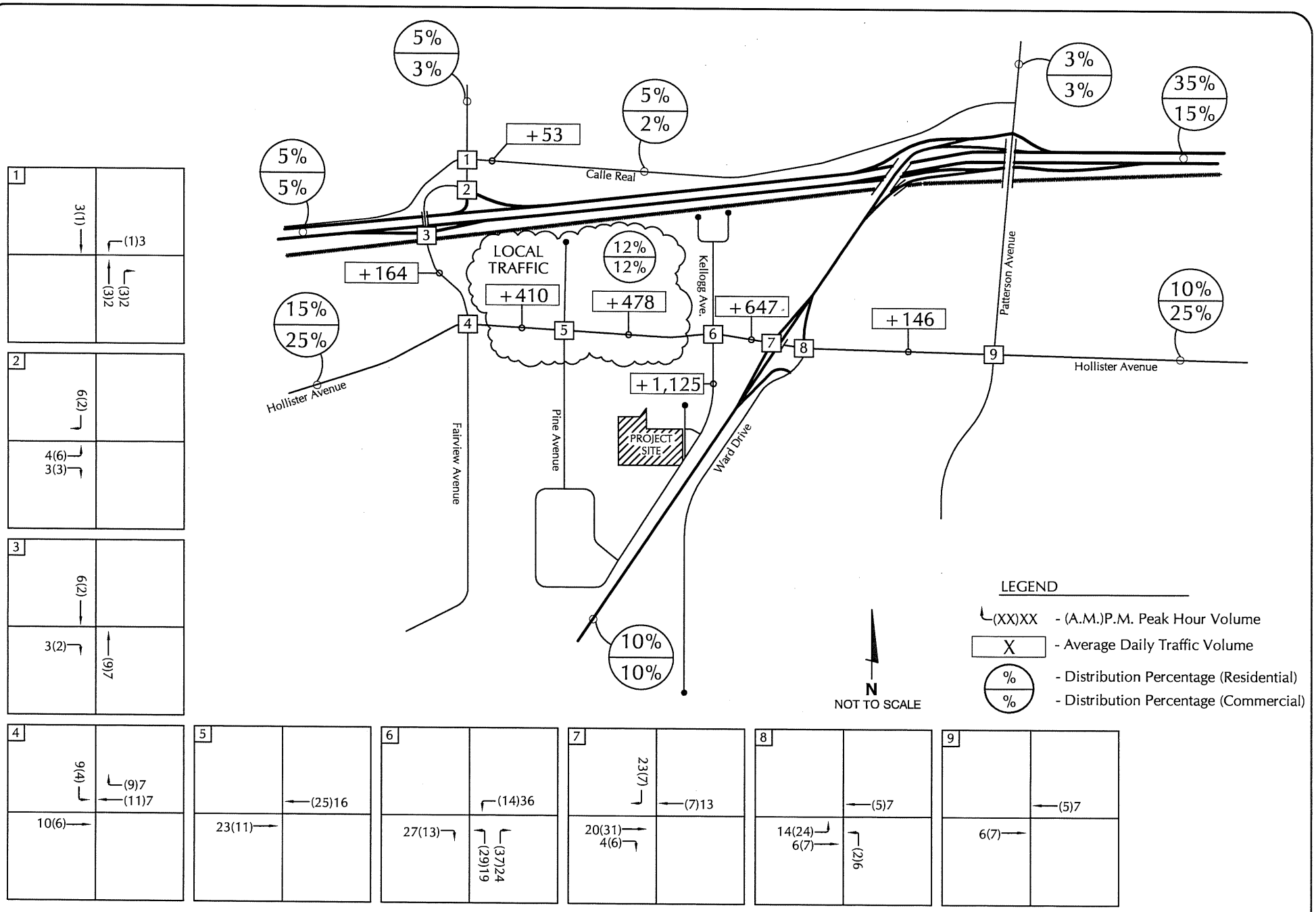
Land Use	Size	Mixed-Use Factor	ADT		A.M. Peak Hour		P.M. Peak Hour	
			Rate	Trips	Rate	Trips (In/Out)	Rate	Trips (In/Out)
Condominium (a)	175 Units	-	5.81	1,017	0.44	77 (13/64)	0.52	91 (61/30)
Office	14,228 SF	15%	11.03	133	0.65	19 (16/3)	1.49	18 (3/15)
Project Total:				**1,150**		**96 (29/67)**		**109 (64/45)**
Existing Ag. Uses	*-12.36 Acres*	-	*2.00*	*-25*	*(b)*	*-3(-2/-1)*	*(b)*	*-3 (-1/-2)*
Net New Trips:				**1,125**		**93 (27/66)**		**106 (63/43)**

(a) Includes the 28 Shopkeeper units and 34 Live/Work flex units.
(b) Peak hour trip rates not provided. Assumes 10% of average daily traffic.

The data presented in Table 3 show that the project is forecast to generate 1,125 average daily trips, 93 A.M. peak hour trips, and 106 P.M. peak hour trips.

Project Trip Distribution

The traffic generated by the project was distributed and assigned to the adjacent street network based on the percentages shown in Table 4. The trip distribution percentages were developed for the project based on existing traffic patterns observed in the study-area, data obtained from the City's traffic model, and input provided by City staff. Separate distribution patterns were developed for the residential and commercial/office uses. Figure 5 illustrates the trip distribution pattern and assignment of project-added traffic without the Ekwill Street extension.



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PROJECT TRIP DISTRIBUTION AND ASSIGNMENT - WITHOUT EKWILL EXTENSION

FIGURE 5

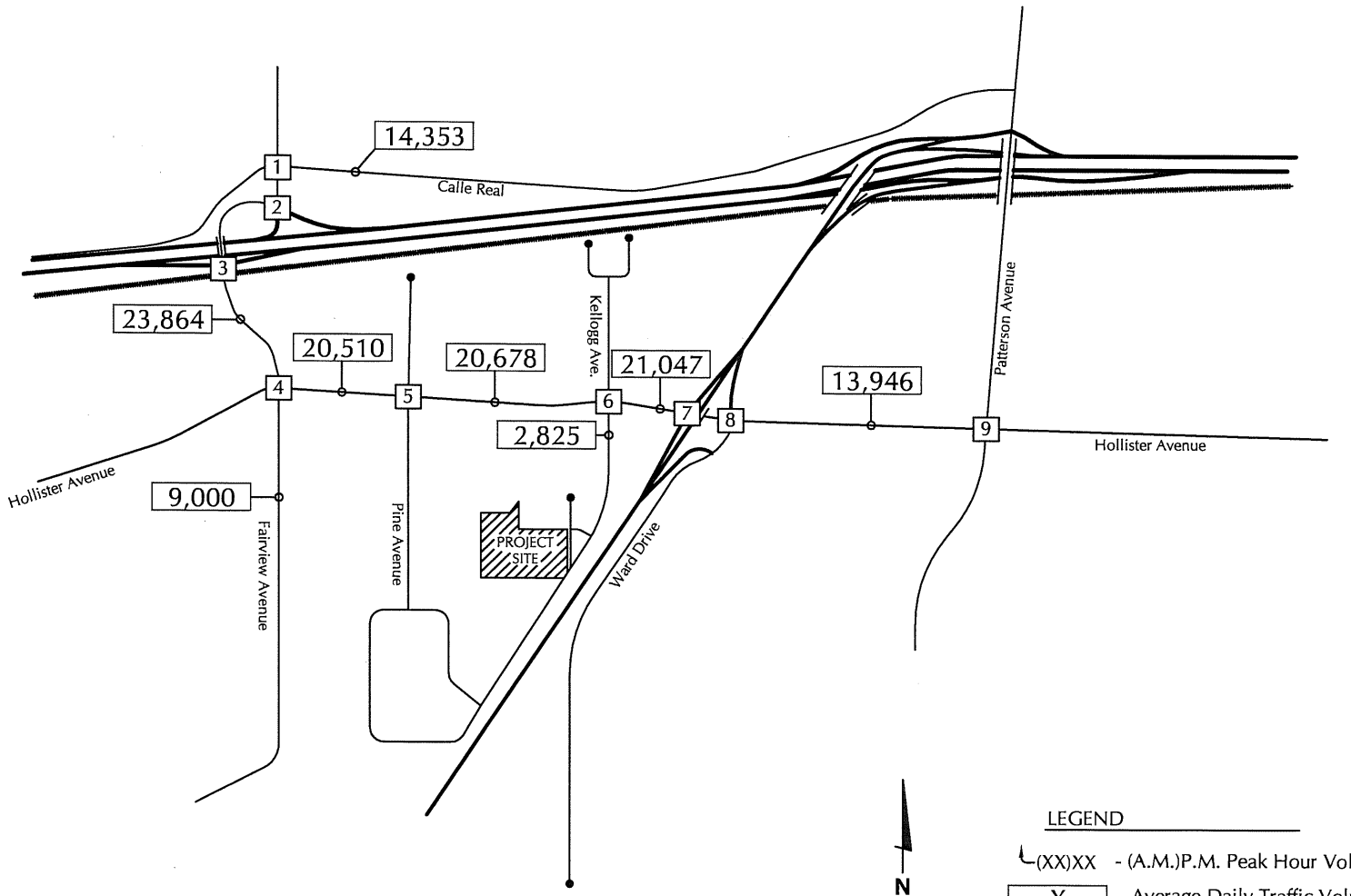
MMF - #14015

Table 4
Project Trip Distribution Percentages

Origin/Destination	Direction	Residential Distribution %	Commercial/Office Distribution %
U.S. 101	North	5%	5%
	South	35%	15%
SR 217	South	10%	10%
Hollister Avenue	East	10%	25%
	West	15%	25%
Calle Real	East	5%	2%
Fairview Avenue	North	5%	3%
Patterson Avenue	North	3%	3%
Local Traffic	Old Town Goleta	12%	12%
Total		**100%**	**100%**

Existing + Project Roadway Operations

Existing + Project ADT volumes for the study-area roadways are shown on Figure 6. Table 5 presents the Existing and Existing + Project roadway volumes and identifies potential impacts based on the City of Goleta's Acceptable Capacity thresholds.



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345(80) 785(228) 20(31)	(47)82 (133)270 (29)41	

N
NOT TO SCALE

LEGEND

(XX)XX - (A.M.)P.M. Peak Hour Volume

X - Average Daily Traffic Volume

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EXISTING + PROJECT TRAFFIC VOLUMES

FIGURE 6

MMF - #14015

Table 5
Existing + Project Roadway Operations

Roadway Segment	Acceptable Capacity	Existing ADT	Project Added ADT	Existing + Project ADT	% Change	Impact?
Calle Real e/o Fairview Avenue	34,000	14,300	+53	14,353	0.4%	No
Fairview Avenue n/o Hollister Avenue	34,000	23,700	+164	23,864	0.7%	No
Fairview Avenue s/o Hollister Avenue	34,000 25,500	9,000	+0	9,000	0%	No
Hollister Avenue e/o Fairview Avenue	34,000	20,100	+410	20,510	2.0%	No
Hollister Avenue e/o Pine Avenue	34,400	20,200	+478	20,678	2.4%	No
Hollister Avenue e/o Kellogg Avenue	34,000	20,400	+647	21,047	3.2%	No
Hollister Avenue e/o Ward Drive	34,000	13,800	+146	13,946	1.1%	No
Kellogg Avenue s/o Hollister Avenue	9,280	1,700	+1,125	2,825	66.2%	No

The data presented in Table 5 show that the Existing + Project roadway volumes would remain within the City's Acceptable Capacity ratings with the addition of project traffic. The project would therefore not generate project-specific impacts to the study-area roadway segments.

Existing + Project Intersection Operations

Levels of service were calculated for the study-area intersections assuming the Existing + Project traffic volumes presented on Figure 6. Tables 6 and 7 compare the Existing and Existing + Project levels of service and identify project-specific impacts based on City thresholds.

Table 6
Existing + Project A.M. Peak Hour Levels of Service

Intersection	Existing		Existing + Project		Project-Added Trips	Change in V/C	Impact?
	ICU	LOS	ICU	LOS			
Calle Real/Fairview Avenue	0.618	B	0.619	B	8	0.001	No
U.S. 101 NB Ramps/Fairview Avenue	0.735	C	0.737	C	11	0.002	No
U.S. 101 SB Ramps/Fairview Avenue	0.618	B	0.620	B	13	0.002	No
Hollister Avenue/Fairview Avenue	0.493	A	0.497	A	30	0.004	No
Hollister Avenue/Pine Avenue	0.406	A	0.409	A	36	0.003	No
Hollister Avenue/Kellogg Avenue	0.524	A	0.548	A	93	0.024	No
SR 217 SB Ramps/Hollister Avenue	0.583	A	0.597	A	51	0.014	No
SR 217 NB Ramps/Hollister Avenue	0.431	A	0.441	A	38	0.01	No
Hollister Avenue/Patterson Avenue	0.518	A	0.519	A	12	0.001	No

Table 7
Existing + Project P.M. Peak Hour Levels of Service

Intersection	Existing		Existing + Project		Project-Added Trips	Change in V/C	Impact?
	ICU	LOS	ICU	LOS			
Calle Real/Fairview Avenue	0.732	C	0.734	C	10	0.002	No
U.S. 101 NB Ramps/Fairview Avenue	0.650	B	0.651	B	13	0.001	No
U.S. 101 SB Ramps/Fairview Avenue	0.634	B	0.634	B	16	0.000	No
Hollister Avenue/Fairview Avenue	0.612	B	0.618	B	33	0.006	No
Hollister Avenue/Pine Avenue	0.472	A	0.477	A	39	0.005	No
Hollister Avenue/Kellogg Avenue	0.556	A	0.593	A	106	0.037	No
SR 217 SB Ramps/Hollister Avenue	0.637	B	0.651	B	60	0.014	No
SR 217 NB Ramps/Hollister Avenue	0.546	A	0.555	A	33	0.009	No
Hollister Avenue/Patterson Avenue	0.657	B	0.659	B	13	0.002	No

The data presented in Tables 6 and 7 show that the study-area intersections are forecast to operate at LOS C or better with the addition of project traffic. The project would not generate significant impacts to the study-area intersections based on the City's project-specific traffic impact thresholds.

Ekwill Street Extension

The City has developed plans to extend Ekwill Street from Kellogg Avenue to Fairview Avenue. The new roadway extension would create a new east-west travel path in the Old Town Goleta area that is anticipated to relieve congestion along Hollister Avenue. The project proposes to build the segment of Ekwill Street along the northern frontage of the project site.

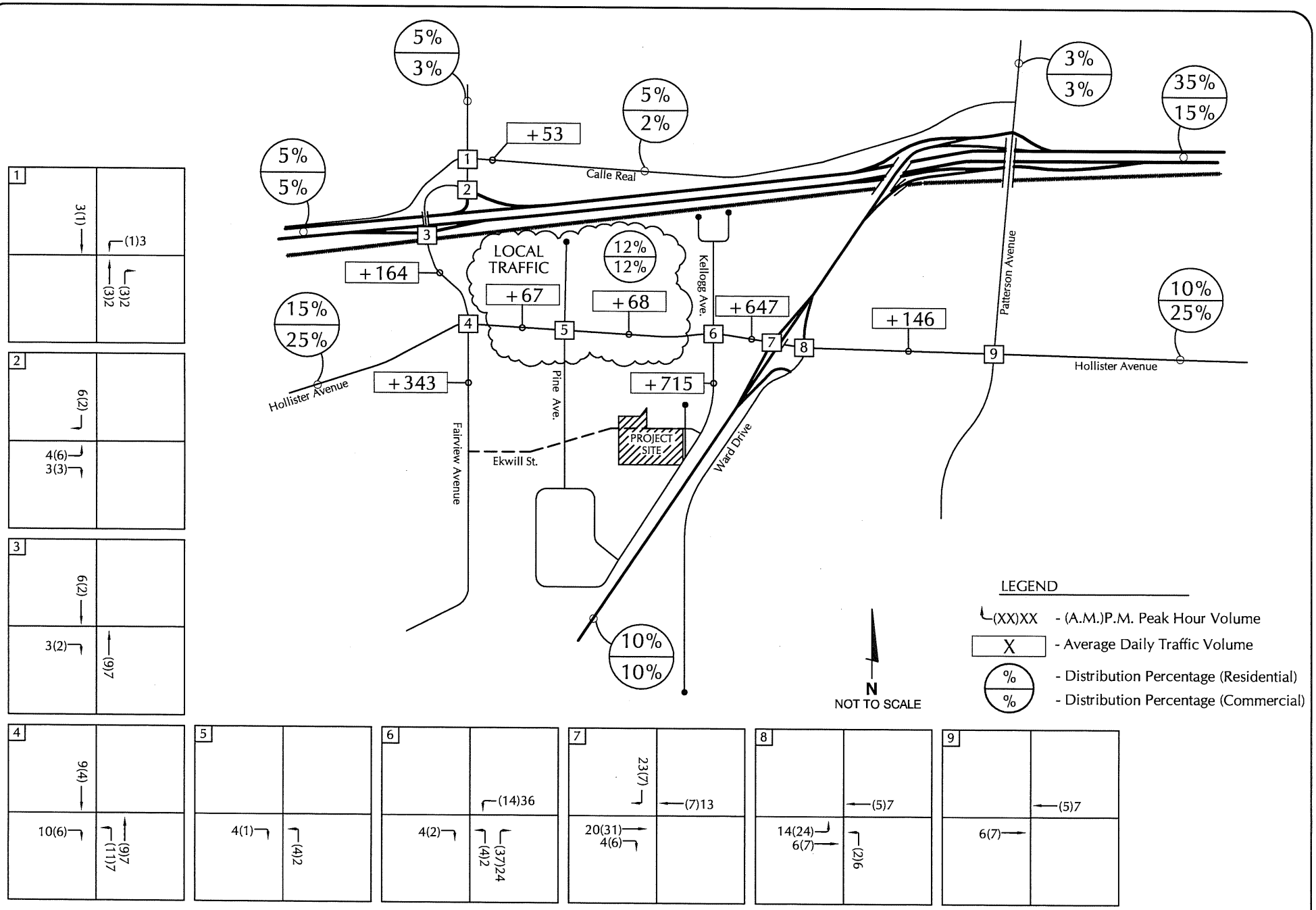
The proposed extension would alter the travel routes to and from the project site. An operational analysis was therefore performed to assess potential impacts to the study-area roadways and intersections assuming completion of the Ekwill Street extension. The analysis assumes that the City would construct the remaining segments of Ekwill Street between the project site and Fairview Avenue at the same time as the project is built. Figure 7 presents the trip distribution and assignment of project-added traffic assuming the Ekwill Street extension, and Figure 8 presents the Existing + Project traffic volumes with the Ekwill Street extension.

Existing + Project Roadway Operations with Ekwill Street Extension

Table 8 presents the Existing and Existing + Project roadway volumes and identifies potential impacts based on the City of Goleta's Acceptable Capacity thresholds assuming the extension of Ekwill Street.

Table 8
Existing + Project Roadway Operations with Ekwill Street Extension

Roadway Segment	Acceptable Capacity	Existing ADT	Project Added ADT	Existing + Project ADT	% Change	Impact?
Calle Real e/o Fairview Avenue	34,000	14,300	+53	14,353	0.4%	No
Fairview Avenue n/o Hollister Avenue	34,000	23,700	+164	23,864	0.7%	No
Fairview Avenue s/o Hollister Avenue	34,000 25,500	9,000	+343	9,343	3.8%	No
Hollister Avenue e/o Fairview Avenue	34,000	20,100	+67	20,167	0.3%	No
Hollister Avenue e/o Pine Avenue	34,400	20,200	+68	20,268	0.3%	No
Hollister Avenue e/o Kellogg Avenue	34,000	20,400	+647	21,047	3.2%	No
Hollister Avenue e/o Ward Drive	34,000	13,800	+146	13,946	1.1%	No
Kellogg Avenue s/o Hollister Avenue	9,280	1,700	+715	2,415	42.1%	No



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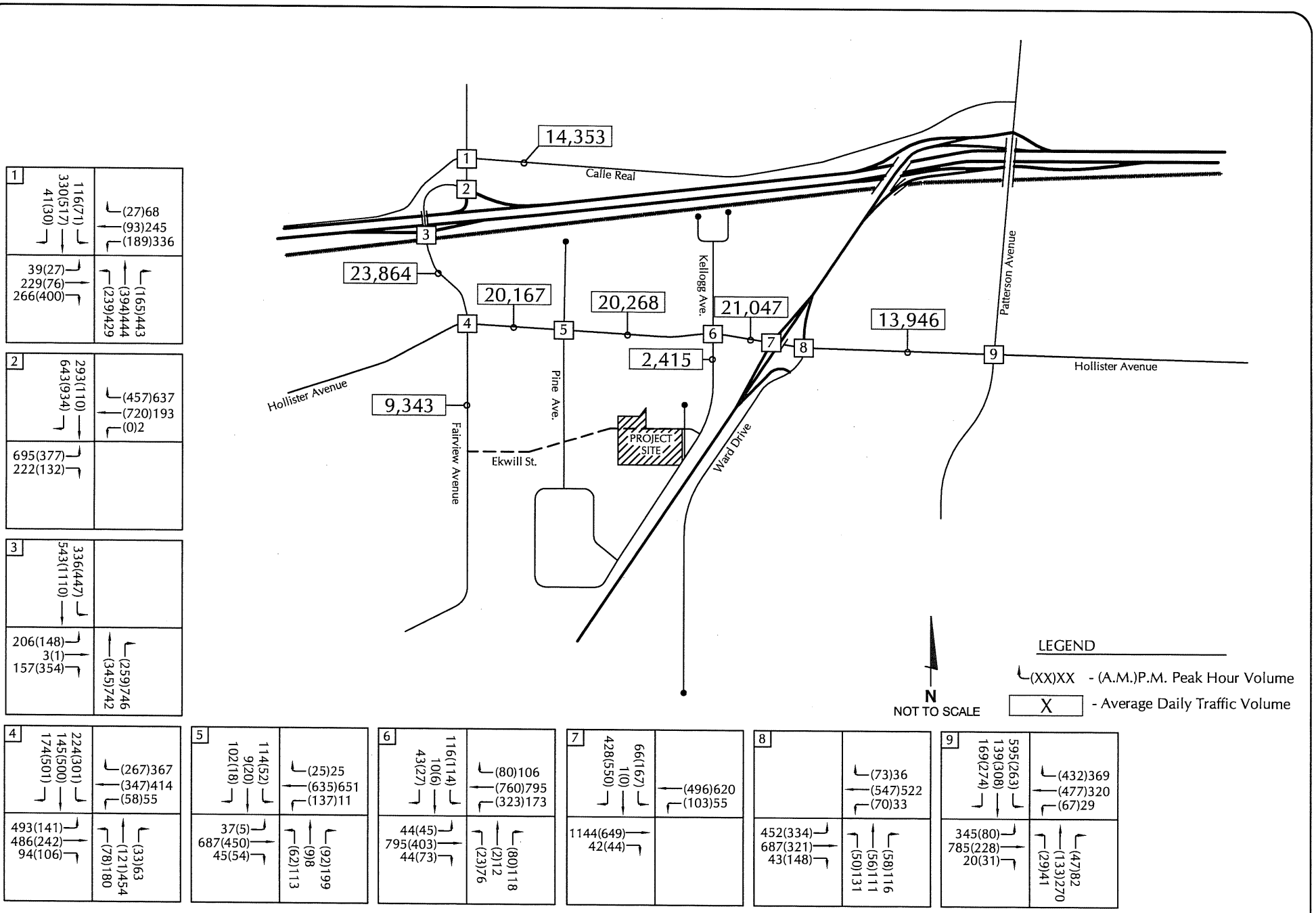
PROJECT TRIP DISTRIBUTION AND ASSIGNMENT - WITH EKWILL EXTENSION

FIGURE 7

MMF - #14015



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EXISTING + PROJECT TRAFFIC VOLUMES - WITH EKWILL STREET EXTENSION

FIGURE 8

MMF - #14015

The data presented in Table 8 show that the Existing + Project roadway volumes would remain within the City's Acceptable Capacity ratings assuming the extension of Ekwill Street. The project would therefore not generate project-specific impacts to the study-area roadway segments.

Existing + Project Intersection Operations with Ekwill Street Extension

Levels of service were calculated for the study-area intersections assuming the Existing + Project traffic volumes with the Ekwill Street Extension. Tables 9 and 10 compare the Existing and Existing + Project levels of service and identify project-specific impacts based on City thresholds.

Table 9
Existing + Project A.M. Peak Hour Levels of Service with Ekwill Street Extension

Intersection	Existing		Existing + Project		Project-Added Trips	Change in V/C	Impact?
	ICU	LOS	ICU	LOS			
Calle Real/Fairview Avenue	0.618	B	0.619	B	8	0.001	No
U.S. 101 NB Ramps/Fairview Avenue	0.735	C	0.737	C	11	0.002	No
U.S. 101 SB Ramps/Fairview Avenue	0.618	B	0.620	B	13	0.002	No
Hollister Avenue/Fairview Avenue	0.493	A	0.500	A	30	0.007	No
Hollister Avenue/Pine Avenue	0.406	A	0.409	A	5	0.003	No
Hollister Avenue/Kellogg Avenue	0.524	A	0.546	A	58	0.022	No
SR 217 SB Ramps/Hollister Avenue	0.583	A	0.597	A	51	0.014	No
SR 217 NB Ramps/Hollister Avenue	0.431	A	0.441	A	38	0.01	No
Hollister Avenue/Patterson Avenue	0.518	A	0.519	A	12	0.001	No

Table 10
Existing + Project P.M. Peak Hour Levels of Service with Ekwill Street Extension

Intersection	Existing		Existing + Project		Project-Added Trips	Change in V/C	Impact?
	ICU	LOS	ICU	LOS			
Calle Real/Fairview Avenue	0.732	C	0.734	C	10	0.002	No
U.S. 101 NB Ramps/Fairview Avenue	0.650	B	0.651	B	13	0.001	No
U.S. 101 SB Ramps/Fairview Avenue	0.634	B	0.634	B	16	0.000	No
Hollister Avenue/Fairview Avenue	0.612	B	0.614	B	33	0.002	No
Hollister Avenue/Pine Avenue	0.472	A	0.475	A	6	0.003	No
Hollister Avenue/Kellogg Avenue	0.556	A	0.587	A	67	0.031	No
SR 217 SB Ramps/Hollister Avenue	0.637	B	0.651	B	60	0.014	No
SR 217 NB Ramps/Hollister Avenue	0.546	A	0.555	A	33	0.009	No
Hollister Avenue/Patterson Avenue	0.657	B	0.659	B	13	0.002	No

The data presented in Tables 6 and 7 show that the study-area intersections are forecast to operate at LOS C or better assuming the Ekwill Street extension. The project would not generate significant impacts to the study-area intersections based on the City's project-specific traffic impact thresholds.

CUMULATIVE ANALYSIS

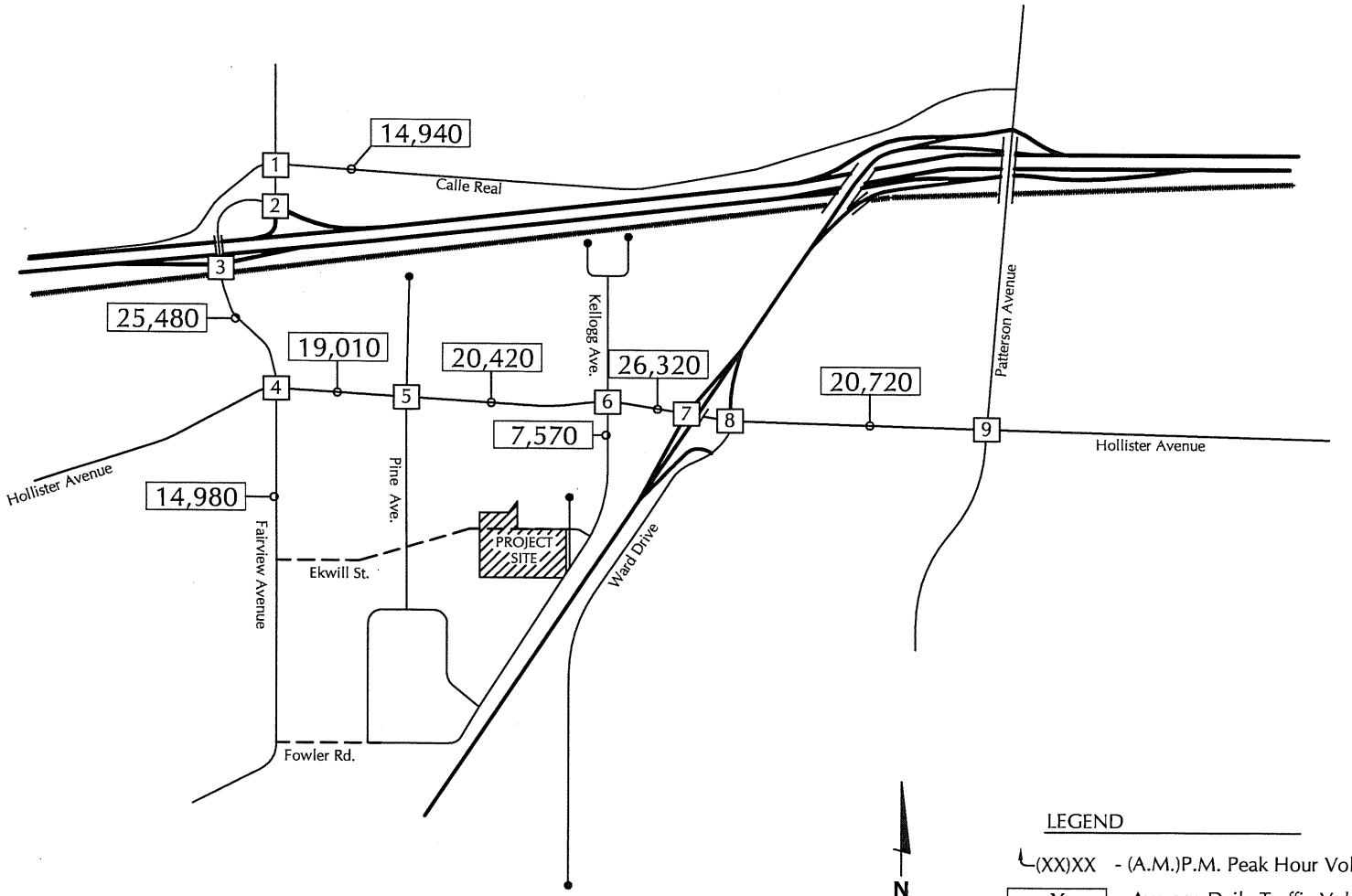
Cumulative Traffic Volumes

Cumulative traffic volumes were forecast using the City's current traffic model. The cumulative forecasts include traffic generated by approved and pending projects proposed within the City of Goleta (a list summarizing the approved and pending projects is contained in the Technical Appendix for reference) as well as development of the UCSB Long Range Development Plan (LRDP), the Santa Barbara Airport Specific Plan and terminal expansion, and regional growth in the Goleta-Santa Barbara area. Cumulative traffic volumes are shown on Figure 9.

Cumulative Improvements

The planned improvements that are assumed in the City's traffic model that would affect traffic patterns within the study area are outlined below.

- Ekwill Street extension from South Kellogg Avenue to Fairview Avenue.
- Fowler Road extension from South Kellogg Avenue to Fairview Avenue.



1			
115(72) 335(532) 41(33)		(27)71 (102)251 (194)347	
43(28) 246(80) 290(403)		(235)429	(433)467 (176)460

2			
305(175) 667(954)		(464)660 (694)290 (0)2	
696(380) 320(159)			

3			
334(450) 623(1198)			
205(147) 3(1) 194(508)		(392)811	(333)809

4			
288(343) 355(647) 237(602)		(322)376 (438)479 (1)36	
550(202) 611(279) 116(188)		(129)280	(146)579 (12)12

5			
116(53) 9(50) 105(18)		(26)27 (754)765 (180)5	
66(5) 801(492) 10(5)		(72)68	(8)5 (104)148

6			
184(120) 25(32) 62(37)		(133)120 (918)798 (568)248	
46(91) 977(247) 30(34)		(1)97	(19)38 (116)341

7			
107(203) 1(0) 572(596)		(767)820 (253)77	
1562(847) 36(53)			

8			
		(99)48 (979)771 (53)33	
426(324) 1200(559) 43(167)		(41)126	(54)123 (119)224

9			
716(336) 140(320) 170(258)		(670)436 (779)424 (122)51	
346(84) 1024(392) 27(48)		(33)40	(140)281 (71)147

N
NOT TO SCALE

LEGEND
(XX)XX - (A.M.)P.M. Peak Hour Volume
X - Average Daily Traffic Volume

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CUMULATIVE TRAFFIC VOLUMES

FIGURE 9

MMF - #14015

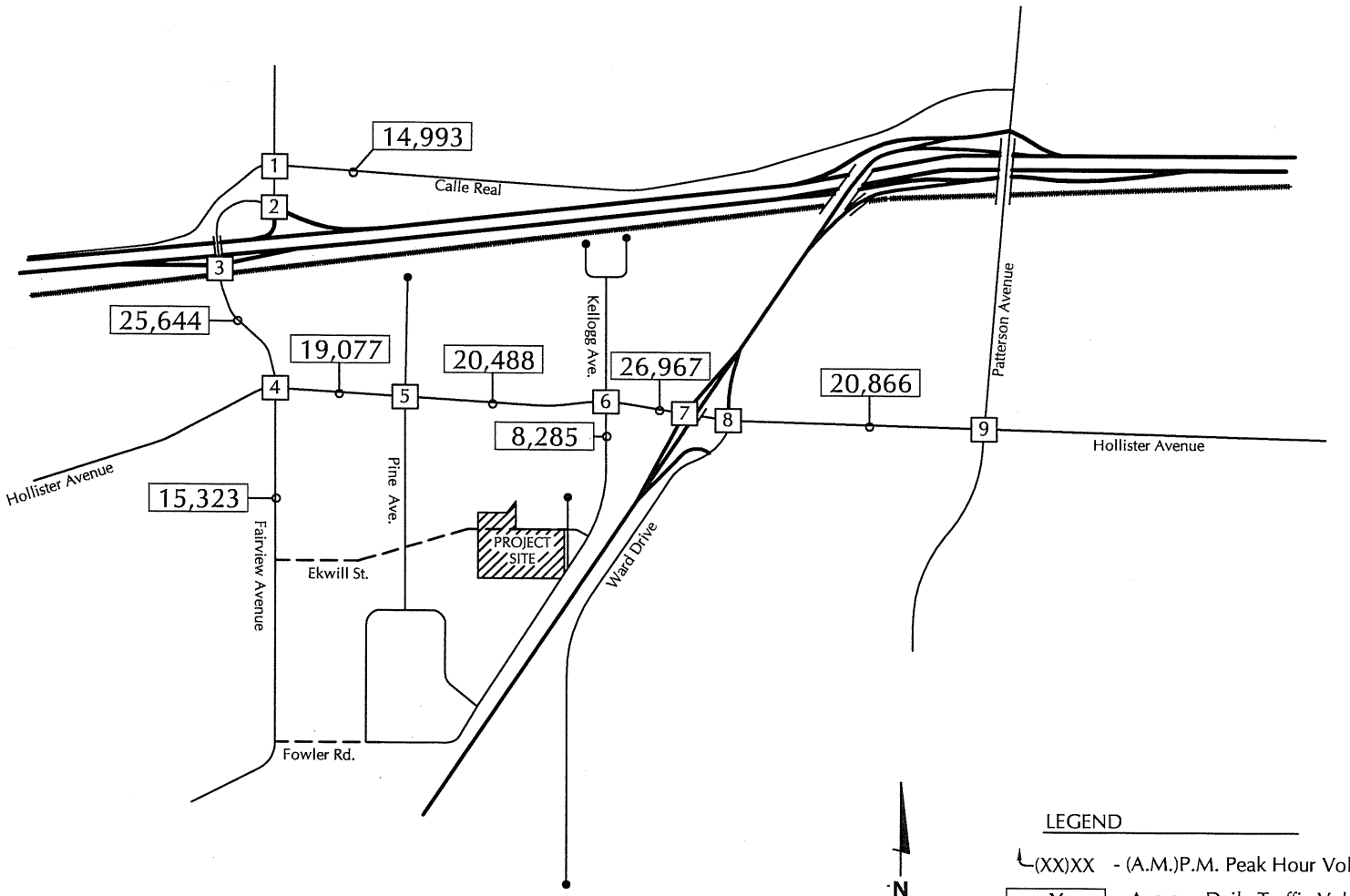
Cumulative + Project Roadway Operations

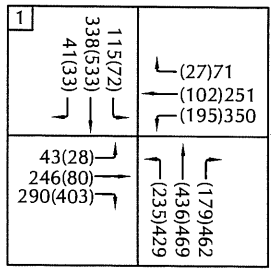
Cumulative + Project ADT volumes are shown on Figure 10. Table 11 compares the Cumulative and Cumulative + Project roadway volumes and identifies the impact of project-added traffic based on the City of Goleta's Acceptable Capacity thresholds.

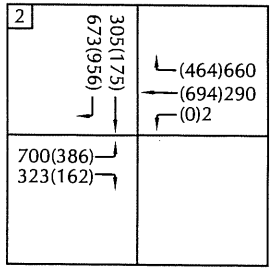
Table 11
Cumulative + Project Roadway Operations

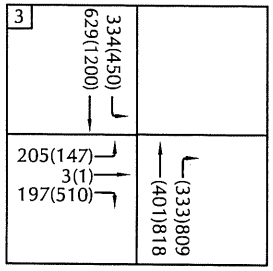
Roadway Segment	Acceptable Capacity	Cumulative ADT	Project Added ADT	Cumulative + Project ADT	% Change	Impact?
Calle Real e/o Fairview Avenue	34,000	14,940	+53	14,993	0.4%	No
Fairview Avenue n/o Hollister Avenue	34,000	25,480	+164	25,644	0.6%	No
Fairview Avenue s/o Hollister Avenue	34,000 25,500	14,980	+343	15,323	2.3%	No
Hollister Avenue e/o Fairview Avenue	34,000	19,010	+67	19,077	0.4%	No
Hollister Avenue e/o Pine Avenue	34,400	20,420	+68	20,488	0.3%	No
Hollister Avenue e/o Kellogg Avenue	34,000	26,320	+647	26,967	2.5%	No
Hollister Avenue e/o Ward Drive	34,000	20,720	+146	20,866	0.7%	No
Kellogg Avenue s/o Hollister Avenue	9,280	7,570	+715	8,285	9.5%	No

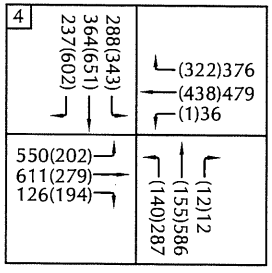
The data presented in Table 11 show that the Cumulative + Project roadway volumes would remain within the City's Acceptable Capacity ratings with the addition of project traffic. The project would therefore not generate cumulative impacts to the study-area roadway segments.

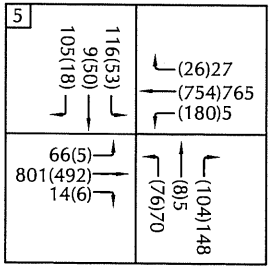


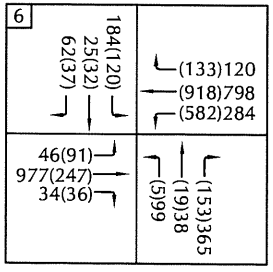


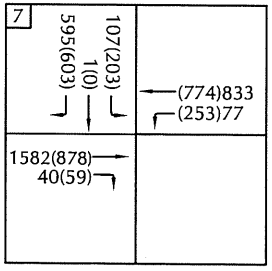


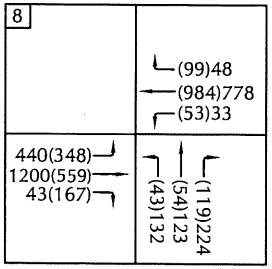


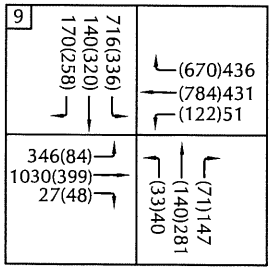












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CUMULATIVE + PROJECT TRAFFIC VOLUMES

FIGURE 10

MMF - #14015

Cumulative + Project Intersection Operations

Levels of service were calculated for the study-area intersections assuming the Cumulative and Cumulative + Project traffic volumes presented on Figures 9 and 10. Tables 12 and 13 compare the Cumulative and the Cumulative + Project levels of service for the study-area intersections and identify cumulative impacts based on City thresholds.

Table 12
Cumulative + Project Intersection Operations - A.M. Peak Hour

Intersection	Cumulative		Cumulative + Project		Project-Added Trips	Change in V/C	Impact?
	ICU	LOS	ICU	LOS			
Calle Real/Fairview Avenue	0.638	B	0.639	B	8	0.001	No
U.S. 101 NB Ramps/Fairview Avenue	0.762	C	0.764	C	11	0.002	No
U.S. 101 SB Ramps/Fairview Avenue	0.722	C	0.724	C	13	0.002	No
Hollister Avenue/Fairview Avenue	0.613	B	0.620	B	30	0.007	No
Hollister Avenue/Pine Avenue	0.444	A	0.447	A	5	0.003	No
Hollister Avenue/Kellogg Avenue	0.675	B	0.698	B	58	0.023	No
SR 217 SB Ramps/Hollister Avenue	0.779	C	0.792	C	51	0.013	No
SR 217 NB Ramps/Hollister Avenue	0.566	A	0.578	A	38	0.012	No
Hollister Avenue/Patterson Avenue	0.659	B	0.660	B	12	0.001	No

Table 13
Cumulative + Project Intersection Operations - P.M. Peak Hour

Intersection	Cumulative		Cumulative + Project		Project-Added Trips	Change in V/C	Impact?
	ICU	LOS	ICU	LOS			
Calle Real/Fairview Avenue	0.757	C	0.760	C	10	0.003	No
U.S. 101 NB Ramps/Fairview Avenue	0.692	B	0.693	B	13	0.001	No
U.S. 101 SB Ramps/Fairview Avenue	0.658	B	0.658	B	16	0.000	No
Hollister Avenue/Fairview Avenue	0.708	C	0.715	C	33	0.007	No
Hollister Avenue/Pine Avenue	0.530	A	0.533	A	6	0.003	No
Hollister Avenue/Kellogg Avenue	**0.818**	**D**	**0.851**	**D**	**67**	**0.033**	**Yes**
SR 217 SB Ramps/Hollister Avenue	**0.851**	**D**	**0.865**	**D**	60	0.014	No
SR 217 NB Ramps/Hollister Avenue	0.665	B	0.670	B	33	0.005	No
Hollister Avenue/Patterson Avenue	**0.808**	**D**	**0.810**	**D**	13	0.002	No

Bolded values exceed the City's LOS C operating standard.

The data presented in Table 13 show that Hollister Avenue/Kellogg Avenue, SR 217 SB Ramps/Hollister Avenue, and Hollister Avenue/Patterson Avenue intersections are forecast to operate at LOS D with Cumulative and Cumulative + Project traffic volumes. These operations exceed the City's LOS C operating standard.

The project would result in a significant cumulative impact to the Hollister Avenue/Kellogg Avenue intersection as the traffic additions would increase the V/C ratio by more than the City's 0.03 increase impact threshold for intersections forecast to operate at LOS D (V/C 0.80 to 0.85). A Mitigation measure for this location is discussed in the following section.

Programmed Improvements

The City of Goleta has identified several programmed improvements within the study-area as part of The Goleta Transportation Improvement Plan (GTIP), which is responsible for funding future improvement projects in the City. The GTIP improvements in the study-area include installing roundabouts at the SR 217 SB Ramps/Hollister Avenue/Dearborn Place and SR 217 NB Ramps/Hollister Avenue intersections and constructing a free right-turn lane on the northbound approach of the Kellogg Avenue/Hollister Avenue intersection. Figures showing the proposed improvements are contained in the Technical appendix. Tables 14 and 15 compare the Cumulative and Cumulative + Project levels of service assuming the proposed improvements.

Table 14
Cumulative + Project Intersection Operations - A.M. Peak Hour
w/ Programmed Improvements

Intersection	Cumulative + Project	
	ICU/Delay	LOS
Hollister Avenue/Kellogg Avenue	0.644	B
SR 217 SB Ramps/Hollister Avenue (a)	6.3 sec.	A
SR 217 NB Ramps/Hollister Avenue (a)	3.9 sec.	A

(a) Operations based on data contained in the Two Lane Hollister Draft Traffic Operation Study.

Table 15
Cumulative + Project Intersection Operations - P.M. Peak Hour
w/ Programmed Improvements

Intersection	Cumulative + Project	
	ICU/Delay	LOS
Hollister Avenue/Kellogg Avenue	0.723	C
SR 217 SB Ramps/Hollister Avenue (a)	3.9 sec.	A
SR 217 NB Ramps/Hollister Avenue (a)	4.0 sec.	A

(a) Operations based on data contained in the Two Lane Hollister Draft Traffic Operation Study.

The data presented in Tables 14 and 15 show that study-area intersections would operate acceptable at LOS C or better with Cumulative + Project traffic volumes assuming the programmed GTIP improvements.

PARKING ANALYSIS

Parking Supply

The project is proposing to provide a total of 461 parking spaces on site with an additional 28 parking spaces provided on Ekwill Street adjacent to the site (489 total parking spaces provided). The on-street parking spaces would be located on private property and would provide convenient curb-side parking for the proposed shopkeeper commercial/office units located along the Ekwill Street frontage. A Home Owners Association (HOA) would be created as part of the project, that would be responsible for operating and enforcing the on-street parking operations. The HOA would be responsible for providing signange indicating that public parking is prohibited adjacent to the site and would have the authority to tow public vehicles that utilize the private parking spaces.

City of Goleta Zoning Ordinance Parking Requirements

Table 16 presents the City of Goleta's Zoning Ordinance parking requirements for each project component.

Table 16
City of Goleta Zoning Ordinance Parking Requirements

Land-Use	Size	Parking Rate	Spaces Required
Residential Units			
2 Bedroom Units	23 Units	2 Spaces/Unit	46 Spaces
3-4 Bedroom Units	152 Units	2.5 Spaces/Unit	380 Spaces
Guest Parking	175 Units	1 Space/5 Units	35 Spaces
Commercial	7,700 SF	1 Space/300 SF	26 Spaces
Total Parking Required:			**487 Spaces**
Total Parking Provided:			**489 Spaces**

The data presented in Table 16 show that the City's parking requirement for the project is 487 spaces. It is noted that the analysis assumes that the flex space provided in the 34 live/work units would be utilized as an extra bedroom and is accounted for in the parking requirements of the residential units. This assumption was made for two reasons. First, if the space is used as an office rather than a bedroom, no additional demand for commercial tenant parking would result as the owner already has parking that is provided under the residential requirements. Second, the demand for office related guest parking and the demand for residential guest parking occur at opposite hours. More specifically, the office demand occurs on weekdays during working hours and the residential guest demands peak during the evening hours and on weekends. Therefore the guest parking spaces that are provided as part of the residential parking requirements (1 space per 5 units) can easily be shared. The proposed parking supply of 489 spaces would therefore meet the City's Zoning Ordinance parking requirement for the project.

SITE ACCESS AND CIRCULATION

Access to the project site would be provided via a driveway connection to South Kellogg Avenue and a driveway connection to Ekwill Street. The segments of South Kellogg Avenue and Ekwill Street adjacent to the site are both flat and straight thus adequate sight distance would be provided to allow vehicles to safely enter and exit the site. An internal loop road would provide on-site circulation. The proposed access plan would adequately accommodate project traffic.

MITIGATION MEASURES

Hollister Avenue/Kellogg Avenue. The impact analysis found that the project would contribute to significant cumulative impacts at the Hollister Avenue/Kellogg Avenue intersection during the P.M. peak hour. As discussed previously, the City is programmed to install a free right-turn lane to the northbound approach of the intersection. The programmed improvement would provide LOS C operations during the P.M. peak hour with Cumulative + Project traffic volumes (see Table 15). The project would be required to pay GTIP fees to contribution to the costs of implementing the programmed improvement.

CONGESTION MANAGEMENT PROGRAM ANALYSIS

Impact Criteria

The Santa Barbara County Association of Governments (SBCAG) has developed a set of traffic impact thresholds to assess the impacts of land use decisions made by local jurisdictions on regional transportation facilities located within the Congestion Management Program (CMP) roadway system. The following guidelines were developed by SBCAG to determine the significance of project-generated traffic impacts on the regional CMP system.

1. For any roadway or intersection operating at "Level of Service" (LOS) A or B, a decrease of two levels of service resulting from the addition of project-generated traffic.

2. For any roadway or intersection operating at LOS C, project-added traffic that results in LOS D or worse.

3. For intersections within the CMP system with existing congestion, the following table defines significant impacts.

Level of Service	Project-Added Peak Hour Trips
LOS D	20
LOS E	10
LOS F	10

4. For freeway or highway segments with existing congestion, the following table defines significant impacts.

Level of Service	Project-Added Peak Hour Trips
LOS D	100
LOS E	50
LOS F	50

Potential Intersection Impacts

The Fairview Avenue/U.S. 101 NB Ramps, Fairview Avenue/U.S. 101 SB Ramps, Fairview Avenue/Hollister Avenue, Hollister Avenue/SR 217 NB Ramps, Hollister Avenue/SR 217 SB Ramps, and Hollister Avenue/Patterson Avenue intersections are located within the CMP network. As shown on Tables 6, 7, 9, and 10, the CMP intersections are forecast to operate at LOS C or better under Existing + Project traffic conditions. The project would therefore not generate a significant project impact to the CMP network based on CMP impact criteria.

Table 13 shows that the SR 217 SB Ramps/Hollister Avenue intersection is forecast to operate at LOS D during the P.M. peak hour period. The project is forecast to add 60 P.M. peak hour trips to this location which would be considered a significant impact based on CMP criteria.

Table 13 shows that the Hollister Avenue/Patterson Avenue intersection is forecast to operate at LOS D during the P.M. peak hour. The project is forecast to add 13 P.M. peak hour trips to this intersection, which would not be considered a significant impact based on CMP impact criteria.

As reviewed in the programmed improvement section of this report, the City of Goleta has improvements to install roundabouts at the SR 217/Hollister Avenue interchange intersections. Installation of roundabouts would provide for LOS A operations at the SR 217 NB Ramps/Hollister Avenue and SR 217 SB Ramps/Hollister Avenue intersections. The programmed improvements would therefore mitigate the cumulative CMP impacts.

Potential Freeway Impacts

The proposed project is forecast to add 10 P.M. peak hour trips to U.S. 101 north of Fairview Avenue and 37 P.M. peak hour trips to U.S. 101 south of Patterson Avenue. The CMP threshold for freeway impacts is 50 trips for segments operating at LOS E or LOS F and 100 trips for segments operating at LOS D. Based on these CMP impact criteria, the project would not generate a significant impact to the freeway segments located in the study-area.

■ ■ ■

REFERENCES AND PERSONS CONTACTED

Associated Transportation Engineers

Scott A. Schell, AICP, PTP Principal Transportation Planner
Dan Dawson, PTP Supervising Transportation Planner
Matthew Farrington, Transportation Planner I

References

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Trip Generators, San Diego County Association of Governments, 2002.

Ekwill Street and Fowler Road Extensions Project - Draft EIR, City of Goleta, August 2011.

Two-Lane Hollister Draft Traffic Operation Study, Kittelson & Associates, Inc. August 2013.

Persons Contacted

Damkowitch, Jim, Kittleson & Associates, Inc.
Milan, Marti, City of Goleta

TECHNICAL APPENDIX

CONTENTS:

ROADWAY DESIGN CAPACITY TABLE

Table 5. Roadway Classification & Level of Service Thresholds*

City of Goleta Functional Street Classification	City of Goleta Purpose and Design Factors	City of Goleta ADT Design Capacity			City of Goleta LOS C ADT Threshold		
		2 Lanes	4 Lanes	4+ Lanes[1]	2 Lanes	4 Lanes	4+ Lanes[1]
Major Arterial (MA)	Continuous roadways that carry through traffic between various neighborhoods and communities, frequently providing access to major traffic generators such as shopping areas, employment centers, and higher density residential areas. Roadways would have a minimum of 12 foot wide lanes with shoulders. Signals are typically spaced at a minimum 0.5-mile intervals.	17,900	42,480	58,750	14,300	34,000	47,000
Minor Arterial (MNA)	Roadways that serve as a secondary type of arterial facility carrying local and through traffic within communities, frequently connecting neighborhood areas within the City, providing access to shopping areas, employment centers, and higher density residential areas. Roadways would have a minimum of 12-foot wide lanes with shoulders. Signal intervals typically range from 0.25 to 0.5 mile.	15,700	37,680	NA	12,500	30,100	NA
Collector Streets (Col)	Roadways designed to collect traffic from local streets and connect to major or minor arterials. Collector Streets provide access to local streets within residential and commercial areas and conect streets of higher calssifications to permit adequate traffic circulation. Generally no more than 2 travel lanes and signalized at intersections with arterial roadways.	11,600	NA	NA	9,280	NA	NA
Local Streets (L)	Roadways designed to provide access to individual properties carrying traffic to and from a collector street. Intended to serve adjacent uses and are not intended for through traffic. Designed with two lanes and close to moderately close driveways.	9,100	NA	NA	7,280	NA	NA
County Functional Street Classification	**County Purpose and Design Factors**	**County ADT Design Capacity**			**County LOS C ADT Threshold**		
		2 Lanes	4 Lanes	4+ Lanes[1]	2 Lanes	4 Lanes	4+ Lanes[1]
Primary 1 (P-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	NA	15,900	38,200	NA
Primary 2 (P-2)	Roadways designed to serve a high proportion of non-residential development with some residential lots and few or no driveway curb cuts. Roadways would have a minimum of 12-foot wide lanes with few curb cuts. Signals spacing at minimum of 1/2 mile.	17,900	42,480	NA	14,300	34,000	NA
Primary 3 (P-3)	Roadways designed to serve non-residential development and residential development. More frequent driveways are acceptable. Potential signal spacing of ½ to ¼ mile.	15,700	37,680	NA	12,500	30,100	NA
Secondary 1 (S-1)	Roadways designed to serve non-residential development and large lot residential development with well spaced driveways. Roadways would be 2-lanes with infrequent driveways. Signals would generally occur at intersections of primary roadways.	11,600	NA	NA	9,300	NA	NA
Secondary 2 (S-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	NA	7,300	NA	NA
Secondary 3 (S-3)	Roadways designed to primarily serve residential with small to medium size lots. Roadways would be 2-lanes with more frequent driveways.	7,900	NA	NA	6,300	NA	NA

* Source: City of Goleta & County of Santa Barbara Public Works Department

LEVEL OF SERVICE DEFINITIONS

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

ASSOCIATED TRANSPORTATION ENGINEERS
100 North Hope Avenue, Suite 4, Santa Barbara, CA 93110-1686 • (805) 687-4418 • FAX (805) 682-8509

TRAFFIC COUNT DATA

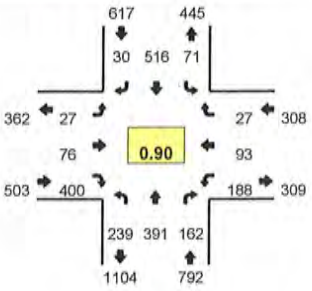
Type of peak hour being reported: Intersection Peak

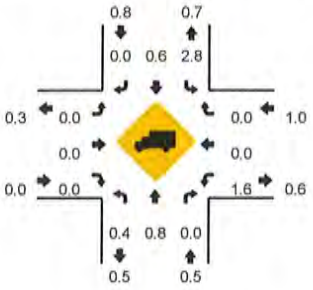
Method for determining peak hour: Total Entering Volume

LOCATION: Fairview Ave -- Calle Real
CITY/STATE: Goleta, CA

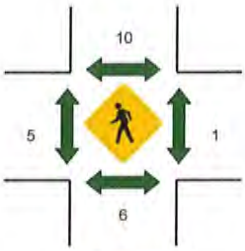
QC JOB #: 10938841
DATE: Wed, Apr 03 2013

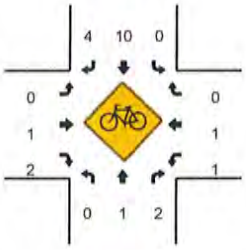
Peak-Hour: 7:50 AM -- 8:50 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

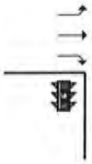


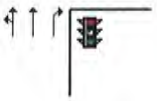


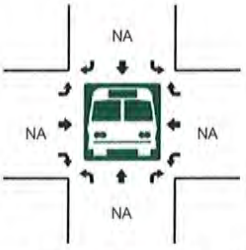
Quality Counts
TRANSPORTATION DATA COLLECTION SERVICES











R* = RTOR

5-Min Count Period Beginning At	Fairview Ave (Northbound)					Fairview Ave (Southbound)					Calle Real (Eastbound)					Calle Real (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	10	13	0	0	7	1	11	0	0	0	0	0	1	0	16	4	5	0	0	0	68	
7:05 AM	12	6	2	0	7	3	9	0	0	0	0	6	0	0	18	4	2	1	0	1	71	
7:10 AM	17	12	3	0	9	2	19	1	0	0	1	3	5	0	11	7	6	2	0	0	98	
7:15 AM	13	19	1	0	3	0	14	0	0	1	0	7	6	0	18	14	3	2	0	0	101	
7:20 AM	12	18	5	0	3	0	18	1	0	0	0	8	16	0	25	2	5	1	0	0	114	
7:25 AM	6	21	6	0	2	2	14	0	0	0	3	2	3	0	26	12	5	2	0	1	105	
7:30 AM	21	18	3	0	1	3	17	1	0	0	0	3	11	0	17	7	8	0	0	0	110	
7:35 AM	19	21	2	0	4	3	31	1	0	1	2	0	14	0	17	15	6	0	0	0	136	
7:40 AM	28	29	12	0	1	2	15	0	0	0	0	4	9	0	29	17	6	1	0	0	153	
7:45 AM	17	26	3	0	6	2	38	0	0	2	1	4	10	0	21	7	1	4	0	2	144	
7:50 AM	25	28	10	0	1	7	34	2	0	1	5	6	18	0	24	14	8	3	0	0	186	
7:55 AM	18	39	10	0	4	9	47	1	0	0	3	4	15	0	20	11	7	0	0	3	191	1477
8:00 AM	25	51	9	0	1	2	32	1	0	1	3	8	17	0	16	12	12	0	0	4	194	1603
8:05 AM	25	41	9	0	3	9	55	2	0	0	6	5	11	0	21	17	7	3	0	2	216	1748
8:10 AM	30	37	9	0	7	7	50	6	0	1	3	11	14	0	18	9	8	0	0	0	210	1860
8:15 AM	26	50	8	0	3	4	55	1	0	0	2	4	13	0	17	9	2	0	0	0	194	1953
8:20 AM	23	34	12	0	6	10	48	1	0	0	0	6	10	0	29	24	8	1	0	0	212	2051
8:25 AM	11	23	13	0	2	6	62	3	0	2	2	7	18	0	22	18	7	1	0	1	198	2144
8:30 AM	13	23	10	0	3	3	37	4	0	0	0	5	10	0	17	23	6	4	0	0	158	2192
8:35 AM	17	24	9	0	3	4	30	1	0	0	1	5	10	0	25	17	6	1	0	0	153	2209
8:40 AM	14	15	12	0	4	6	29	1	0	0	1	8	7	0	23	20	9	1	0	0	150	2206
8:45 AM	12	26	7	0	7	4	37	2	0	0	1	7	6	0	19	14	13	2	0	1	158	2220
8:50 AM	17	28	11	0	5	2	26	3	0	0	0	12	14	0	15	15	13	2	0	0	163	2197
8:55 AM	15	22	16	0	4	5	29	3	0	0	1	4	12	0	11	20	12	4	0	0	158	2164

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	320	516	108	0	44	72	548	36	0	8	48	96	168	0	220	152	108	12	0	24	2480
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	0	0			0
Pedestrians		12					4					4					4				24
Bicycles	0	1	0			0	1	0			0	1	0			1	1	0			5
Railroad Stopped Buses																					

Comments: N/A

Report generated on 5/16/2013 9:08 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

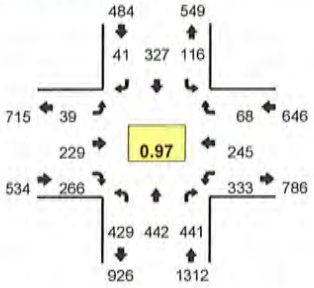
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

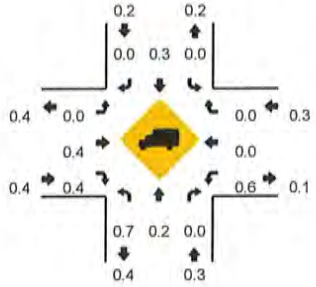
LOCATION: Fairview Ave -- Calle Real
CITY/STATE: Goleta, CA

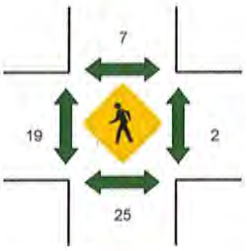
QC JOB #: 10938842
DATE: Wed, Apr 03 2013

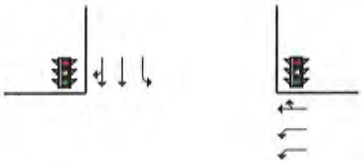
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

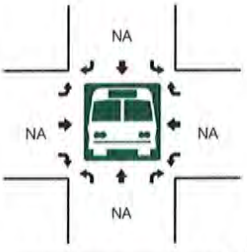


Quality Counts
TRANSPORTATION DATA COLLECTION SERVICES









R* = RTOR

5-Min Count Period	Fairview Ave (Northbound)					Fairview Ave (Southbound)					Calle Real (Eastbound)					Calle Real (Westbound)					Total	Hourly Totals
Beginning At	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	23	24	13	0	8	16	33	2	0	0	6	16	3	0	11	29	26	8	0	0	218	
4:05 PM	53	41	35	0	6	4	18	2	0	0	0	12	7	0	21	18	18	3	0	2	240	
4:10 PM	17	26	18	0	3	5	42	2	0	2	6	15	7	0	18	41	25	2	0	1	230	
4:15 PM	35	39	34	0	11	13	26	2	0	0	2	7	0	0	20	20	8	4	0	2	223	
4:20 PM	36	28	18	0	5	8	28	4	0	0	3	19	5	0	17	33	30	8	0	0	242	
4:25 PM	34	31	37	0	5	12	43	3	0	0	2	13	3	0	12	17	8	3	0	0	223	
4:30 PM	28	30	20	0	6	7	16	1	0	0	4	24	8	0	13	38	27	14	0	1	237	
4:35 PM	22	33	14	0	9	13	39	1	0	2	4	29	6	0	9	20	15	7	0	0	223	
4:40 PM	40	49	37	0	3	8	16	0	0	3	2	14	5	0	21	20	18	8	0	1	245	
4:45 PM	26	28	16	0	15	11	30	0	0	1	8	25	20	0	13	31	25	3	0	3	255	
4:50 PM	46	42	34	0	8	8	37	3	0	0	2	10	5	0	17	10	12	6	0	0	240	
4:55 PM	31	43	24	0	8	5	16	2	0	1	1	22	5	0	9	38	27	9	0	0	241	2817
5:00 PM	33	35	25	0	7	14	36	3	0	0	2	21	10	0	13	16	17	6	0	2	240	2839
5:05 PM	38	51	42	0	6	11	16	2	0	0	5	6	2	0	21	26	19	4	0	0	249	2848
5:10 PM	23	30	19	0	9	7	41	4	0	0	7	22	8	0	11	32	30	5	0	0	248	2866
5:15 PM	54	45	34	0	6	8	16	4	0	0	2	14	2	0	14	30	19	8	0	1	257	2900
5:20 PM	33	29	21	0	4	9	30	3	0	0	3	24	9	0	10	33	27	5	0	0	240	2898
5:25 PM	40	43	35	0	6	14	48	5	0	1	2	17	7	0	15	26	9	2	0	0	270	2945
5:30 PM	33	30	26	0	11	11	14	0	0	1	4	36	8	0	18	27	18	2	0	1	240	2948
5:35 PM	32	25	44	0	8	11	30	3	0	0	1	17	9	0	20	25	19	2	0	2	248	2973
5:40 PM	40	41	28	0	5	7	13	4	0	4	2	15	6	0	14	39	23	7	0	0	248	2976
5:45 PM	33	28	25	0	7	8	32	4	0	0	1	32	3	0	12	19	16	1	0	0	221	2942
5:50 PM	34	42	40	0	7	7	16	4	0	1	2	8	4	0	16	29	16	5	0	0	231	2933
5:55 PM	31	19	25	0	8	13	31	3	0	0	3	18	5	0	14	30	26	4	0	4	234	2926

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	508	468	360	0	64	124	376	48	0	4	28	220	72	0	156	356	220	60	0	4	3068
Heavy Trucks	0	0	0			0	0	0			0	4	0			0	0	0			4
Pedestrians		24					4					32					0				60
Bicycles	0	1	1			0	0	0			0	0	0			0	0	0			2
Railroad Stopped Buses																					

Comments: N/A

Report generated on 5/16/2013 9:08 PM

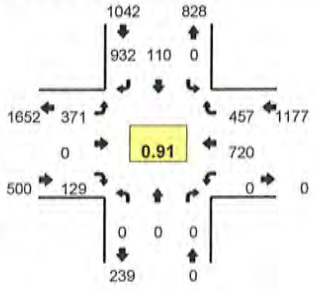
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

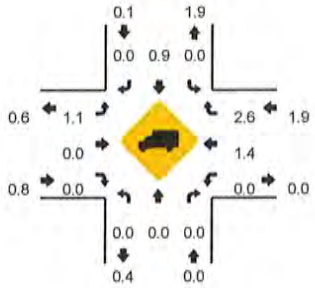
Method for determining peak hour: Total Entering Volume

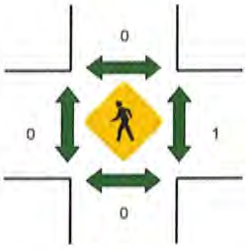
LOCATION: Fairview Ave -- US 101 NB Ramps
CITY/STATE: Goleta, CA

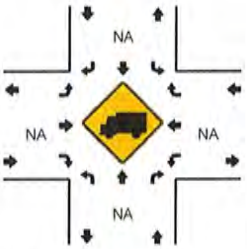
QC JOB #: 10938843
DATE: Wed, Apr 03 2013

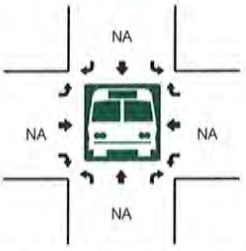


Peak-Hour: 7:35 AM -- 8:35 AM
Peak 15-Min: 7:55 AM -- 8:10 AM









R* = RTOR

5-Min Count Period Beginning At	Fairview Ave (Northbound)					Fairview Ave (Southbound)					US 101 NB Ramps (Eastbound)					US 101 NB Ramps (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	0	0	0	0	0	0	7	26	0	0	9	0	7	0	0	0	36	19	0	4	108	
7:05 AM	0	0	0	0	0	0	3	30	0	0	17	0	4	0	0	0	36	18	0	3	111	
7:10 AM	0	0	0	0	0	0	4	42	0	0	18	0	7	0	0	0	32	12	0	2	117	
7:15 AM	0	0	0	0	0	0	8	42	0	0	15	0	5	0	0	0	40	20	0	3	133	
7:20 AM	0	0	0	0	0	0	9	60	0	0	20	0	3	0	0	0	48	20	0	2	162	
7:25 AM	0	0	0	0	0	0	7	45	0	0	16	0	8	0	0	0	37	16	0	2	131	
7:30 AM	0	0	0	0	0	0	2	49	0	0	28	0	16	0	0	0	36	19	0	2	152	
7:35 AM	0	0	0	0	0	0	13	69	0	0	5	0	8	0	0	0	50	32	0	3	180	
7:40 AM	0	0	0	0	0	0	5	59	0	0	39	0	14	0	0	0	46	22	0	3	188	
7:45 AM	0	0	0	0	0	0	11	71	0	0	25	0	26	0	0	0	68	26	0	2	229	
7:50 AM	0	0	0	0	0	0	9	73	0	0	39	0	6	0	0	0	60	30	0	6	223	
7:55 AM	0	0	0	0	0	0	9	79	0	0	32	0	27	0	0	0	78	49	0	1	275	2009
8:00 AM	0	0	0	0	0	0	5	74	0	0	40	0	8	0	0	0	62	47	0	1	237	2138
8:05 AM	0	0	0	0	0	0	12	82	0	0	45	0	10	0	0	0	49	29	0	4	231	2258
8:10 AM	0	0	0	0	0	0	6	78	0	0	36	0	3	0	0	0	70	51	0	1	245	2386
8:15 AM	0	0	0	0	0	0	5	84	0	0	25	0	2	0	0	0	69	65	0	3	253	2506
8:20 AM	0	0	0	0	0	0	11	84	0	0	33	0	13	0	0	0	35	24	0	7	207	2551
8:25 AM	0	0	0	0	0	0	13	103	0	0	24	0	9	0	0	0	70	20	0	2	241	2661
8:30 AM	0	0	0	0	0	0	11	76	0	0	28	0	3	0	0	0	63	28	0	1	210	2719
8:35 AM	0	0	0	0	0	0	12	64	0	0	18	0	4	0	0	0	36	24	0	3	161	2700
8:40 AM	0	0	0	0	0	0	11	67	0	0	25	0	5	0	0	0	44	21	0	2	175	2687
8:45 AM	0	0	0	0	0	0	13	57	0	0	25	0	6	0	0	0	48	25	0	4	178	2636
8:50 AM	0	0	0	0	0	0	13	62	0	0	36	0	5	0	0	0	41	28	0	6	191	2604
8:55 AM	0	0	0	0	0	0	13	43	0	0	24	0	6	0	0	0	40	27	0	4	157	2486

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	0	0	0	0	0	104	940	0	0	468	0	180	0	0	0	756	500	0	24	2972
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	12	24			36
Pedestrians		0					0					0					4				4
Bicycles	0	0	0			0	0	0			2	0	0			0	0	0			2
Railroad Stopped Buses																					

Comments: N/A

Report generated on 6/5/2013 11:34 AM

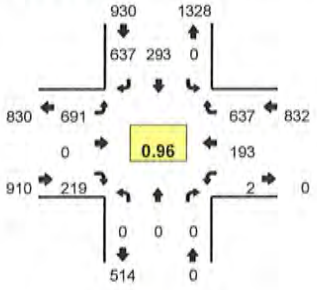
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

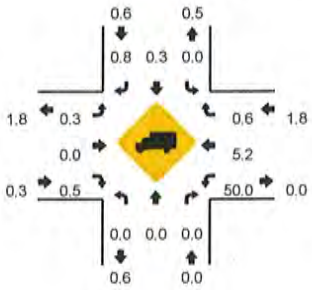
Method for determining peak hour: Total Entering Volume

LOCATION: Fairview Ave -- US 101 NB Ramps
CITY/STATE: Goleta, CA

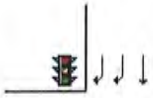
QC JOB #: 10938844
DATE: Wed, Apr 03 2013

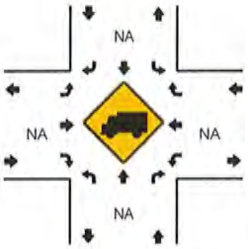


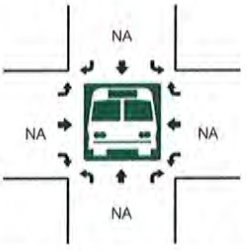
Peak-Hour: 4:40 PM -- 5:40 PM
Peak 15-Min: 5:25 PM -- 5:40 PM



Quality Counts
TRANSPORTATION DATA COLLECTION SERVICES







R* = RTOR

5-Min Count Period	Fairview Ave (Northbound)					Fairview Ave (Southbound)					US 101 NB Ramps (Eastbound)					US 101 NB Ramps (Westbound)					Total	Hourly Totals
Beginning At	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	0	0	0	0	0	0	28	50	0	0	25	0	16	0	0	0	17	28	0	17	181	
4:05 PM	0	0	0	0	0	0	20	49	0	0	73	0	15	0	0	0	24	35	0	12	228	
4:10 PM	0	0	0	0	0	0	29	71	0	0	49	0	23	0	0	0	27	21	0	17	237	
4:15 PM	0	0	0	0	0	0	21	51	0	0	49	0	16	0	0	0	20	37	0	21	215	
4:20 PM	0	0	0	0	0	0	33	59	0	0	67	0	16	0	0	0	18	22	0	19	234	
4:25 PM	0	0	0	0	0	0	17	49	0	0	39	0	15	0	0	0	25	28	0	13	186	
4:30 PM	0	0	0	0	0	0	27	56	0	0	55	0	15	0	0	0	20	16	0	24	213	
4:35 PM	0	0	0	0	0	0	28	56	0	0	38	0	8	0	0	0	12	37	0	9	188	
4:40 PM	0	0	0	0	0	0	17	43	0	0	64	0	17	0	0	0	19	50	0	13	223	
4:45 PM	0	0	0	0	0	0	29	65	0	0	45	0	14	0	0	0	15	34	0	19	221	
4:50 PM	0	0	0	0	0	0	11	54	0	0	58	0	12	0	0	1	25	41	0	8	210	
4:55 PM	0	0	0	0	0	0	36	34	0	0	72	0	15	0	0	0	14	28	0	19	218	2554
5:00 PM	0	0	0	0	0	0	26	53	0	0	40	0	14	0	0	0	18	45	0	4	200	2573
5:05 PM	0	0	0	0	0	0	24	42	0	0	78	0	20	0	0	0	16	31	0	21	232	2577
5:10 PM	0	0	0	0	0	0	31	67	0	0	45	0	20	0	0	0	12	40	0	18	233	2573
5:15 PM	0	0	0	0	0	0	23	38	0	0	58	0	28	0	0	0	20	32	0	19	218	2576
5:20 PM	0	0	0	0	0	0	28	55	0	0	77	0	13	0	0	0	11	17	0	23	224	2566
5:25 PM	0	0	0	0	0	0	21	68	0	0	37	0	14	0	0	0	16	59	0	12	227	2607
5:30 PM	0	0	0	0	0	0	26	53	0	0	75	0	21	0	0	0	12	25	0	19	231	2625
5:35 PM	0	0	0	0	0	0	21	65	0	0	42	0	31	0	0	1	15	46	0	14	235	2672
5:40 PM	0	0	0	0	0	0	32	43	0	0	71	0	18	0	0	0	12	19	0	19	214	2663
5:45 PM	0	0	0	0	0	0	18	46	0	0	43	0	5	0	0	1	12	44	0	4	173	2615
5:50 PM	0	0	0	0	0	0	26	43	0	0	78	0	34	0	0	1	5	25	0	25	237	2642
5:55 PM	0	0	0	0	0	0	28	53	0	0	50	0	13	0	0	0	10	27	0	12	193	2617

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	0	0	0	0	0	272	744	0	0	616	0	264	0	0	4	172	520	0	180	2772
Heavy Trucks	0	0	0			0	0	12			0	0	0			0	0	4			16
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			4	0	0			0	0	0			4
Railroad Stopped Buses																					

Comments: N/A

Report generated on 6/5/2013 11:34 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

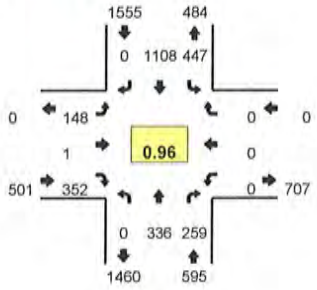
Type of peak hour being reported: Intersection Peak

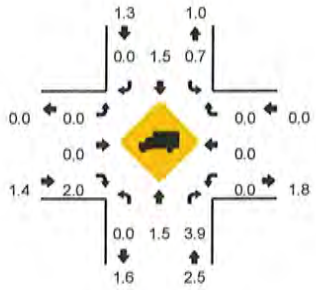
Method for determining peak hour: Total Entering Volume

LOCATION: Fairview Ave -- US 101 SB Ramps
CITY/STATE: Goleta, CA

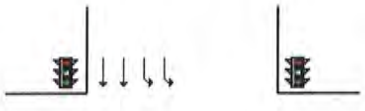
QC JOB #: 10938935
DATE: Thu, Apr 04 2013

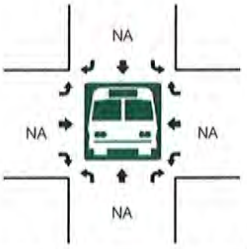
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 8:00 AM -- 8:15 AM





Quality Counts
TRANSPORTATION DATA COLLECTION SERVICES





R* = RTOR

5-Min Count Period	Fairview Ave (Northbound)					Fairview Ave (Southbound)					US 101 SB Ramps (Eastbound)					US 101 SB Ramps (Westbound)					Total	Hourly Totals
Beginning At	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	0	15	12	0	5	13	70	0	0	0	2	0	10	0	10	0	0	0	0	0	137	
7:05 AM	0	15	14	0	8	19	41	0	0	0	7	0	9	0	11	0	0	0	0	0	124	
7:10 AM	1	20	12	0	8	19	38	0	0	0	6	0	6	0	7	0	0	0	0	0	117	
7:15 AM	0	23	19	0	9	35	58	0	0	0	4	0	4	0	12	0	0	0	0	0	164	
7:20 AM	0	23	13	0	11	28	44	0	0	0	6	0	8	0	4	0	0	0	0	0	137	
7:25 AM	0	17	14	0	7	25	79	0	0	0	5	0	4	0	16	0	0	0	0	0	167	
7:30 AM	0	23	22	0	8	34	72	0	0	0	3	0	3	0	10	0	0	0	0	0	175	
7:35 AM	0	21	14	0	7	31	65	0	0	0	10	0	19	0	9	0	0	0	0	0	176	
7:40 AM	0	28	19	0	10	47	73	0	0	0	7	0	6	0	11	0	0	0	0	0	201	
7:45 AM	0	20	14	0	12	41	87	0	0	0	11	0	13	0	7	0	0	0	0	0	205	
7:50 AM	0	34	14	0	8	39	99	0	0	0	11	0	22	0	1	0	0	0	0	0	228	
7:55 AM	0	28	8	0	10	28	105	0	0	0	16	1	12	0	9	0	0	0	0	0	217	2048
8:00 AM	0	28	17	0	6	40	90	0	0	0	17	0	23	0	6	0	0	0	0	0	227	2138
8:05 AM	0	36	10	0	7	28	126	0	0	0	9	0	20	0	4	0	0	0	0	0	240	2254
8:10 AM	0	30	10	0	9	32	87	0	0	0	13	0	32	0	7	0	0	0	0	0	220	2357
8:15 AM	0	23	8	0	11	46	85	0	0	0	11	0	29	0	7	0	0	0	0	0	220	2413
8:20 AM	0	15	9	0	11	41	90	0	0	0	16	0	35	0	3	0	0	0	0	0	220	2496
8:25 AM	0	19	12	0	13	37	103	0	0	0	12	0	20	0	4	0	0	0	0	0	220	2549
8:30 AM	0	32	14	0	5	37	81	0	0	0	9	0	34	0	11	0	0	0	0	0	223	2597
8:35 AM	0	30	10	0	13	37	76	0	0	0	15	0	23	0	9	0	0	0	0	0	213	2634
8:40 AM	0	41	18	0	10	41	79	0	0	0	8	0	13	0	8	0	0	0	0	0	218	2651
8:45 AM	0	26	11	0	14	36	60	0	0	0	10	0	18	0	9	0	0	0	0	0	184	2630
8:50 AM	0	29	13	0	12	41	87	0	0	0	15	1	21	0	7	0	0	0	0	0	226	2628
8:55 AM	0	26	17	0	11	26	57	0	0	0	15	0	13	0	13	0	0	0	0	0	178	2589

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	376	148	0	88	400	1212	0	0	0	156	0	300	0	68	0	0	0	0	0	2748
Heavy Trucks	0	12	0			4	24	0			0	0	8			0	0	0			48
Pedestrians		0					0					32					0				32
Bicycles	0	1	0			0	3	0			0	0	0			0	0	0			4
Railroad																					
Stopped Buses																					

Comments: N/A

Report generated on 5/16/2013 9:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

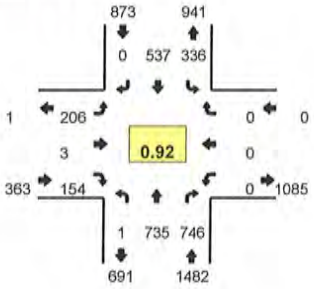
Type of peak hour being reported: Intersection Peak

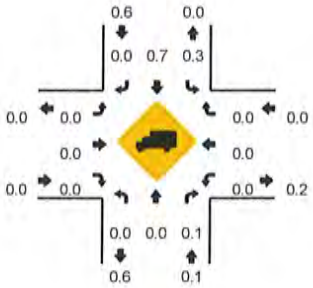
Method for determining peak hour: Total Entering Volume

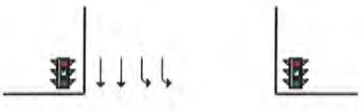
LOCATION: Fairview Ave -- US 101 SB Ramps
CITY/STATE: Goleta, CA

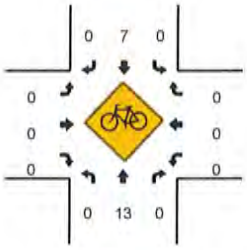
QC JOB #: 10938936
DATE: Thu, Apr 04 2013

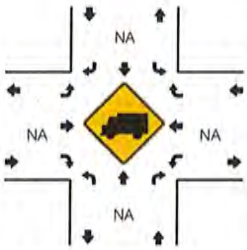
Peak-Hour: 4:35 PM -- 5:35 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

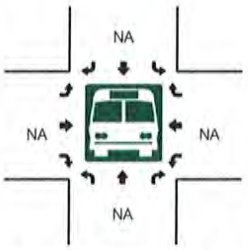












R* = RTOR

5-Min Count Period Beginning At	Fairview Ave (Northbound)					Fairview Ave (Southbound)					US 101 SB Ramps (Eastbound)					US 101 SB Ramps (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	0	33	27	0	16	37	48	0	0	0	12	0	3	0	4	0	0	0	0	0	180	
4:05 PM	0	63	45	0	17	23	54	0	0	0	3	0	5	0	9	0	0	0	0	0	219	
4:10 PM	0	44	32	0	15	27	44	0	0	0	14	1	5	0	4	0	0	0	0	0	186	
4:15 PM	0	50	17	0	16	28	38	0	0	0	11	0	3	0	9	0	0	0	0	0	172	
4:20 PM	0	47	32	0	12	27	48	0	0	0	14	0	5	0	7	0	0	0	0	0	192	
4:25 PM	0	49	27	0	14	26	51	0	0	0	13	0	5	0	3	0	0	0	0	0	188	
4:30 PM	0	51	35	0	16	19	34	0	0	0	14	0	6	0	9	0	0	0	0	0	184	
4:35 PM	0	72	47	0	19	30	40	0	0	0	13	0	0	0	7	0	0	0	0	0	228	
4:40 PM	0	46	28	0	28	32	60	0	0	0	21	1	9	0	9	0	0	0	0	0	234	
4:45 PM	0	59	34	0	14	14	33	0	0	0	16	0	5	0	4	0	0	0	0	0	179	
4:50 PM	0	59	27	0	22	32	54	0	0	0	15	1	6	0	8	0	0	0	0	0	224	
4:55 PM	0	49	33	0	19	28	50	0	0	0	14	0	7	0	11	0	0	0	0	0	211	2397
5:00 PM	0	56	37	0	30	37	40	0	0	0	21	0	5	0	5	0	0	0	0	0	231	2448
5:05 PM	0	77	70	0	24	31	52	0	0	0	16	0	4	0	6	0	0	0	0	0	280	2509
5:10 PM	1	68	44	0	24	19	30	0	0	0	16	0	7	0	8	0	0	0	0	0	217	2540
5:15 PM	0	66	50	0	23	34	39	0	0	0	19	0	4	0	7	0	0	0	0	0	242	2610
5:20 PM	0	60	29	0	27	30	41	0	0	0	23	1	11	0	7	0	0	0	0	0	229	2647
5:25 PM	0	42	39	0	21	23	48	0	0	0	17	0	2	0	6	0	0	0	0	0	198	2657
5:30 PM	0	81	42	0	15	26	50	0	0	0	15	0	8	0	8	0	0	0	0	0	245	2718
5:35 PM	0	47	34	0	18	38	38	0	0	0	16	2	2	0	5	0	0	0	0	0	200	2690
5:40 PM	0	59	37	0	19	22	39	0	0	0	15	0	1	0	7	0	0	0	0	0	199	2655
5:45 PM	0	40	28	0	17	25	40	0	0	0	12	0	4	0	8	0	0	0	0	0	174	2650
5:50 PM	0	55	34	0	12	23	47	0	0	0	12	0	5	0	2	0	0	0	0	0	190	2616
5:55 PM	0	43	13	0	13	25	45	0	0	0	23	0	3	0	9	0	0	0	0	0	174	2579

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	4	844	656	0	284	336	484	0	0	0	204	0	60	0	84	0	0	0	0	0	2956
Heavy Trucks	0	0	4			0	12	0			0	0	0			0	0	0			16
Pedestrians		0					0					36					0				36
Bicycles	0	3	0			0	3	0			0	0	0			0	0	0			6
Railroad Stopped Buses																					

Comments: N/A

Report generated on 5/16/2013 9:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

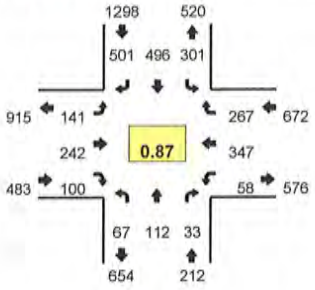
Type of peak hour being reported: Intersection Peak

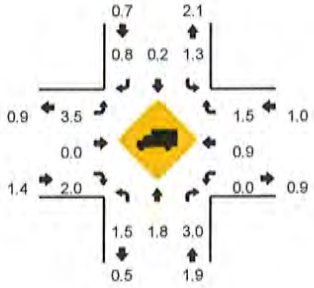
Method for determining peak hour: Total Entering Volume

LOCATION: Fairview Ave -- Hollister Ave
CITY/STATE: Goleta, CA

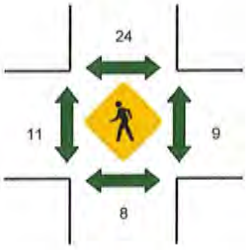
QC JOB #: 10938845
DATE: Wed, Apr 03 2013

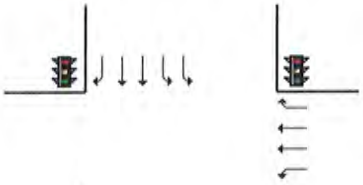
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 7:50 AM -- 8:05 AM

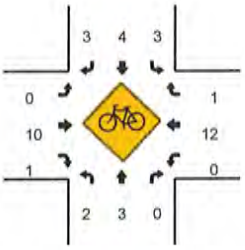


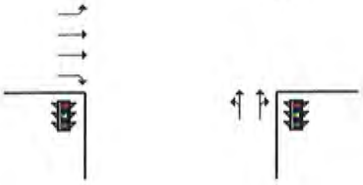


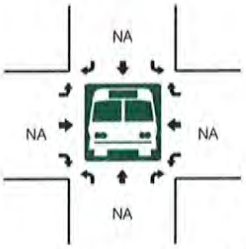
Quality Counts
TRANSPORTATION DATA COLLECTION SERVICES











R* = RTOR

5-Min Count Period	Fairview Ave (Northbound)					Fairview Ave (Southbound)					Hollister Ave (Eastbound)					Hollister Ave (Westbound)					Total	Hourly Totals
Beginning At	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	4	5	1	0	0	18	21	21	0	18	11	10	5	0	0	2	18	14	0	4	152	
7:05 AM	8	5	1	0	1	10	18	21	0	6	8	21	7	0	1	2	20	4	0	8	141	
7:10 AM	3	5	2	0	1	14	25	21	0	6	11	7	2	0	2	1	16	14	0	0	130	
7:15 AM	7	7	2	0	0	12	19	17	0	7	6	13	3	0	0	4	15	14	0	3	129	
7:20 AM	4	7	2	0	0	20	25	25	0	15	5	15	4	0	0	2	23	14	0	4	165	
7:25 AM	1	8	0	0	1	26	27	33	0	10	10	15	8	0	0	1	21	17	0	4	182	
7:30 AM	2	4	0	0	1	19	20	15	0	17	4	5	6	0	1	1	23	21	0	4	143	
7:35 AM	5	9	5	0	0	24	30	31	0	8	11	16	5	0	0	3	23	12	0	4	186	
7:40 AM	6	10	2	0	0	21	28	26	0	12	9	21	6	0	3	3	21	18	0	5	191	
7:45 AM	9	7	2	0	1	21	44	32	0	15	10	13	5	0	1	2	24	25	0	9	220	
7:50 AM	5	7	1	0	0	24	38	39	0	6	12	28	10	0	0	4	45	28	0	4	251	
7:55 AM	4	13	3	0	1	18	39	53	0	12	18	19	15	0	0	6	40	11	0	5	257	2147
8:00 AM	7	13	1	0	3	30	57	30	0	9	15	27	10	0	1	5	31	12	0	11	262	2257
8:05 AM	4	8	2	0	1	36	48	33	0	7	6	22	5	0	2	5	31	19	0	4	233	2349
8:10 AM	7	20	2	0	0	29	40	39	0	4	6	14	3	0	3	4	26	8	0	11	216	2435
8:15 AM	6	7	5	0	0	24	40	32	0	7	17	21	2	0	0	4	24	13	0	5	207	2513
8:20 AM	4	4	4	0	1	17	28	36	0	4	8	18	3	0	0	5	31	10	0	5	178	2526
8:25 AM	6	8	0	0	1	29	39	17	0	17	9	28	6	0	5	4	26	13	0	2	210	2554
8:30 AM	3	8	3	0	0	44	40	22	0	21	12	13	9	0	0	4	24	11	0	3	217	2628
8:35 AM	5	8	1	0	0	10	51	24	0	13	14	19	16	0	0	9	20	20	0	8	218	2660
8:40 AM	7	9	1	0	0	19	32	20	0	9	14	20	4	0	0	6	25	27	0	3	196	2665
8:45 AM	9	15	1	0	0	13	27	21	0	14	11	17	11	0	0	3	29	19	1	8	199	2644
8:50 AM	6	20	2	0	0	26	48	30	0	5	18	16	7	0	0	5	25	5	0	7	220	2613
8:55 AM	6	15	6	0	0	14	29	28	0	13	7	18	7	0	0	4	29	10	0	9	195	2551

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	64	132	20	0	16	288	536	488	0	108	180	296	140	0	4	60	464	204	0	80	3080
Heavy Trucks	0	0	0			4	0	4			8	0	8			0	8	4			36
Pedestrians		8					40					20					8				76
Bicycles	0	1	0			2	0	1			0	3	0			0	7	0			14
Railroad																					
Stopped Buses																					

Comments: N/A

Report generated on 5/16/2013 9:08 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

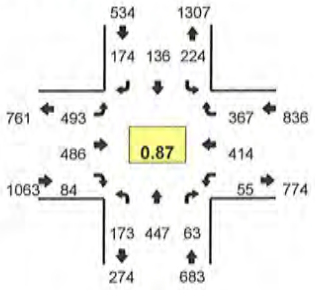
Type of peak hour being reported: Intersection Peak

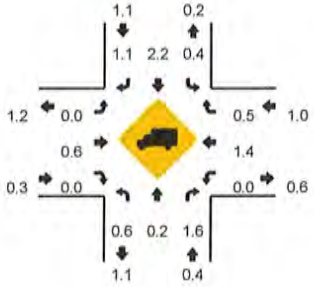
Method for determining peak hour: Total Entering Volume

LOCATION: Fairview Ave -- Hollister Ave
CITY/STATE: Goleta, CA

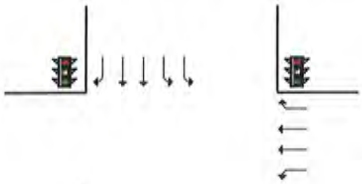
QC JOB #: 10938846
DATE: Wed, Apr 03 2013

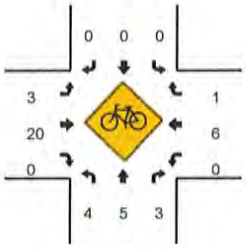
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

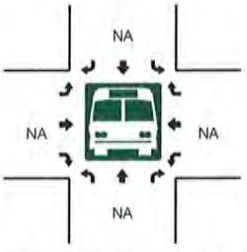




Quality Counts
TRANSPORTATION DATA COLLECTION SERVICES







R* = RTOR

5-Min Count Period	Fairview Ave (Northbound)					Fairview Ave (Southbound)					Hollister Ave (Eastbound)					Hollister Ave (Westbound)					Total	Hourly Totals
Beginning At	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	6	31	3	0	3	13	13	17	0	5	30	25	14	0	2	2	47	22	0	6	239	
4:05 PM	15	31	4	0	0	14	12	15	0	10	37	36	3	0	5	5	27	19	0	11	244	
4:10 PM	15	38	6	0	1	21	14	13	0	5	20	26	7	0	5	2	25	21	0	20	239	
4:15 PM	7	17	3	0	1	16	5	7	0	6	42	29	7	0	2	5	39	25	0	11	222	
4:20 PM	14	23	7	0	0	25	9	4	0	6	23	28	5	0	1	7	22	21	0	6	201	
4:25 PM	7	28	4	0	1	17	10	12	0	12	36	36	5	0	2	7	22	18	0	15	232	
4:30 PM	6	26	2	0	0	16	15	3	0	6	27	39	4	0	1	4	31	22	0	5	207	
4:35 PM	21	31	5	0	0	20	15	15	0	7	41	48	4	0	5	11	26	11	0	16	276	
4:40 PM	7	32	4	0	0	12	15	7	0	4	41	36	4	0	2	8	27	14	0	12	225	
4:45 PM	18	37	5	0	0	27	14	8	0	10	31	25	2	0	2	2	38	15	0	2	236	
4:50 PM	13	33	8	0	0	19	8	13	0	14	44	42	5	0	3	5	44	21	1	11	284	
4:55 PM	13	48	4	0	0	19	13	4	0	8	23	31	8	0	3	2	27	21	0	17	241	2846
5:00 PM	27	33	4	0	0	19	14	8	0	2	40	29	9	0	2	3	19	16	0	9	234	2841
5:05 PM	20	48	4	0	1	18	8	12	0	1	65	49	4	0	3	5	22	32	0	4	296	2893
5:10 PM	15	42	3	0	0	26	8	11	0	3	51	63	4	0	0	0	46	32	0	3	309	2963
5:15 PM	7	47	12	0	0	6	6	4	0	6	51	50	3	0	0	9	52	28	0	6	287	3028
5:20 PM	19	47	7	0	0	31	9	8	0	8	37	38	2	0	2	3	33	18	0	9	271	3098
5:25 PM	7	23	4	0	0	11	11	2	0	10	42	36	10	0	2	2	47	31	0	12	250	3116
5:30 PM	4	31	1	0	2	16	11	4	0	6	24	35	3	0	1	9	29	22	0	4	202	3111
5:35 PM	17	41	7	0	0	22	12	13	0	2	16	27	5	0	2	5	22	18	0	10	219	3054
5:40 PM	13	29	3	0	0	22	7	6	0	5	44	39	6	0	0	1	33	24	0	10	242	3071
5:45 PM	3	30	2	0	1	19	13	3	0	4	31	41	5	0	0	7	29	22	1	9	220	3055
5:50 PM	15	28	6	0	1	12	10	11	0	3	18	34	1	0	2	6	32	21	0	10	210	2981
5:55 PM	8	13	2	0	0	13	6	5	0	3	24	31	1	0	0	0	25	20	0	6	157	2897

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	168	548	76	0	4	200	88	108	0	40	668	648	44	0	12	56	488	368	0	52	3568
Heavy Trucks	4	0	0			4	0	4			0	0	0			0	8	0			20
Pedestrians		8					28					20					20				76
Bicycles	1	2	1			0	0	0			2	7	0			0	2	1			16
Railroad Stopped Buses																					

Comments: N/A

Report generated on 5/16/2013 9:08 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

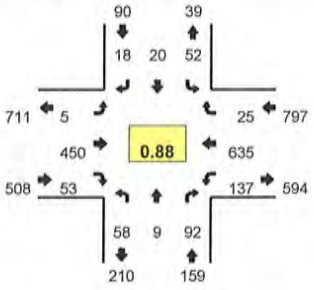
Type of peak hour being reported: Intersection Peak

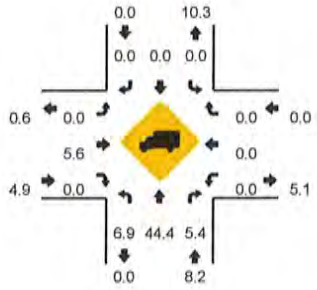
Method for determining peak hour: Total Entering Volume

LOCATION: Pine Ave -- Hollister Ave
CITY/STATE: Goleta, CA

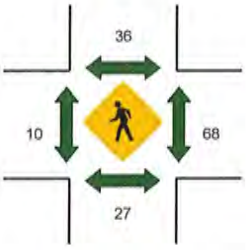
QC JOB #: 10938943
DATE: Tue, Apr 02 2013

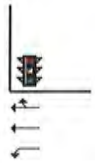
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:50 AM -- 8:05 AM

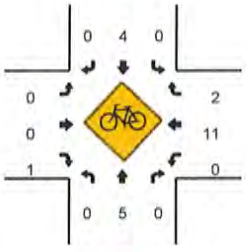


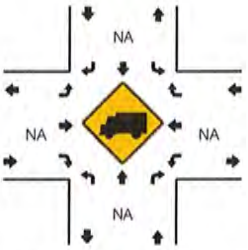


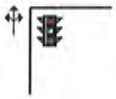
Quality Counts
TRANSPORTATION DATA COLLECTION SERVICES

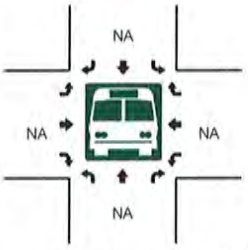












R* = RTOR

5-Min Count Period	Pine Ave (Northbound)					Pine Ave (Southbound)					Hollister Ave (Eastbound)					Hollister Ave (Westbound)					Total	Hourly Totals
Beginning At	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	2	1	4	0	0	10	0	0	0	0	2	31	3	0	0	5	23	1	0	0	82	
7:05 AM	10	0	6	0	3	8	0	3	0	0	1	30	4	0	0	2	29	0	0	0	96	
7:10 AM	8	0	5	0	4	0	1	0	0	1	0	30	6	0	0	3	24	4	0	0	86	
7:15 AM	9	0	10	0	5	5	0	1	0	0	0	19	3	0	0	6	33	0	0	0	91	
7:20 AM	2	0	7	0	3	2	2	1	0	0	0	21	3	0	0	3	38	0	0	0	82	
7:25 AM	6	0	2	0	5	4	1	0	0	2	2	29	2	0	1	6	40	2	0	1	103	
7:30 AM	3	0	6	0	6	3	0	1	0	0	0	32	3	0	2	14	52	2	0	0	124	
7:35 AM	5	4	13	0	3	3	0	0	0	2	0	58	8	0	0	7	50	2	0	1	156	
7:40 AM	3	4	5	0	6	6	3	1	0	3	0	35	4	0	2	4	48	2	0	0	126	
7:45 AM	5	1	1	0	6	6	2	2	0	1	0	27	3	0	0	6	61	1	0	0	122	
7:50 AM	7	0	7	0	6	5	1	0	0	1	0	41	2	0	0	11	65	2	0	0	148	
7:55 AM	6	0	0	0	7	2	4	0	0	0	1	36	6	0	0	20	74	4	0	0	160	1376
8:00 AM	6	0	1	0	6	3	1	0	0	0	1	44	4	0	1	17	47	0	0	1	132	1426
8:05 AM	4	0	0	0	10	11	2	0	0	3	1	38	0	0	1	13	50	1	0	1	135	1465
8:10 AM	4	0	0	0	4	2	0	0	0	0	1	31	5	0	1	13	56	1	0	0	118	1497
8:15 AM	5	0	1	0	0	5	1	1	0	1	1	25	1	0	0	12	40	2	0	0	95	1501
8:20 AM	5	0	2	0	1	3	2	0	0	0	0	45	6	0	0	10	39	2	0	1	116	1535
8:25 AM	5	0	1	0	0	3	4	2	0	0	0	38	4	0	0	10	53	2	0	0	122	1554
8:30 AM	3	0	0	0	0	1	1	2	0	1	2	38	6	0	0	8	53	3	0	0	118	1548
8:35 AM	5	0	4	0	1	2	1	0	0	0	2	22	5	0	0	8	50	2	0	0	102	1494
8:40 AM	2	1	0	0	1	1	1	0	0	0	0	27	7	0	0	8	45	1	0	0	94	1462
8:45 AM	0	0	1	0	0	4	1	0	0	2	0	21	5	0	0	13	39	2	0	0	88	1428
8:50 AM	7	0	0	0	0	4	0	0	0	0	0	30	5	0	1	4	38	1	0	0	90	1370
8:55 AM	4	0	0	0	0	0	1	0	0	1	0	27	6	0	0	13	40	3	0	2	97	1307

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	76	0	32	0	76	40	24	0	0	4	8	484	48	0	4	192	744	24	0	4	1760
Heavy Trucks	8	0	8			0	0	0			0	20	0			0	0	0			36
Pedestrians		32					24					0					56				112
Bicycles	0	3	0			0	3	0			0	0	0			0	5	1			12
Railroad																					
Stopped Buses																					

Comments: N/A

Report generated on 5/16/2013 9:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

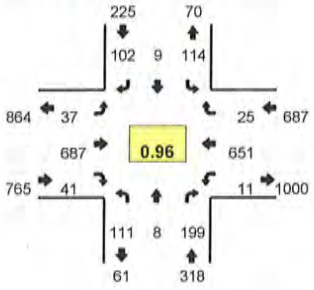
Type of peak hour being reported: Intersection Peak

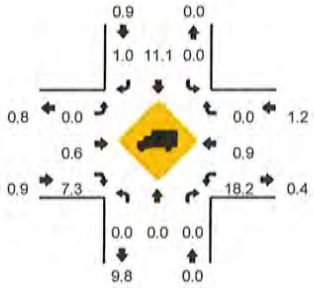
Method for determining peak hour: Total Entering Volume

LOCATION: Pine Ave -- Hollister Ave
CITY/STATE: Goleta, CA

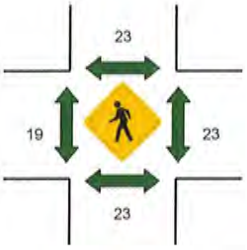
QC JOB #: 10938944
DATE: Tue, Apr 02 2013

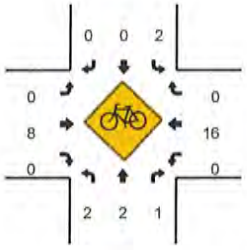
Peak-Hour: 4:35 PM -- 5:35 PM
Peak 15-Min: 4:35 PM -- 4:50 PM

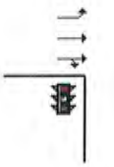


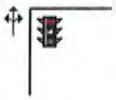


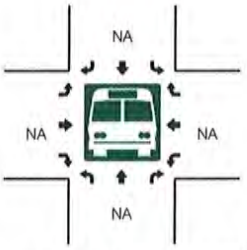
Quality Counts
TRANSPORTATION DATA COLLECTION SERVICES











R* = RTOR

5-Min Count Period Beginning At	Pine Ave (Northbound)					Pine Ave (Southbound)					Hollister Ave (Eastbound)					Hollister Ave (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	12	2	5	0	11	12	2	10	0	0	1	50	1	0	0	0	31	2	0	0	139	
4:05 PM	10	0	5	0	9	10	0	13	0	0	3	36	3	0	0	0	36	3	0	0	128	
4:10 PM	3	0	1	0	6	3	0	2	0	0	1	37	2	0	0	0	43	1	0	0	99	
4:15 PM	4	0	7	0	4	4	0	6	0	0	4	47	2	0	2	2	44	2	0	2	130	
4:20 PM	9	0	5	0	13	9	0	14	0	0	2	52	1	0	0	2	35	1	1	0	144	
4:25 PM	5	0	6	0	5	5	0	6	0	0	4	48	4	0	1	1	47	8	0	0	140	
4:30 PM	9	1	4	0	11	10	1	10	0	1	5	53	1	0	0	1	38	5	1	0	151	
4:35 PM	18	3	7	0	12	18	3	6	0	0	2	61	4	0	0	0	66	2	0	0	202	
4:40 PM	11	0	6	0	6	11	1	4	0	2	4	74	6	0	0	1	56	0	0	0	182	
4:45 PM	3	0	6	0	10	3	0	5	0	0	6	43	5	0	0	1	53	1	0	0	136	
4:50 PM	10	2	9	0	4	10	2	9	0	0	4	64	0	0	0	1	47	2	0	0	164	
4:55 PM	12	2	13	0	6	12	2	13	0	0	1	55	3	0	1	0	50	3	0	0	173	1788
5:00 PM	11	0	7	0	10	12	0	4	0	0	3	45	0	0	2	1	56	3	0	0	154	1803
5:05 PM	11	0	18	0	10	11	0	14	0	0	3	53	2	0	0	2	58	3	0	0	185	1860
5:10 PM	7	1	4	0	10	8	1	10	0	0	3	52	1	0	0	1	70	4	0	0	172	1933
5:15 PM	6	0	9	0	4	6	0	9	0	1	1	52	3	0	0	2	50	3	0	0	146	1949
5:20 PM	4	0	6	0	12	4	0	13	0	0	1	65	6	0	0	2	52	1	0	0	166	1971
5:25 PM	6	0	3	0	12	7	0	10	0	1	6	68	2	0	0	0	43	2	0	0	160	1991
5:30 PM	12	0	6	0	9	12	0	1	0	0	3	55	6	0	0	0	50	1	0	0	155	1995
5:35 PM	7	0	8	0	9	7	0	7	0	0	5	49	3	0	0	0	50	4	0	0	149	1942
5:40 PM	0	1	0	0	12	0	1	4	0	0	2	56	2	0	0	1	55	2	0	0	136	1896
5:45 PM	5	1	2	0	6	6	1	6	0	0	3	65	5	0	0	0	48	2	0	0	150	1910
5:50 PM	5	0	5	0	2	5	0	4	0	0	1	41	3	0	0	0	34	1	0	0	101	1847
5:55 PM	8	0	1	0	9	8	0	3	0	2	4	45	1	0	0	1	46	2	0	0	130	1804

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	128	12	76	0	112	128	16	60	0	8	48	712	60	0	0	8	700	12	0	0	2080
Heavy Trucks	0	0	0			0	4	4			0	8	8			4	4	0			32
Pedestrians		32					32					16					48				128
Bicycles	1	1	0			1	0	0			0	1	0			0	2	0			6
Railroad Stopped Buses																					

Comments: N/A

Report generated on 5/16/2013 9:05 PM

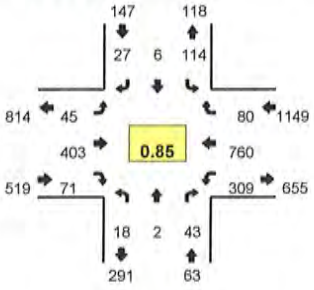
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

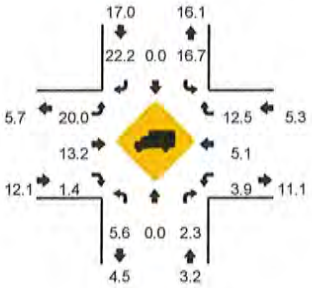
Method for determining peak hour: Total Entering Volume

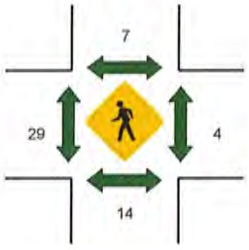
LOCATION: Kellogg Ave -- Hollister Ave
CITY/STATE: Goleta, CA

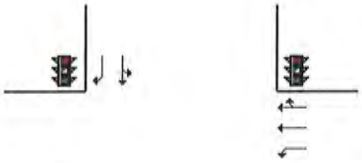
QC JOB #: 10938631
DATE: Wed, May 22 2013

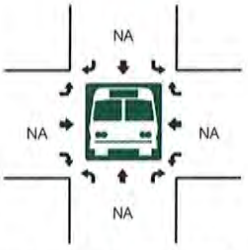


Peak-Hour: 7:35 AM -- 8:35 AM
Peak 15-Min: 7:50 AM -- 8:05 AM









R* = RTOR

5-Min Count Period	Kellogg Ave (Northbound)					Kellogg Ave (Southbound)					Hollister Ave (Eastbound)					Hollister Ave (Westbound)					Total	Hourly Totals
Beginning At	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	0	0	0	0	0	4	0	2	0	0	1	17	1	0	0	11	39	11	2	3	91	
7:05 AM	2	0	1	0	0	5	0	3	0	1	5	25	3	1	2	18	35	4	3	0	108	
7:10 AM	0	0	1	0	0	12	0	1	0	0	1	33	5	0	0	5	42	9	5	1	115	
7:15 AM	2	0	1	0	2	7	3	1	0	0	0	38	5	1	2	16	31	5	8	0	122	
7:20 AM	0	0	1	0	0	11	1	0	0	0	5	22	6	0	0	12	38	12	10	0	118	
7:25 AM	2	2	0	0	2	18	0	1	0	1	4	37	2	0	4	12	33	5	4	0	127	
7:30 AM	2	0	4	0	0	6	0	2	0	0	3	36	3	0	2	11	56	6	8	0	139	
7:35 AM	0	1	0	0	2	8	0	4	0	1	0	39	6	0	0	15	49	5	6	1	137	
7:40 AM	2	0	4	0	1	14	0	1	0	0	6	34	3	1	2	15	52	5	6	1	147	
7:45 AM	2	0	8	0	0	12	0	2	0	0	2	35	2	0	4	20	56	1	12	1	157	
7:50 AM	2	1	1	0	3	11	0	2	0	0	5	42	3	0	4	20	85	6	13	0	198	
7:55 AM	0	0	0	0	2	12	1	2	0	0	4	37	2	1	4	19	71	8	12	4	179	1638
8:00 AM	2	0	3	0	3	8	2	2	0	0	2	31	2	2	3	11	89	4	9	3	176	1723
8:05 AM	4	0	2	0	4	11	0	6	0	0	2	33	5	1	2	19	54	8	11	1	163	1778
8:10 AM	3	0	0	0	2	14	1	0	0	0	0	28	5	0	0	17	50	3	7	2	132	1795
8:15 AM	1	0	3	0	0	6	0	4	0	0	2	39	2	1	2	18	72	5	4	0	159	1832
8:20 AM	1	0	1	0	0	6	0	0	0	0	5	33	6	1	0	15	56	11	8	0	143	1857
8:25 AM	0	0	2	0	0	7	1	0	0	1	4	25	6	0	2	17	53	7	5	0	130	1860
8:30 AM	1	0	0	0	2	5	1	2	0	0	4	27	5	2	1	28	73	3	2	1	157	1878
8:35 AM	3	0	6	0	1	4	0	4	0	0	2	34	3	0	0	5	57	4	3	0	126	1867
8:40 AM	1	0	4	0	2	11	0	1	0	0	2	32	3	1	0	11	58	7	1	1	135	1855
8:45 AM	3	0	2	0	0	4	0	4	0	0	4	34	1	0	0	5	61	4	4	0	126	1824
8:50 AM	2	0	2	0	2	7	0	2	0	2	1	33	5	0	1	11	56	3	7	0	134	1760
8:55 AM	3	0	2	0	1	5	0	2	0	0	0	19	1	2	2	18	55	4	4	1	119	1700

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	16	4	16	0	32	124	12	24	0	0	44	440	28	12	44	200	980	72	136	28	2212
Heavy Trucks	0	0	0			16	0	8			8	56	0			12	48	8			156
Pedestrians		12					8					28					4				52
Bicycles	0	0	0			1	0	0			0	2	0			0	11	0			14
Railroad Stopped Buses																					

Comments: N/A

Report generated on 6/26/2013 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

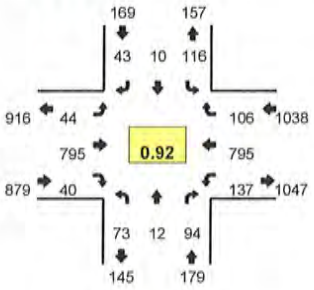
Type of peak hour being reported: Intersection Peak

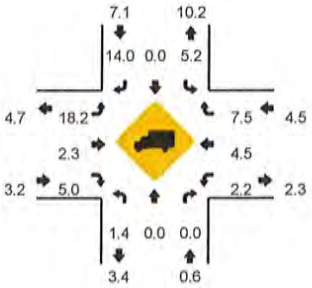
Method for determining peak hour: Total Entering Volume

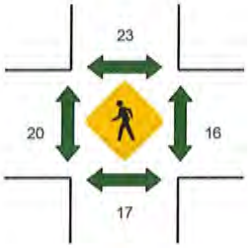
LOCATION: Kellogg Ave -- Hollister Ave
CITY/STATE: Goleta, CA

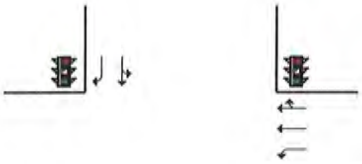
QC JOB #: 10938632
DATE: Wed, May 22 2013

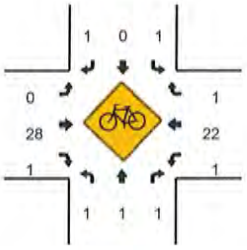
Peak-Hour: 4:25 PM -- 5:25 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

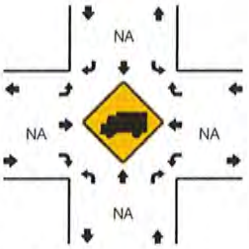


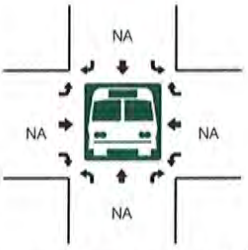












R* = RTOR

5-Min Count Period	Kellogg Ave (Northbound)					Kellogg Ave (Southbound)					Hollister Ave (Eastbound)					Hollister Ave (Westbound)					Total	Hourly Totals
Beginning At	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	5	3	5	0	3	16	1	0	0	2	6	51	3	0	3	8	63	12	1	2	184	
4:05 PM	2	1	4	0	0	10	1	5	0	1	4	58	3	0	0	9	73	11	2	0	184	
4:10 PM	2	1	5	0	1	11	1	2	0	1	3	55	3	0	2	16	66	10	3	1	183	
4:15 PM	8	1	7	0	2	8	2	4	0	1	5	43	1	0	1	8	61	10	4	4	170	
4:20 PM	7	0	7	0	1	10	0	1	0	3	1	56	5	1	2	7	55	5	2	0	163	
4:25 PM	1	0	8	0	5	9	0	5	0	0	7	60	3	1	0	6	50	10	4	1	170	
4:30 PM	2	0	5	0	1	8	1	2	0	1	3	40	4	0	0	7	80	7	4	0	165	
4:35 PM	6	1	4	0	2	2	1	4	0	3	6	66	2	0	0	8	62	9	3	0	179	
4:40 PM	5	1	4	0	1	7	0	2	0	0	3	67	2	0	1	7	85	3	2	3	193	
4:45 PM	8	2	3	0	2	10	0	3	0	1	1	76	2	1	0	7	51	4	2	1	174	
4:50 PM	11	1	5	0	1	9	1	0	0	1	2	63	5	0	1	9	56	10	4	1	180	
4:55 PM	8	0	5	0	5	12	1	2	0	1	3	74	0	0	2	10	70	12	3	1	209	2154
5:00 PM	5	0	11	0	3	14	2	1	0	3	0	70	2	2	2	15	57	9	5	0	201	2171
5:05 PM	6	1	7	0	3	16	0	3	0	1	3	58	1	0	0	5	70	6	4	2	186	2173
5:10 PM	7	1	2	0	3	9	1	1	0	0	5	84	3	1	1	6	87	9	5	1	226	2216
5:15 PM	8	4	7	0	3	10	1	6	0	0	3	80	5	0	1	5	56	8	2	2	201	2247
5:20 PM	6	1	2	0	2	10	2	1	0	2	3	57	3	0	0	10	71	7	4	0	181	2265
5:25 PM	4	0	3	0	2	4	0	1	0	0	2	70	2	1	0	5	56	7	5	0	162	2257
5:30 PM	4	2	2	0	2	12	1	3	0	1	0	61	1	0	3	5	63	4	4	1	169	2261
5:35 PM	2	0	1	0	3	6	1	0	0	1	3	72	5	1	0	6	61	6	4	1	173	2255
5:40 PM	6	1	7	0	2	14	0	1	0	0	4	62	1	0	1	4	57	2	2	1	165	2227
5:45 PM	2	1	1	0	2	10	1	2	0	0	3	65	2	0	0	4	55	8	0	0	156	2209
5:50 PM	2	0	1	0	3	6	0	1	0	1	1	46	0	0	0	10	47	4	4	1	127	2156
5:55 PM	2	0	3	0	0	9	0	0	0	2	1	63	4	0	1	5	58	10	3	3	164	2111

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	72	8	80	0	36	156	12	20	0	16	32	848	24	12	12	104	856	96	56	12	2452
Heavy Trucks	0	0	0			0	0	0			4	16	0			0	28	4			52
Pedestrians		24					28					24					16				92
Bicycles	0	0	0			1	0	0			0	12	0			0	1	0			14
Railroad Stopped Buses																					

Comments: N/A

Report generated on 6/26/2013 11:59 AM

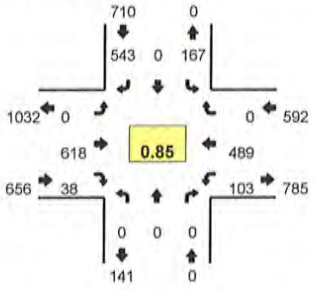
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

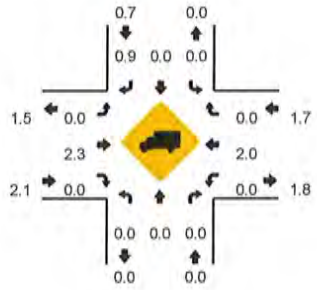
Method for determining peak hour: Total Entering Volume

LOCATION: SR 217 SB Ramps -- Hollister Ave
CITY/STATE: Goleta, CA

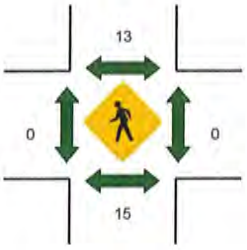
QC JOB #: 10938949
DATE: Wed, Apr 03 2013

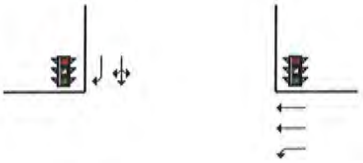


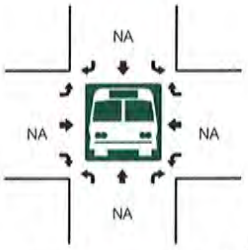
Peak-Hour: 7:40 AM -- 8:40 AM
Peak 15-Min: 7:50 AM -- 8:05 AM



Quality Counts
TRANSPORTATION DATA COLLECTION SERVICES







R* = RTOR

5-Min Count Period	SR 217 SB Ramps (Northbound)					SR 217 SB Ramps (Southbound)					Hollister Ave (Eastbound)					Hollister Ave (Westbound)					Total	Hourly Totals
Beginning At	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	0	0	0	0	0	7	0	22	0	0	0	27	0	0	0	4	19	0	0	0	79	
7:05 AM	0	0	0	0	0	5	0	23	0	0	0	46	0	0	0	2	15	0	0	0	91	
7:10 AM	0	0	0	0	0	7	0	29	0	0	0	45	0	0	0	4	17	0	0	0	102	
7:15 AM	0	0	0	0	0	7	0	25	0	0	0	47	0	0	0	9	24	0	0	0	112	
7:20 AM	0	0	0	0	0	14	0	22	0	0	0	43	3	0	1	3	23	0	0	0	109	
7:25 AM	0	0	0	0	0	10	0	35	0	1	0	51	2	0	3	5	42	0	0	0	149	
7:30 AM	0	0	0	0	0	11	0	33	0	0	0	38	1	0	1	5	23	0	0	0	112	
7:35 AM	0	0	0	0	0	13	0	16	0	0	0	54	3	0	2	7	29	0	0	0	124	
7:40 AM	0	0	0	0	0	9	0	43	0	0	0	54	0	0	4	9	36	0	0	0	155	
7:45 AM	0	0	0	0	0	11	0	44	0	0	0	58	2	0	0	9	41	0	0	0	165	
7:50 AM	0	0	0	0	0	10	0	44	0	0	0	57	3	0	1	15	43	0	0	0	173	
7:55 AM	0	0	0	0	0	17	0	66	0	0	0	54	0	0	2	15	49	0	0	0	203	1574
8:00 AM	0	0	0	0	0	24	0	58	0	0	0	49	2	0	2	11	52	0	0	0	198	1693
8:05 AM	0	0	0	0	0	11	0	37	0	1	0	49	1	0	2	2	30	0	0	0	133	1735
8:10 AM	0	0	0	0	0	17	0	46	0	0	0	57	1	0	1	5	34	0	0	0	161	1794
8:15 AM	0	0	0	0	0	11	0	29	0	1	0	39	3	0	3	7	40	0	0	0	133	1815
8:20 AM	0	0	0	0	0	21	0	53	0	0	0	42	1	0	1	7	44	0	0	0	169	1875
8:25 AM	0	0	0	0	0	20	0	37	0	3	0	48	4	0	2	8	35	0	0	0	157	1883
8:30 AM	0	0	0	0	0	9	0	32	0	1	0	58	2	0	0	10	40	0	0	0	152	1923
8:35 AM	0	0	0	0	0	7	0	48	0	0	0	53	1	0	0	5	45	0	0	0	159	1958
8:40 AM	0	0	0	0	0	10	0	38	0	1	0	34	1	0	0	9	38	0	0	0	131	1934
8:45 AM	0	0	0	0	0	11	0	33	0	0	0	53	2	0	2	7	26	0	0	0	134	1903
8:50 AM	0	0	0	0	0	13	0	46	0	0	0	40	0	0	3	11	28	0	0	0	141	1871
8:55 AM	0	0	0	0	0	7	0	28	0	0	0	47	1	0	0	9	35	0	0	0	127	1795

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	0	0	0	0	204	0	672	0	0	0	640	20	0	20	164	576	0	0	0	2296
Heavy Trucks	0	0	0			0	0	0			0	16	0			0	12	0			28
Pedestrians		28					16					0					0				44
Bicycles	0	0	0			1	0	0			0	0	0			0	4	0			5
Railroad																					
Stopped Buses																					

Comments: N/A

Report generated on 5/16/2013 9:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

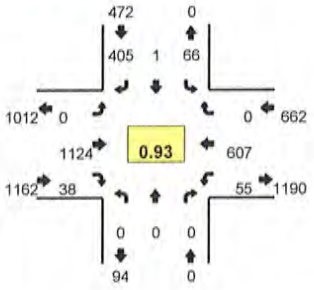
Type of peak hour being reported: Intersection Peak

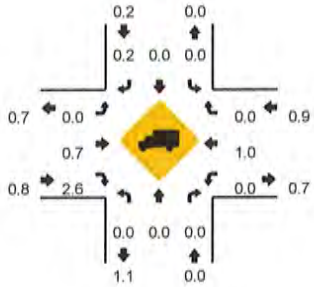
Method for determining peak hour: Total Entering Volume

LOCATION: SR 217 SB Ramps -- Hollister Ave
CITY/STATE: Goleta, CA

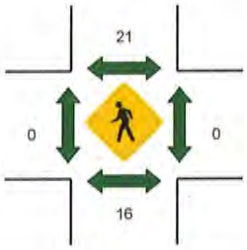
QC JOB #: 10938950
DATE: Wed, Apr 03 2013

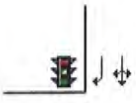
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

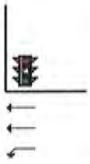


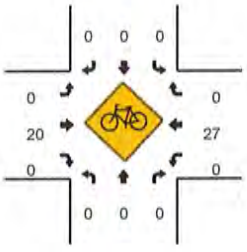


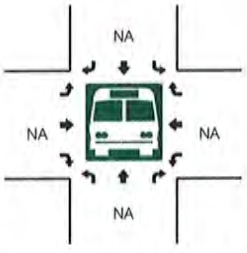
Quality Counts
TRANSPORTATION DATA COLLECTION SERVICES











R* = RTOR

5-Min Count Period Beginning At	SR 217 SB Ramps (Northbound)					SR 217 SB Ramps (Southbound)					Hollister Ave (Eastbound)					Hollister Ave (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	0	0	0	0	0	5	0	33	0	0	0	60	0	0	0	9	46	0	0	0	153	
4:05 PM	0	0	0	0	0	11	0	38	0	0	0	66	1	0	0	6	57	0	0	0	179	
4:10 PM	0	0	0	0	0	2	0	34	0	0	0	90	1	0	0	1	36	0	0	0	164	
4:15 PM	0	0	0	0	0	0	0	30	0	1	0	75	1	0	0	8	40	0	0	0	155	
4:20 PM	0	0	0	0	0	4	0	44	0	0	0	76	3	0	0	5	41	0	0	0	173	
4:25 PM	0	0	0	0	0	7	0	40	0	0	0	75	1	0	0	8	47	0	0	0	178	
4:30 PM	0	0	0	0	0	9	0	17	0	1	0	80	1	0	1	3	52	0	0	0	164	
4:35 PM	0	0	0	0	0	7	0	31	0	0	0	90	3	0	0	3	43	0	0	0	177	
4:40 PM	0	0	0	0	0	3	0	46	0	0	0	75	0	0	2	5	72	0	0	0	203	
4:45 PM	0	0	0	0	0	7	0	36	0	0	0	93	0	0	1	4	58	0	0	0	199	
4:50 PM	0	0	0	0	0	4	0	32	0	0	0	82	1	0	0	7	56	0	0	0	182	
4:55 PM	0	0	0	0	0	3	0	27	0	3	0	80	4	0	1	6	47	0	0	0	171	2098
5:00 PM	0	0	0	0	0	3	0	33	0	0	0	92	6	0	2	9	31	0	0	0	176	2121
5:05 PM	0	0	0	0	0	7	1	45	0	1	0	108	2	0	2	4	45	0	0	0	215	2167
5:10 PM	0	0	0	0	0	3	0	28	0	0	0	115	2	0	4	2	48	0	0	0	202	2195
5:15 PM	0	0	0	0	0	4	0	36	0	1	0	96	1	0	2	4	55	0	0	0	199	2239
5:20 PM	0	0	0	0	0	10	0	42	0	0	0	92	0	0	1	4	49	0	0	0	198	2264
5:25 PM	0	0	0	0	0	6	0	25	0	1	0	121	1	0	1	4	51	0	0	0	210	2296
5:30 PM	0	0	0	0	0	3	0	26	0	0	0	67	2	0	1	4	52	0	0	0	155	2287
5:35 PM	0	0	0	0	0	5	0	33	0	0	0	88	3	0	0	5	31	0	0	0	165	2275
5:40 PM	0	0	0	0	0	5	0	37	0	0	0	85	2	0	0	7	49	0	0	0	185	2257
5:45 PM	0	0	0	0	0	7	0	39	0	0	0	84	2	0	1	2	44	0	0	0	179	2237
5:50 PM	0	0	0	0	0	8	0	31	0	0	0	76	2	0	0	6	39	0	0	0	162	2217
5:55 PM	0	0	0	0	0	4	0	22	0	0	0	76	2	0	0	5	34	0	0	0	143	2189

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	0	0	0	0	56	4	436	0	8	0	1276	20	0	32	40	592	0	0	0	2464
Heavy Trucks	0	0	0			0	0	0			0	4	0			0	12	0			16
Pedestrians		8					36					0					0				44
Bicycles	0	0	0			0	0	0			0	13	0			0	9	0			22
Railroad																					
Stopped Buses																					

Comments: N/A

Report generated on 5/16/2013 9:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

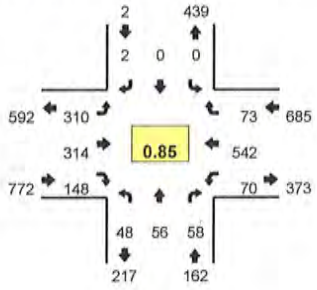
Type of peak hour being reported: Intersection Peak

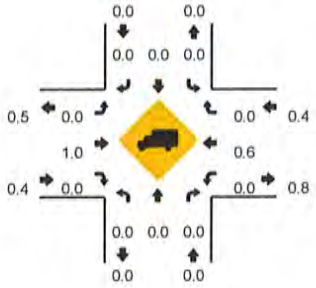
Method for determining peak hour: Total Entering Volume

LOCATION: SR 217 NB On-Ramps -- Hollister Ave
CITY/STATE: Goleta, CA

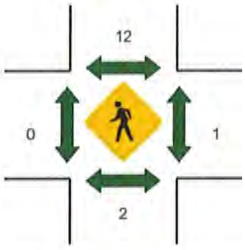
QC JOB #: 10938945
DATE: Tue, Apr 02 2013

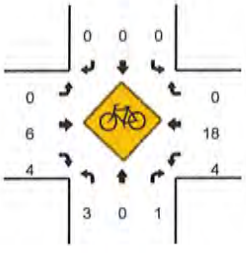
Peak-Hour: 7:40 AM -- 8:40 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

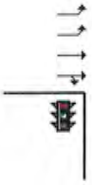


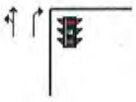


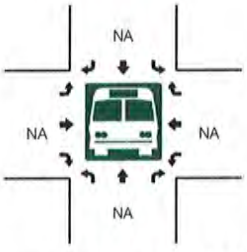
Quality Counts
TRANSPORTATION DATA COLLECTION SERVICES











R* = RTOR

5-Min Count Period	SR 217 NB On-Ramps (Northbound)					SR 217 NB On-Ramps (Southbound)					Hollister Ave (Eastbound)					Hollister Ave (Westbound)					Total	Hourly Totals
Beginning At	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	2	2	0	0	1	0	0	0	0	0	21	19	9	0	0	2	24	0	0	1	81	
7:05 AM	1	1	0	0	0	0	0	0	0	0	19	15	9	0	0	2	15	0	0	2	64	
7:10 AM	2	5	0	0	2	0	0	0	0	0	21	25	7	0	3	5	19	0	0	0	89	
7:15 AM	0	1	0	0	0	0	0	0	0	0	15	22	5	0	0	3	21	0	0	0	67	
7:20 AM	2	2	0	0	1	0	0	0	0	0	33	14	16	0	1	7	34	1	0	1	112	
7:25 AM	4	4	0	0	5	0	0	0	0	0	25	14	10	0	6	5	32	2	0	1	108	
7:30 AM	2	6	0	0	1	0	0	0	0	0	22	20	11	0	1	5	18	3	0	1	90	
7:35 AM	1	4	2	0	5	0	0	0	0	0	29	15	13	0	2	2	27	1	0	1	102	
7:40 AM	3	1	0	0	4	0	0	0	0	1	29	22	6	0	1	5	44	5	0	0	121	
7:45 AM	6	7	0	0	2	0	0	0	0	0	27	35	13	0	4	3	48	5	0	4	154	
7:50 AM	5	6	0	0	9	0	0	0	0	0	36	22	11	0	1	4	59	2	0	3	158	
7:55 AM	2	5	1	0	2	0	0	0	0	0	27	27	7	0	5	9	78	3	0	0	166	1312
8:00 AM	6	6	2	0	2	0	0	0	0	0	20	21	11	0	5	6	38	5	0	2	124	1355
8:05 AM	4	3	0	0	7	0	0	0	0	0	33	39	12	0	3	6	47	6	0	4	164	1455
8:10 AM	3	7	0	0	4	0	0	0	0	0	28	26	15	0	3	6	31	1	0	3	127	1493
8:15 AM	6	5	3	0	4	0	0	0	0	1	19	24	7	0	4	8	44	4	1	1	131	1557
8:20 AM	3	3	0	0	4	0	0	0	0	0	29	26	15	0	4	7	32	2	0	1	126	1571
8:25 AM	2	6	1	0	3	0	0	0	0	0	20	27	7	0	3	5	39	1	0	3	117	1580
8:30 AM	4	4	1	0	3	0	0	0	0	0	19	25	7	0	0	5	47	8	0	4	127	1617
8:35 AM	4	3	1	0	5	0	0	0	0	0	23	20	3	0	1	5	35	3	0	3	106	1621
8:40 AM	4	3	0	0	3	0	0	0	0	0	29	21	7	0	3	4	27	6	0	1	108	1608
8:45 AM	3	3	0	0	6	0	0	0	0	0	26	20	5	0	3	4	24	1	0	2	97	1551
8:50 AM	4	5	3	0	5	0	0	0	0	0	22	33	7	0	4	3	26	5	1	3	121	1514
8:55 AM	3	5	2	0	7	0	0	0	0	0	21	20	9	0	3	5	44	2	0	1	122	1470

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	52	72	4	0	52	0	0	0	0	0	360	336	124	0	40	64	740	40	0	28	1912
Heavy Trucks	0	0	0			0	0	0			0	8	0			0	8	0			16
Pedestrians		0					20					0					0				20
Bicycles	1	0	1			0	0	0			0	1	2			1	3	0			9
Railroad																					
Stopped Buses																					

Comments: N/A

Report generated on 5/16/2013 9:05 PM

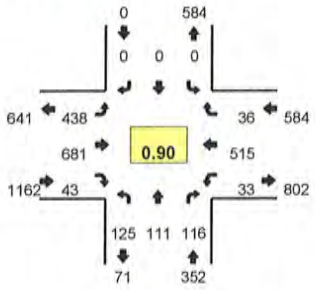
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

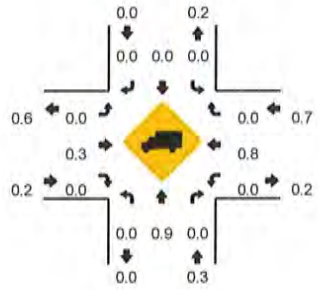
Method for determining peak hour: Total Entering Volume

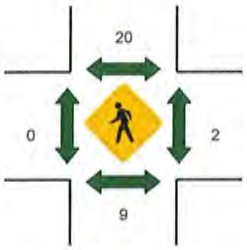
LOCATION: SR 217 NB On-Ramps -- Hollister Ave
CITY/STATE: Goleta, CA

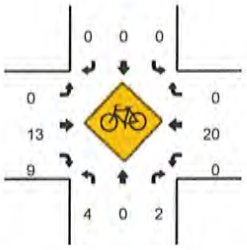
QC JOB #: 10938946
DATE: Tue, Apr 02 2013

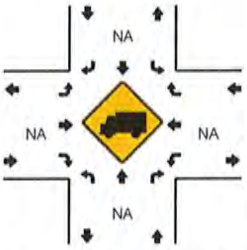


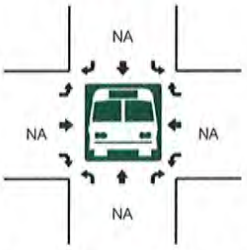
Peak-Hour: 4:35 PM -- 5:35 PM
Peak 15-Min: 5:05 PM -- 5:20 PM











5-Min Count Period	SR 217 NB On-Ramps (Northbound)				SR 217 NB On-Ramps (Southbound)				Hollister Ave (Eastbound)				Hollister Ave (Westbound)				Total	Hourly Totals
Beginning At	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	8	15	10	0	0	0	0	0	34	27	3	0	2	28	2	0	129	
4:05 PM	11	10	7	0	0	0	0	0	36	32	6	0	1	30	1	0	134	
4:10 PM	9	5	1	0	0	0	0	0	40	37	7	0	4	39	3	0	145	
4:15 PM	9	14	4	0	0	0	0	0	31	22	0	0	3	47	1	0	131	
4:20 PM	11	7	4	0	0	0	0	0	40	40	6	0	3	32	5	0	148	
4:25 PM	5	11	2	0	0	0	0	0	28	30	2	0	1	45	3	0	127	
4:30 PM	7	15	8	0	0	0	0	0	35	32	5	0	1	40	3	0	146	
4:35 PM	5	8	2	0	0	0	0	0	44	53	3	0	1	61	4	0	181	
4:40 PM	10	13	7	0	0	0	0	0	23	53	5	0	2	39	2	0	154	
4:45 PM	13	5	6	0	0	0	0	0	42	43	3	0	1	52	3	0	168	
4:50 PM	10	8	0	0	0	0	0	0	34	46	6	0	3	38	3	0	148	
4:55 PM	8	11	6	0	0	0	0	0	47	40	4	0	3	45	4	1	169	1780
5:00 PM	12	19	9	0	0	0	0	0	24	54	1	0	3	41	4	0	167	1818
5:05 PM	9	13	12	0	0	0	0	0	56	70	3	0	2	39	1	1	206	1890
5:10 PM	10	15	15	0	0	0	0	0	40	53	2	0	2	50	2	0	189	1934
5:15 PM	14	8	13	0	0	0	0	0	24	77	3	0	4	37	5	1	186	1989
5:20 PM	13	6	17	0	0	0	0	0	46	55	7	0	3	43	2	1	193	2034
5:25 PM	12	1	18	0	0	0	0	0	19	79	3	1	2	36	1	1	173	2080
5:30 PM	9	4	11	0	0	0	0	0	38	58	3	0	2	34	5	0	164	2098
5:35 PM	7	11	7	0	0	0	0	0	22	56	5	0	3	41	4	1	157	2074
5:40 PM	10	10	5	0	0	0	0	0	38	52	1	0	3	46	1	0	166	2086
5:45 PM	5	9	2	0	0	0	0	0	27	34	8	0	4	31	1	0	121	2039
5:50 PM	6	7	10	0	0	0	0	0	25	55	0	0	2	30	1	0	136	2027
5:55 PM	6	2	2	0	0	0	0	0	22	27	4	0	3	48	4	0	118	1976

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	132	144	160	0	0	0	0	0	480	800	32	0	32	504	32	8	2324
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	8	0		8
Pedestrians		0				4				0				0			4
Bicycles	2	0	1		0	0	0		0	6	1		0	2	0		12
Railroad																	
Stopped Buses																	

Comments: N/A

Report generated on 5/16/2013 9:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

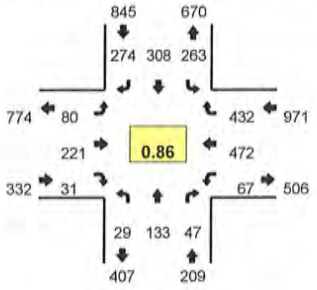
Type of peak hour being reported: Intersection Peak

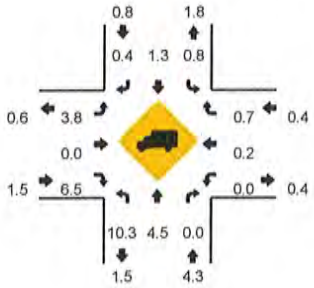
Method for determining peak hour: Total Entering Volume

LOCATION: Patterson Ave -- Hollister Ave
CITY/STATE: Goleta, CA

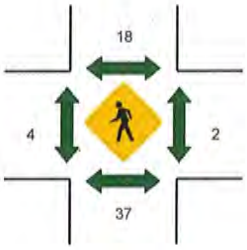
QC JOB #: 10938873
DATE: Tue, Apr 02 2013

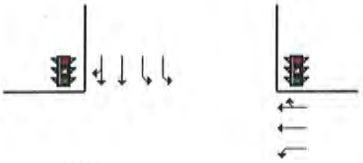
Peak-Hour: 7:40 AM -- 8:40 AM
Peak 15-Min: 7:50 AM -- 8:05 AM

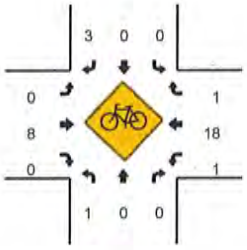


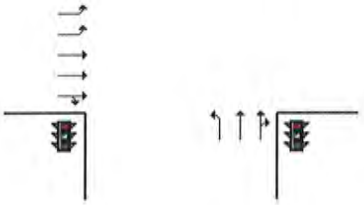


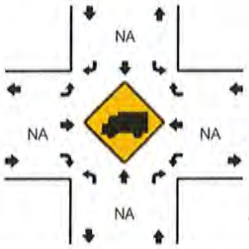
Quality Counts
TRANSPORTATION DATA COLLECTION SERVICES

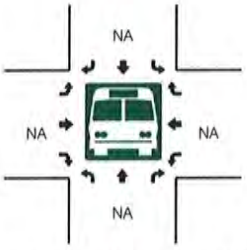












R* = RTOR

5-Min Count Period	Patterson Ave (Northbound)					Patterson Ave (Southbound)					Hollister Ave (Eastbound)					Hollister Ave (Westbound)					Total	Hourly Totals
Beginning At	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	0	8	2	0	1	7	17	7	0	0	4	10	1	0	0	7	21	7	0	4	96	
7:05 AM	1	4	1	0	2	10	13	6	1	2	3	14	2	0	0	0	11	7	0	5	82	
7:10 AM	0	2	0	0	1	5	17	6	2	5	8	16	1	0	2	2	23	1	0	14	105	
7:15 AM	1	8	0	0	1	9	20	6	1	7	8	18	1	0	0	1	16	12	0	8	117	
7:20 AM	0	4	8	0	0	7	28	8	0	5	2	7	3	0	2	5	22	12	0	5	118	
7:25 AM	4	7	2	0	3	8	20	17	0	4	4	6	3	0	0	4	20	11	0	5	118	
7:30 AM	2	13	2	0	0	12	28	9	1	4	8	16	1	0	2	5	16	8	0	8	135	
7:35 AM	1	6	4	0	0	10	12	8	1	4	5	18	0	0	0	4	15	19	0	13	120	
7:40 AM	3	16	2	0	1	12	17	12	4	10	6	18	0	0	0	2	41	24	0	19	187	
7:45 AM	1	10	3	0	5	21	27	17	2	4	8	13	1	0	0	3	47	31	0	19	212	
7:50 AM	4	14	4	1	1	12	26	12	3	13	5	24	1	0	3	7	54	29	0	14	227	
7:55 AM	4	4	3	0	0	32	31	16	0	11	6	14	2	0	1	7	60	29	0	20	240	1757
8:00 AM	0	14	3	0	0	19	30	13	1	9	6	19	1	0	2	7	53	24	0	21	222	1883
8:05 AM	2	9	9	0	0	25	31	20	3	11	6	18	1	0	0	3	29	18	0	17	202	2003
8:10 AM	1	8	1	0	1	20	30	14	2	7	8	32	4	0	0	5	32	18	0	13	196	2094
8:15 AM	2	12	4	0	0	29	17	12	1	4	4	14	0	0	1	8	34	19	0	19	180	2157
8:20 AM	2	9	2	0	1	11	25	12	4	8	10	18	1	0	2	8	34	12	0	14	173	2212
8:25 AM	1	7	2	0	2	30	43	20	1	7	6	13	3	0	4	5	27	9	0	10	190	2284
8:30 AM	4	17	0	0	1	13	16	14	1	2	11	15	2	0	0	4	37	14	0	14	165	2314
8:35 AM	4	13	2	0	0	14	15	19	3	7	4	23	2	0	0	8	24	12	0	13	163	2357
8:40 AM	2	12	2	0	0	17	22	10	0	7	16	8	3	0	0	5	22	8	0	12	146	2316
8:45 AM	3	12	3	0	0	10	25	11	1	5	7	18	2	0	0	2	19	4	0	9	131	2235
8:50 AM	5	6	0	0	0	10	16	5	0	6	11	25	0	0	0	1	19	16	0	14	134	2142
8:55 AM	2	8	0	0	2	15	24	16	2	8	7	18	3	0	1	7	33	12	0	13	171	2073

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	32	128	40	4	4	252	348	164	16	132	68	228	16	0	24	84	668	328	0	220	2756
Heavy Trucks	12	4	0			4	0	0			4	0	0			0	4	0			28
Pedestrians		40					16					0					0				56
Bicycles	0	0	0			0	0	1			0	2	0			0	2	0			5
Railroad																					
Stopped Buses																					

Comments: N/A

Report generated on 5/16/2013 9:08 PM

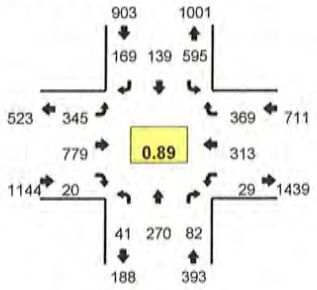
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

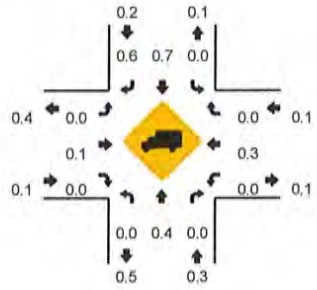
Method for determining peak hour: Total Entering Volume

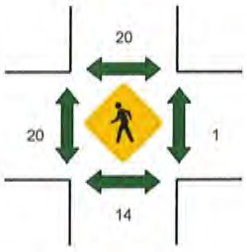
LOCATION: Patterson Ave -- Hollister Ave
CITY/STATE: Goleta, CA

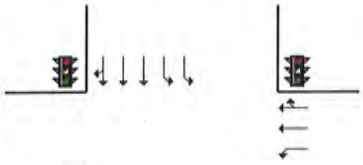
QC JOB #: 10938874
DATE: Tue, Apr 02 2013

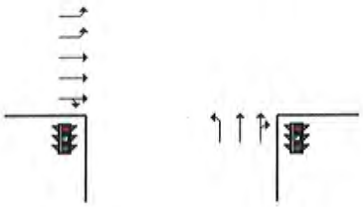


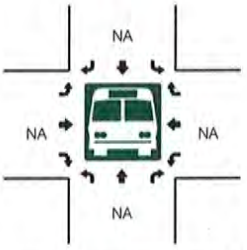
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:05 PM -- 5:20 PM











R* = RTOR

5-Min Count Period Beginning At	Patterson Ave (Northbound)					Patterson Ave (Southbound)					Hollister Ave (Eastbound)					Hollister Ave (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	5	21	6	0	0	28	10	3	1	3	24	35	0	0	2	3	20	25	0	12	198	
4:05 PM	6	28	9	0	1	27	12	13	2	3	13	33	2	0	2	4	24	12	0	18	209	
4:10 PM	5	24	3	0	1	37	15	8	2	8	22	18	0	0	2	5	18	21	0	23	212	
4:15 PM	1	19	7	0	3	21	10	2	0	9	18	41	1	0	1	6	37	31	1	12	220	
4:20 PM	6	19	4	0	0	37	15	7	5	4	19	36	1	0	0	4	25	14	0	18	214	
4:25 PM	3	18	4	0	1	40	5	8	0	11	23	22	4	0	1	4	24	20	1	14	203	
4:30 PM	3	38	2	0	3	18	11	6	2	5	17	43	3	0	0	0	37	25	0	10	223	
4:35 PM	10	44	8	0	2	44	5	6	1	12	30	41	2	0	2	4	26	17	0	17	271	
4:40 PM	7	36	7	0	0	32	18	8	6	3	19	50	2	0	0	4	25	12	0	8	237	
4:45 PM	5	20	4	0	0	27	14	7	0	15	23	43	2	0	0	2	18	7	0	22	209	
4:50 PM	3	25	5	0	0	33	13	18	2	4	20	55	1	0	0	1	22	15	0	11	228	
4:55 PM	2	9	4	0	2	31	7	4	1	4	25	41	0	0	1	5	36	18	0	14	204	2628
5:00 PM	2	23	10	0	2	55	12	10	2	7	36	59	2	0	0	2	14	19	0	19	274	2704
5:05 PM	11	47	9	0	0	52	10	4	2	8	24	62	0	0	1	3	23	18	0	17	291	2786
5:10 PM	2	26	6	0	1	38	10	1	0	13	36	90	1	0	0	4	41	16	0	16	301	2875
5:15 PM	3	13	2	0	1	58	16	9	2	9	48	81	1	0	0	3	18	8	0	23	295	2950
5:20 PM	1	28	0	0	2	53	16	7	1	5	29	71	2	0	0	2	27	16	0	12	272	3008
5:25 PM	2	18	9	0	0	51	10	9	1	7	24	59	2	0	2	4	26	14	0	9	247	3052
5:30 PM	3	23	7	0	2	50	11	0	1	14	29	96	3	0	1	0	29	18	0	8	295	3124
5:35 PM	7	26	1	0	0	47	6	0	2	10	35	62	3	0	0	0	17	14	0	14	244	3097
5:40 PM	3	13	8	0	4	73	22	1	1	12	17	55	0	0	0	1	37	5	0	18	270	3130
5:45 PM	2	19	6	0	1	37	6	10	2	3	22	48	0	0	0	4	23	27	0	20	230	3151
5:50 PM	0	10	2	0	1	31	10	9	1	1	15	42	4	0	1	5	24	11	0	16	183	3106
5:55 PM	1	11	2	0	1	35	8	5	2	5	10	33	3	0	0	1	36	18	0	18	189	3091

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	64	344	68	0	8	592	144	56	16	120	432	932	8	0	4	40	328	168	0	224	3548
Heavy Trucks	0	4	0			0	0	4			0	0	0			0	0	0			8
Pedestrians		12					16					8					0				36
Bicycles	0	0	0			0	0	0			0	8	0			0	3	0			11
Railroad																					
Stopped Buses																					

Comments: N/A

Report generated on 5/16/2013 9:08 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

Reference 1 Calle Real/Fairview Avenue
Reference 2 U.S. 101 NB Ramps/Fairview Avenue
Reference 3 U.S. 101 SB Ramps/Fairview Avenue
Reference 4 Hollister Avenue/Fairview Avenue
Reference 5 Hollister Avenue/Pine Avenue
Reference 6 Hollister Avenue/Kellogg Avenue
Reference 7 SR 217 SB Ramps/Hollister Avenue
Reference 8 SR 217 NB Ramps/Hollister Avenue
Reference 9 Hollister Avenue/Patterson Avenue

#14015 - OLD TOWN VILLAGE MIXED-USE PROJECT **REF:** 01 AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***APRIL 3, 2013***

TIME PERIOD: ***A.M. PEAK HOUR***

N/S STREET: ***FAIRVIEW AVENUE (SPLIT PHASED)***

E/W STREET: ***CALLE REAL***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	239	391	162	71	516	30	27	76	400	188	93	27
(B) PROJECT-ADDED:	0	3	3	0	1	0	0	0	0	1	0	0
(C) CUMULATIVE:	235	433	176	72	532	33	28	80	403	194	102	27

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	LT T R	L T TR	L T R	LL TR

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	239	239	235	235	-	-	-	-
NBT	2	3200	391	394	433	436	0.197 *	0.198 *	0.209 *	0.210 *
NBR *(a)*	1	1600	118	120	128	131	0.074	0.075	0.080	0.082
SBL	1	1600	71	71	72	72	0.044	0.044	0.045	0.045
SBT	2	3200	516	517	532	533	0.169 *	0.169 *	0.175 *	0.175 *
SBR *(b)*	0	0	25	25	27	27	-	-	-	-
EBL	1	1600	27	27	28	28	0.017	0.017	0.018	0.018
EBT	1	1600	76	76	80	80	0.048	0.048	0.050	0.050
EBR *(c)*	1	1600	148	148	149	149	0.093 *	0.093 *	0.093 *	0.093 *
WBL	2	3200	188	189	194	195	0.059 *	0.059 *	0.061 *	0.061 *
WBT	1	1600	93	93	102	102	0.068	0.068	0.074	0.074
WBR *(d)*	0	0	16	16	16	16	-	-	-	-
					LOST TIME:		0.100 *	0.100 *	0.100 *	0.100 *
					TOTAL INTERSECTION CAPACITY UTILIZATION:		**0.618**	**0.619**	**0.638**	**0.639**
					SCENARIO LEVEL OF SERVICE:		**B**	**B**	**B**	**B**

NOTES:

RTOR: (a) 27%
(b) 17%
(c) 63%
(d) 41%

Printed: 09/10/14

#14015 - OLD TOWN VILLAGE MIXED-USE PROJECT **REF:** 01 PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *APRIL 3, 2013*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: *FAIRVIEW AVENUE (SPLIT PHASED)*

E/W STREET: *CALLE REAL*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	429	442	441	116	327	41	39	229	266	333	245	68
(B) PROJECT-ADDED:	0	2	2	0	3	0	0	0	0	3	0	0
(C) CUMULATIVE:	429	467	460	115	335	41	43	246	290	347	251	71

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	LT T R	L T TR	L T R	LL TR

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	429	429	429	429	-	-	-	-
NBT	2	3200	442	444	467	469	0.272 *	0.273 *	0.280 *	0.281 *
NBR *(a)*	1	1600	348	350	363	365	0.218	0.219	0.227	0.228
SBL	1	1600	116	116	115	115	0.073	0.073	0.072	0.072
SBT	2	3200	327	330	335	338	0.113 *	0.113 *	0.115 *	0.116 *
SBR *(b)*	0	0	33	33	33	33	-	-	-	-
EBL	1	1600	39	39	43	43	0.024	0.024	0.027	0.027
EBT	1	1600	229	229	246	246	0.143 *	0.143 *	0.154 *	0.154 *
EBR *(c)*	1	1600	90	90	99	99	0.056	0.056	0.062	0.062
WBL	2	3200	333	336	347	350	0.104 *	0.105 *	0.108 *	0.109 *
WBT	1	1600	245	245	251	251	0.190	0.190	0.196	0.196
WBR *(d)*	0	0	59	59	62	62	-	-	-	-
					LOST TIME:		0.100 *	0.100 *	0.100 *	0.100 *
					TOTAL INTERSECTION CAPACITY UTILIZATION:		**0.732**	**0.734**	**0.757**	**0.760**
					SCENARIO LEVEL OF SERVICE:		C	C	C	C

NOTES:

RTOR: (a) 21%
(b) 20%
(c) 66%
(d) 13%

Printed: 09/10/14

#14015 - OLD TOWN VILLAGE MIXED-USE PROJECT REF: 02 AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***APRIL 3, 2013***

TIME PERIOD: ***A.M. PEAK HOUR***

N/S STREET: ***FAIRVIEW AVENUE***

E/W STREET: ***U.S. 101 NB RAMPS (SPLIT PHASED)***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	0	0	0	0	110	932	371	0	129	0	720	457
(B) PROJECT-ADDED:	0	0	0	0	0	2	6	0	3	0	0	0
(C) CUMULATIVE:	0	0	0	0	175	954	380	0	159	0	694	464

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
		T RR	LL R	T R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A + B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B + C)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	-	-	-	-
NBT	0	0	0	0	0	0	-	-	-	-
NBR	0	0	0	0	0	0	-	-	-	-
SBL	0	0	0	0	0	0	-	-	-	-
SBT	1	1600	110	110	175	175	0.069 *	0.069 *	0.109 *	0.109 *
SBR *(a)*	2	3200	932	934	954	956	0.291	0.292	0.298	0.299
EBL	2	3200	371	377	380	386	0.116 *	0.118 *	0.119 *	0.121 *
EBT	0	0	0	0	0	0	-	-	-	-
EBR *(b)*	1	1600	49	50	60	62	0.031	0.031	0.038	0.039
WBL	0	0	0	0	0	0	-	-	-	-
WBT	1	1600	720	720	694	694	0.450 *	0.450 *	0.434 *	0.434 *
WBR *(c)*	1	1600	323	323	269	269	0.202	0.202	0.168	0.168
					LOST TIME:		0.100 *	0.100 *	0.100 *	0.100 *
					TOTAL INTERSECTION CAPACITY UTILIZATION:		**0.735**	**0.737**	**0.762**	**0.764**
					SCENARIO LEVEL OF SERVICE:		C	C	C	C

NOTES:

(a) FREE RIGHT-TURN

(b) 62% RTOR

(c) 7% RTOR + OVERLAP REDUCTION WITH SB THROUGH PHASE

Printed: 09/11/14

#14015 - OLD TOWN VILLAGE MIXED-USE PROJECT REF: 02 PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *APRIL 3, 2013*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: *FAIRVIEW AVENUE*

E/W STREET: *U.S. 101 NB RAMPS (SPLIT PHASED)*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
VOLUMES	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING:	0	0	0	0	293	637	691	0	219	2	193	637
(B) PROJECT-ADDED:	0	0	0	0	0	6	4	0	3	0	0	0
(C) CUMULATIVE:	0	0	0	0	305	667	696	0	320	2	290	660

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
LANE GEOMETRICS		T RR	LL R	T R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	-	-	-	-
NBT	0	0	0	0	0	0	-	-	-	-
NBR	0	0	0	0	0	0	-	-	-	-
SBL	0	0	0	0	0	0	-	-	-	-
SBT	1	1600	293	293	305	305	0.183 *	0.183 *	0.191 *	0.191 *
SBR *(a)*	2	3200	637	643	667	673	0.199	0.201	0.208	0.210
EBL	2	3200	691	695	696	700	0.216 *	0.217 *	0.218 *	0.219 *
EBT	0	0	0	0	0	0	-	-	-	-
EBR *(b)*	1	1600	83	84	122	123	0.052	0.053	0.076	0.077
WBL	0	0	2	2	2	2	-	-	-	-
WBT	1	1600	193	193	290	290	0.122	0.122	0.183 *	0.183 *
WBR *(c)*	1	1600	241	241	249	249	0.151 *	0.151 *	0.156	0.156
			LOST TIME:				0.100 *	0.100 *	0.100 *	0.100 *
			TOTAL INTERSECTION CAPACITY UTILIZATION:				**0.650**	**0.651**	**0.692**	**0.693**
			SCENARIO LEVEL OF SERVICE:				**B**	**B**	**B**	**B**

NOTES:

(a) FREE RIGHT-TURN

(b) 62% RTOR

(c) 30% RTOR + OVERLAP REDUCTION WITH SB THROUGH PHASE

Printed: 09/11/14

#14015 - OLD TOWN VILLAGE MIXED-USE PROJECT **REF:** 03 AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***APRIL 4, 2013***

TIME PERIOD: ***A.M. PEAK HOUR***

N/S STREET: ***FAIRVIEW AVENUE***

E/W STREET: ***U.S. 101 SB RAMPS***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	**0**	**336**	**259**	**447**	**1108**	**0**	**148**	**1**	**352**	**0**	**0**	**0**
(B) PROJECT-ADDED:	**0**	**9**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**
(C) CUMULATIVE:	**0**	**392**	**333**	**450**	**1198**	**0**	**147**	**1**	**508**	**0**	**0**	**0**

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	TT R	LL TT	LT R	

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	- *	- *	- *	- *
NBT	2	3200	336	345	392	401	0.105	0.108	0.123	0.125
NBR *(a)*	1	1600	132	132	170	170	0.083	0.083	0.106	0.106
SBL	2	3200	447	447	450	450	0.140	0.140	0.141	0.141
SBT	2	3200	1108	1110	1198	1200	0.346 *	0.347 *	0.374 *	0.375 *
SBR	0	0	0	0	0	0	-	-	-	-
EBL	0	0	148	148	147	147	-	-	-	-
EBT	1	1600	1	1	1	1	0.093	0.093	0.093	0.093
EBR *(b)*	1	1600	275	276	396	398	0.172 *	0.173 *	0.248 *	0.249 *
WBL	0	0	0	0	0	0	-	-	-	-
WBT	0	0	0	0	0	0	-	-	-	-
WBR	0	0	0	0	0	0	-	-	-	-
					LOST TIME:		0.100 *	0.100 *	0.100 *	0.100 *
					TOTAL INTERSECTION CAPACITY UTILIZATION:		**0.618**	**0.620**	**0.722**	**0.724**
					SCENARIO LEVEL OF SERVICE:		**B**	**B**	**C**	**C**

NOTES:

RTOR: (a) 49%
(b) 22%

Printed: 09/09/14

#14015 - OLD TOWN VILLAGE MIXED-USE PROJECT **REF:** 03 PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***APRIL 4, 2013***

TIME PERIOD: ***P.M. PEAK HOUR***

N/S STREET: ***FAIRVIEW AVENUE***

E/W STREET: ***U.S. 101 SB RAMPS***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	0	735	746	336	537	0	206	3	154	0	0	0
(B) PROJECT-ADDED:	0	7	0	0	6	0	0	0	3	0	0	0
(C) CUMULATIVE:	0	811	809	334	623	0	205	3	194	0	0	0

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	TT R	LL TT	LT R	

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	-	-	-	-
NBT	2	3200	735	742	811	818	0.230	0.232	0.253	0.256
NBR *(a)*	1	1600	477	477	518	518	0.298 *	0.298 *	0.324 *	0.324 *
SBL	2	3200	336	336	334	334	0.105 *	0.105 *	0.104 *	0.104 *
SBT	2	3200	537	543	623	629	0.168	0.170	0.195	0.197
SBR *(b)*	0	0	0	0	0	0	-	-	-	-
EBL	0	0	206	206	205	205	-	-	-	-
EBT	1	1600	3	3	3	3	0.131 *	0.131 *	0.130 *	0.130 *
EBR *(c)*	1	1600	68	69	85	87	0.043	0.043	0.053	0.054
WBL	0	0	0	0	0	0	-	-	-	-
WBT	0	0	0	0	0	0	-	-	-	-
WBR *(d)*	0	0	0	0	0	0	-	-	-	-
			LOST TIME:				0.100 *	0.100 *	0.100 *	0.100 *
			TOTAL INTERSECTION CAPACITY UTILIZATION:				**0.634**	**0.634**	**0.658**	**0.658**
			SCENARIO LEVEL OF SERVICE:				**B**	**B**	**B**	**B**

NOTES:

RTOR: (a) 36%
(b) 56%

Printed: 09/09/14

#14015 - OLD TOWN VILLAGE MIXED-USE PROJECT REF: 04 AM_1

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *APRIL 3, 2013*

TIME PERIOD: *A.M. PEAK HOUR* *WITHOUT EKWILL EXTENSION*

N/S STREET: *FAIRVIEW AVENUE*

E/W STREET: *HOLLISTER AVENUE*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	67	112	33	301	496	501	141	242	100	58	347	267
(B) PROJECT-ADDED:	0	0	0	4	0	0	0	6	0	0	11	9

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND L T TR	SOUTH BOUND LL TT R	EAST BOUND LL TT R	WEST BOUND L TT R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)

SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	67	67			0.042 *	0.042 *		
NBT	2	3200	112	112			0.043	0.043		
NBR *(a)*	0	0	25	25			-	-		
SBL	2	3200	301	305			0.094	0.095		
SBT	2	3200	496	496			0.155	0.155		
SBR *(b)*	1	1600	318	318			0.199 *	0.199 *		
EBL	2	3200	141	141			0.044 *	0.044 *		
EBT	2	3200	242	248			0.076	0.078		
EBR *(c)*	1	1600	88	88			0.055	0.055		
WBL	1	1600	58	58			0.036	0.036		
WBT	2	3200	347	358			0.108 *	0.112 *		
WBR *(d)*	1	1600	86	93			0.054	0.058		
						LOST TIME:	0.100 *	0.100 *		
						TOTAL INTERSECTION CAPACITY UTILIZATION:	**0.493**	**0.497**		
						SCENARIO LEVEL OF SERVICE:	A	A		

NOTES:

RTOR: (a) 24% ROTR

(b) 26% + OVERLAP REDUCTION WITH EB LEFT-TURN

(c) 12%

(d) 26% ROTR + OVERLAP REDUCTION WITH SB LEFT-TURN

Printed: 09/10/14

#14015 - OLD TOWN VILLAGE MIXED-USE PROJECT REF: 04 PM_1

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *APRIL 3, 2013*

TIME PERIOD: *P.M. PEAK HOUR* *WITHOUT EKWILL EXTENSION*

N/S STREET: *FAIRVIEW AVENUE*

E/W STREET: *HOLLISTER AVENUE*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	173	447	63	224	136	174	493	486	84	55	414	367
(B) PROJECT-ADDED:	0	0	0	9	0	0	0	10	0	0	7	7

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L T TR	LL TT R	LL TT R	L TT R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)

SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	173	173			0.108	0.108		
NBT	2	3200	447	447			0.159 *	0.159 *		
NBR *(a)*	0	0	62	62			-	-		
SBL	2	3200	224	233			0.070 *	0.073 *		
SBT	2	3200	136	136			0.043	0.043		
SBR *(b)*	1	1600	96	96			0.060	0.060		
EBL	2	3200	493	493			0.154 *	0.154 *		
EBT	2	3200	486	496			0.152	0.155		
EBR *(c)*	1	1600	59	59			0.037	0.037		
WBL	1	1600	55	55			0.034	0.034		
WBT	2	3200	414	421			0.129 *	0.132 *		
WBR *(d)*	1	1600	181	186			0.113	0.116		
						LOST TIME:	0.100 *	0.100 *		
						TOTAL INTERSECTION CAPACITY UTILIZATION:	**0.612**	**0.618**		
						SCENARIO LEVEL OF SERVICE:	**B**	**B**		

NOTES:

RTOR: (a) 2%

(b) 45%

(c) 30%

(d) 29% ROTR + OVERLAP REDUCTION WITH SB LEFT-TURN

Printed: 09/10/14

#14015 - OLD TOWN VILLAGE MIXED-USE PROJECT **REF:** 04 AM_2

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *APRIL 3, 2013*

TIME PERIOD: *A.M. PEAK HOUR* *WITH EKWILL STREET EXTENSION*

N/S STREET: *FAIRVIEW AVENUE*

E/W STREET: *HOLLISTER AVENUE*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	67	112	33	301	496	501	141	242	100	58	347	267
(B) PROJECT-ADDED:	11	9	0	0	4	0	0	0	6	0	0	0
(C) CUMULATIVE:	129	146	12	343	647	602	202	279	188	1	438	322

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L T TR	LL TT R	LL TT R	L TT R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	67	78	129	140	0.042 *	0.049 *	0.081 *	0.088 *
NBT	2	3200	112	121	146	155	0.043	0.046	0.048	0.051
NBR *(a)*	0	0	25	25	9	9	-	-	-	-
SBL	2	3200	301	301	343	343	0.094	0.094	0.107	0.107
SBT	2	3200	496	500	647	651	0.155	0.156	0.202	0.203
SBR *(b)*	1	1600	318	318	371	371	0.199 *	0.199 *	0.232 *	0.232 *
EBL	2	3200	141	141	202	202	0.044 *	0.044 *	0.063 *	0.063 *
EBT	2	3200	242	242	279	279	0.076	0.076	0.087	0.087
EBR *(c)*	1	1600	88	93	165	171	0.055	0.058	0.103	0.107
WBL	1	1600	58	58	1	1	0.036	0.036	0.001	0.001
WBT	2	3200	347	347	438	438	0.108 *	0.108 *	0.137 *	0.137 *
WBR *(d)*	1	1600	86	86	111	111	0.054	0.054	0.069	0.069
					LOST TIME:		0.100 *	0.100 *	0.100 *	0.100 *
					TOTAL INTERSECTION CAPACITY UTILIZATION:		**0.493**	**0.500**	**0.613**	**0.620**
					SCENARIO LEVEL OF SERVICE:		**A**	**A**	**B**	**B**

NOTES:

RTOR: (a) 24% ROTR
(b) 26% + OVERLAP REDUCTION WITH EB LEFT-TURN
(c) 12%
(d) 26% ROTR + OVERLAP REDUCTION WITH SB LEFT-TURN

Printed: 09/09/14

#14015 - OLD TOWN VILLAGE MIXED-USE PROJECT REF: 04 PM_2

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *APRIL 3, 2013*

TIME PERIOD: *P.M. PEAK HOUR* *WITH EKWILL STREET EXTENSION*

N/S STREET: *FAIRVIEW AVENUE*

E/W STREET: *HOLLISTER AVENUE*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	173	447	63	224	136	174	493	486	84	55	414	367
(B) PROJECT-ADDED:	7	7	0	0	9	0	0	0	10	0	0	0
(C) CUMULATIVE:	280	579	12	288	355	237	550	611	116	36	479	376

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND L T TR	SOUTH BOUND LL TT R	EAST BOUND LL TT R	WEST BOUND L TT R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	173	180	280	287	0.108	0.113	0.175 *	0.179 *
NBT	2	3200	447	454	579	586	0.159 *	0.161 *	0.185	0.187
NBR *(a)*	0	0	62	62	12	12	-	-	-	-
SBL	2	3200	224	224	288	288	0.070 *	0.070 *	0.090	0.090
SBT	2	3200	136	145	355	364	0.043	0.045	0.111 *	0.114 *
SBR *(b)*	1	1600	96	96	130	130	0.060	0.060	0.081	0.081
EBL	2	3200	493	493	550	550	0.154 *	0.154 *	0.172 *	0.172 *
EBT	2	3200	486	486	611	611	0.152	0.152	0.191	0.191
EBR *(c)*	1	1600	59	66	81	88	0.037	0.041	0.051	0.055
WBL	1	1600	55	55	36	36	0.034	0.034	0.023	0.023
WBT	2	3200	414	414	479	479	0.129 *	0.129 *	0.150 *	0.150 *
WBR *(d)*	1	1600	181	181	165	165	0.113	0.113	0.103	0.103
					LOST TIME:		0.100 *	0.100 *	0.100 *	0.100 *
						TOTAL INTERSECTION CAPACITY UTILIZATION:	0.612	0.614	0.708	0.715
						SCENARIO LEVEL OF SERVICE:	B	B	C	C

NOTES:

RTOR: (a) 2%
(b) 45%
(c) 30%
(d) 29% ROTR + OVERLAP REDUCTION WITH SB LEFT-TURN

Printed: 09/10/14

#14015 - OLD TOWN VILLAGE MIXED-USE PROJECT REF: 05 AM_1

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *APRIL 2, 2013*

TIME PERIOD: *A.M. PEAK HOUR* *WITHOUT EKWILL EXTENSION*

N/S STREET: *PINE AVENUE - NECTARINE AVENUE*

E/W STREET: *HOLLISTER AVENUE*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	58	9	92	52	20	18	5	450	53	137	635	25
(B) PROJECT-ADDED:	0	0	0	0	0	0	0	11	0	0	25	0

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND LTR	SOUTH BOUND LTR	EAST BOUND L T TR	WEST BOUND L T TR

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)

SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	58	58			-	-		
NBT	1	1600	9	9			0.065 *	0.065 *		
NBR *(a)*	0	0	37	37			-	-		
SBL	0	0	52	52			-	-		
SBT	1	1600	20	20			0.049	0.049		
SBR *(b)*	0	0	7	7			-	-		
EBL	1	1600	5	5			0.003	0.003		
EBT	2	3200	450	461			0.155 *	0.158 *		
EBR *(c)*	0	0	46	46			-	-		
WBL	1	1600	137	137			0.086 *	0.086 *		
WBT	2	3200	635	660			0.205	0.213		
WBR *(d)*	0	0	21	21			-	-		
						LOST TIME:	0.100 *	0.100 *		
						TOTAL INTERSECTION CAPACITY UTILIZATION:	**0.406**	**0.409**		
						SCENARIO LEVEL OF SERVICE:	A	A		

NOTES:

RTOR: (a) 60%

(b) 61%

(c) 13%

(d) 16%

Printed: 09/10/14

#14015 - OLD TOWN VILLAGE MIXED-USE PROJECT REF: 05 PM_1

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *APRIL 2, 2013*

TIME PERIOD: *P.M. PEAK HOUR* *WITHOUT EKWILL EXTENSION*

N/S STREET: *PINE AVENUE - NECTARINE AVENUE*

E/W STREET: *HOLLISTER AVENUE*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	111	8	199	114	9	102	37	687	41	11	651	25
(B) PROJECT-ADDED:	0	0	0	0	0	0	0	23	0	0	16	0

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND LTR	SOUTH BOUND LTR	EAST BOUND L T TR	WEST BOUND L T TR

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)

SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	111	111			-	-		
NBT	1	1600	8	8			0.133	0.133		
NBR *(a)*	0	0	94	94			-	-		
SBL	0	0	114	114			-	-		
SBT	1	1600	9	9			0.138 *	0.138 *		
SBR *(b)*	0	0	98	98			-	-		
EBL	1	1600	37	37			0.023 *	0.023 *		
EBT	2	3200	687	710			0.227	0.234		
EBR *(c)*	0	0	38	38			-	-		
WBL	1	1600	11	11			0.007	0.007		
WBT	2	3200	651	667			0.211 *	0.216 *		
WBR *(d)*	0	0	25	25			-	-		
				LOST TIME:			0.100 *	0.100 *		
				TOTAL INTERSECTION CAPACITY UTILIZATION:			0.472	0.477		
				SCENARIO LEVEL OF SERVICE:			A	A		

NOTES:

RTOR: (a) 53%

(b) 4%

(c) 7%

(d) 0%

Printed: 09/10/14

#14015 - OLD TOWN VILLAGE MIXED-USE PROJECT **REF:** 05 AM_2

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *APRIL 2, 2013*

TIME PERIOD: *A.M. PEAK HOUR* *WITH EKWILL STREET EXTENSION*

N/S STREET: *PINE AVENUE - NECTARINE AVENUE*

E/W STREET: *HOLLISTER AVENUE*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	58	9	92	52	20	18	5	450	53	137	635	25
(B) PROJECT-ADDED:	4	0	0	0	0	0	0	0	1	0	0	0
(C) CUMULATIVE:	72	8	104	53	50	18	5	492	5	180	754	26

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	LTR	LTR	L T TR	L T TR

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	58	62	72	76	-	-	-	-
NBT	1	1600	9	9	8	8	0.065 *	0.068 *	0.076 *	0.079 *
NBR *(a)*	0	0	37	37	42	42	-	-	-	-
SBL	0	0	52	52	53	53	-	-	-	-
SBT	1	1600	20	20	50	50	0.049	0.049	0.069	0.069
SBR *(b)*	0	0	7	7	7	7	-	-	-	-
EBL	1	1600	5	5	5	5	0.003	0.003	0.003	0.003
EBT	2	3200	450	450	492	492	0.155 *	0.155 *	0.155 *	0.155 *
EBR *(c)*	0	0	46	47	4	5	-	-	-	-
WBL	1	1600	137	137	180	180	0.086 *	0.086 *	0.113 *	0.113 *
WBT	2	3200	635	635	754	754	0.205	0.205	0.243	0.243
WBR *(d)*	0	0	21	21	22	22	-	-	-	-
					LOST TIME:		0.100 *	0.100 *	0.100 *	0.100 *
					TOTAL INTERSECTION CAPACITY UTILIZATION:		**0.406**	**0.409**	**0.444**	**0.447**
					SCENARIO LEVEL OF SERVICE:		A	A	A	A

NOTES:

RTOR: (a) 60%
(b) 61%
(c) 13%
(d) 16%

Printed: 09/09/14

#14015 - OLD TOWN VILLAGE MIXED-USE PROJECT REF: 05 PM_2

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *APRIL 2, 2013* *WITH EKWILL STREET EXTENSION*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: *PINE AVENUE - NECTARINE AVENUE*

E/W STREET: *HOLLISTER AVENUE*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	111	8	199	114	9	102	37	687	41	11	651	25
(B) PROJECT-ADDED:	2	0	0	0	0	4	0	0	0	0	0	0
(C) CUMULATIVE:	68	5	148	116	9	105	66	801	10	5	765	27

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND LTR	SOUTH BOUND LTR	EAST BOUND L T TR	WEST BOUND L T TR

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	111	113	68	70	-	-	-	-
NBT	1	1600	8	8	5	5	0.133	0.134	0.089	0.091
NBR *(a)*	0	0	94	94	70	70	-	-	-	-
SBL	0	0	114	114	116	116	-	-	-	-
SBT	1	1600	9	9	9	9	0.138 *	0.141 *	0.141 *	0.144 *
SBR *(b)*	0	0	98	102	101	105	-	-	-	-
EBL	1	1600	37	37	66	66	0.023 *	0.023 *	0.041 *	0.041 *
EBT	2	3200	687	687	801	801	0.227	0.227	0.253	0.253
EBR *(c)*	0	0	38	38	9	9	-	-	-	-
WBL	1	1600	11	11	5	5	0.007	0.007	0.003	0.003
WBT	2	3200	651	651	765	765	0.211 *	0.211 *	0.248 *	0.248 *
WBR *(d)*	0	0	25	25	27	27	-	-	-	-
					LOST TIME:		0.100 *	0.100 *	0.100 *	0.100 *
					TOTAL INTERSECTION CAPACITY UTILIZATION:		**0.472**	**0.475**	**0.530**	**0.533**
					SCENARIO LEVEL OF SERVICE:		A	A	A	A

NOTES:

RTOR: (a) 53%
(b) 4%
(c) 7%
(d) 0%

Printed: 09/09/14

#14015 - OLD TOWN VILLAGE MIXED-USE PROJECT REF: 06 AM_1

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *MAY 22, 2013*

TIME PERIOD: *A.M. PEAK HOUR* *WITHOUT EKWILL EXTENSION*

N/S STREET: *KELLOGG AVENUE*

E/W STREET: *HOLLISTER AVENUE*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	18	2	43	114	6	27	45	403	71	309	760	80
(B) PROJECT-ADDED:	29	0	37	0	0	0	0	0	13	14	0	0

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND LT R	SOUTH BOUND LT R	EAST BOUND L T TR	WEST BOUND L T TR

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)

SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	18	47			-	-		
NBT	1	1600	2	2			0.013	0.031		
NBR *(a)*	1	1600	24	45			0.015 *	0.028 *		
SBL	0	0	114	114			-	-		
SBT	1	1600	6	6			0.075 *	0.075 *		
SBR *(b)*	1	1600	25	25			0.016	0.016		
EBL	1	1600	45	45			0.028	0.028		
EBT	2	3200	403	403			0.141 *	0.143 *		
EBR *(c)*	0	0	47	55			-	-		
WBL	1	1600	309	323			0.193 *	0.202 *		
WBT	2	3200	760	760			0.259	0.259		
WBR *(d)*	0	0	69	69			-	-		
						LOST TIME:	0.100 *	0.100 *		
						TOTAL INTERSECTION CAPACITY UTILIZATION:	**0.524**	**0.548**		
						SCENARIO LEVEL OF SERVICE:	A	A		

NOTES:

RTOR: (a) 44%

(b) 7%

(c) 34%

(d) 14%

Printed: 09/10/14

#14015 - OLD TOWN VILLAGE MIXED-USE PROJECT REF: 06 PM_1

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *MAY 22, 2013*

TIME PERIOD: *P.M. PEAK HOUR* *WITHOUT EKWILL EXTENSION*

N/S STREET: *KELLOGG AVENUE*

E/W STREET: *HOLLISTER AVENUE*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	73	12	94	116	10	43	44	795	40	137	795	106
(B) PROJECT-ADDED:	19	0	24	0	0	0	0	0	27	36	0	0

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND LT R	SOUTH BOUND LT R	EAST BOUND L T TR	WEST BOUND L T TR

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)

SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	73	92			-	-		
NBT	1	1600	12	12			0.053	0.065		
NBR *(a)*	1	1600	53	66			0.033 *	0.041 *		
SBL	0	0	116	116			-	-		
SBT	1	1600	10	10			0.079 *	0.079 *		
SBR *(b)*	1	1600	30	30			0.019	0.019		
EBL	1	1600	44	44			0.028	0.028		
EBT	2	3200	795	795			0.258 *	0.265 *		
EBR *(c)*	0	0	32	54			-	-		
WBL	1	1600	137	173			0.086 *	0.108 *		
WBT	2	3200	795	795			0.278	0.278		
WBR *(d)*	0	0	94	94			-	-		
						LOST TIME:	0.100 *	0.100 *		
						TOTAL INTERSECTION CAPACITY UTILIZATION:	**0.556**	**0.593**		
						SCENARIO LEVEL OF SERVICE:	A	A		

NOTES:

RTOR: (a) 44%

(b) 30%

(c) 20%

(d) 11%

Printed: 09/10/14

#14015 - OLD TOWN VILLAGE MIXED-USE PROJECT **REF:** 06 AM_2

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *MAY 22, 2013*

TIME PERIOD: *A.M. PEAK HOUR* ***WITH EKWILL STREET EXTENSION***

N/S STREET: *KELLOGG AVENUE*

E/W STREET: *HOLLISTER AVENUE*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
VOLUMES	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING:	18	2	43	114	6	27	45	403	71	309	760	80
(B) PROJECT-ADDED:	5	0	37	0	0	0	0	0	2	14	0	0
(C) CUMULATIVE:	1	19	116	120	32	37	91	247	34	568	918	133

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
LANE GEOMETRICS	LT R	LT R	L T TR	L T TR

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	18	23	1	6	-	-	-	-
NBT	1	1600	2	2	19	19	0.013	0.016	0.013	0.016
NBR *(a)*	1	1600	24	45	65	86	0.015 *	0.028 *	0.041 *	0.054 *
SBL	0	0	114	114	120	120	-	-	-	-
SBT	1	1600	6	6	32	32	0.075 *	0.075 *	0.095 *	0.095 *
SBR *(b)*	1	1600	25	25	34	34	0.016	0.016	0.021	0.021
EBL	1	1600	45	45	91	91	0.028	0.028	0.057	0.057
EBT	2	3200	403	403	247	247	0.141 *	0.141 *	0.084 *	0.085 *
EBR *(c)*	0	0	47	48	22	24	-	-	-	-
WBL	1	1600	309	323	568	582	0.193 *	0.202 *	0.355 *	0.364 *
WBT	2	3200	760	760	918	918	0.259	0.259	0.323	0.323
WBR *(d)*	0	0	69	69	114	114	-	-	-	-
					LOST TIME:		0.100 *	0.100 *	0.100 *	0.100 *
					TOTAL INTERSECTION CAPACITY UTILIZATION:		**0.524**	**0.546**	**0.675**	**0.698**
					SCENARIO LEVEL OF SERVICE:		**A**	**A**	**B**	**B**

NOTES:

RTOR: (a) 44%
(b) 7%
(c) 34%
(d) 14%

Printed: 09/10/14

#14015 - OLD TOWN VILLAGE MIXED-USE PROJECT REF: 06 PM_2

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *MAY 22, 2013*

TIME PERIOD: *P.M. PEAK HOUR* *WITH EKWILL STREET EXTENSION*

N/S STREET: *KELLOGG AVENUE*

E/W STREET: *HOLLISTER AVENUE*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	73	12	94	116	10	43	44	795	40	137	795	106
(B) PROJECT-ADDED:	3	0	24	0	0	0	0	0	4	36	0	0
(C) CUMULATIVE:	97	38	341	184	25	62	46	977	30	248	798	120

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	LT R	LT R	L T TR	L T TR

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A + B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B + C)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	73	76	97	100	-	-	-	-
NBT	1	1600	12	12	38	38	0.053	0.055	0.084	0.086
NBR *(a)*	1	1600	53	66	191	204	0.033 *	0.041 *	0.119 *	0.128 *
SBL	0	0	116	116	184	184	-	-	-	-
SBT	1	1600	10	10	25	25	0.079 *	0.079 *	0.131 *	0.131 *
SBR *(b)*	1	1600	30	30	43	43	0.019	0.019	0.027	0.027
EBL	1	1600	44	44	46	46	0.028	0.028	0.029	0.029
EBT	2	3200	795	795	977	977	0.258 *	0.259 *	0.313 *	0.314 *
EBR *(c)*	0	0	32	35	24	27	-	-	-	-
WBL	1	1600	137	173	248	284	0.086 *	0.108 *	0.155 *	0.178 *
WBT	2	3200	795	795	798	798	0.278	0.278	0.283	0.283
WBR *(d)*	0	0	94	94	107	107	-	-	-	-
					LOST TIME:		0.100 *	0.100 *	0.100 *	0.100 *
					TOTAL INTERSECTION CAPACITY UTILIZATION:		**0.556**	**0.587**	**0.818**	**0.851**
					SCENARIO LEVEL OF SERVICE:		A	A	D	D

NOTES:

RTOR: (a) 44%
(b) 30%
(c) 20%
(d) 11%

Printed: 09/10/14

#14015 - OLD TOWN VILLAGE MIXED-USE PROJECT REF: 06 AM_MIT

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *MAY 22, 2013*

TIME PERIOD: *A.M. PEAK HOUR* *WITH EKWILL STREET EXTENSION & NB FREE RT*

N/S STREET: *KELLOGG AVENUE*

E/W STREET: *HOLLISTER AVENUE*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	18	2	43	114	6	27	45	403	71	309	760	80
(B) PROJECT-ADDED:	5	0	37	0	0	0	0	0	2	14	0	0
(C) CUMULATIVE:	1	19	116	120	32	37	91	247	34	568	918	133

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND LT R	SOUTH BOUND LT R	EAST BOUND L T TR	WEST BOUND L T TR

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	18	23	1	6	-	-	-	-
NBT	1	1600	2	2	19	19	0.013	0.016	0.013	0.016
NBR *(a)*	1	1600	24	45	65	86	0.015	0.028	0.041	0.054
SBL	0	0	114	114	120	120	-	-	-	-
SBT	1	1600	6	6	32	32	0.075 *	0.075 *	0.095 *	0.095 *
SBR *(b)*	1	1600	25	25	34	34	0.016	0.016	0.021	0.021
EBL	1	1600	45	45	91	91	0.028	0.028	0.057	0.057
EBT	2	3200	403	403	247	247	0.141 *	0.141 *	0.084 *	0.085 *
EBR *(c)*	0	0	47	48	22	24	-	-	-	-
WBL	1	1600	309	323	568	582	0.193 *	0.202 *	0.355 *	0.364 *
WBT	2	3200	760	760	918	918	0.259	0.259	0.323	0.323
WBR *(d)*	0	0	69	69	114	114	-	-	-	-
			LOST TIME:				0.100 *	0.100 *	0.100 *	0.100 *
			TOTAL INTERSECTION CAPACITY UTILIZATION:				**0.509**	**0.518**	**0.634**	**0.644**
			SCENARIO LEVEL OF SERVICE:				A	A	B	B

NOTES:

RTOR: (a) FREE RT LANE
(b) 7%
(c) 34%
(d) 14%

Printed: 09/10/14

#14015 - OLD TOWN VILLAGE MIXED-USE PROJECT REF: 06 PM_MIT

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *MAY 22, 2013*

TIME PERIOD: *P.M. PEAK HOUR* *WITH EKWILL STREET EXTENSION & NB FREE RT*

N/S STREET: *KELLOGG AVENUE*

E/W STREET: *HOLLISTER AVENUE*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	73	12	94	116	10	43	44	795	40	137	795	106
(B) PROJECT-ADDED:	3	0	24	0	0	0	0	0	4	36	0	0
(C) CUMULATIVE:	97	38	341	184	25	62	46	977	30	248	798	120

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	LT R	LT R	L T TR	L T TR

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	73	76	97	100	-	-	-	-
NBT	1	1600	12	12	38	38	0.053	0.055	0.084	0.086
NBR *(a)*	1	1600	53	66	191	204	0.033	0.041	0.119	0.128
SBL	0	0	116	116	184	184	-	-	-	-
SBT	1	1600	10	10	25	25	0.079 *	0.079 *	0.131 *	0.131 *
SBR *(b)*	1	1600	30	30	43	43	0.019	0.019	0.027	0.027
EBL	1	1600	44	44	46	46	0.028	0.028	0.029	0.029
EBT	2	3200	795	795	977	977	0.258 *	0.259 *	0.313 *	0.314 *
EBR *(c)*	0	0	32	35	24	27	-	-	-	-
WBL	1	1600	137	173	248	284	0.086 *	0.108 *	0.155 *	0.178 *
WBT	2	3200	795	795	798	798	0.278	0.278	0.283	0.283
WBR *(d)*	0	0	94	94	107	107	-	-	-	-
					LOST TIME:		0.100 *	0.100 *	0.100 *	0.100 *
					TOTAL INTERSECTION CAPACITY UTILIZATION:		**0.523**	**0.546**	**0.699**	**0.723**
					SCENARIO LEVEL OF SERVICE:		A	A	B	C

NOTES:

RTOR: (a) 44%
(b) 30%
(c) 20%
(d) 11%

Printed: 09/10/14

#14015 - OLD TOWN VILLAGE MIXED-USE PROJECT REF: 07 AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *APRIL 3, 2013*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: *SR 217 SB RAMPS*

E/W STREET: *HOLLISTER AVENUE*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

		NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
VOLUMES		L	T	R	L	T	R	L	T	R	L	T	R
(A)	EXISTING:	0	0	0	167	0	543	0	618	38	103	489	0
(B)	PROJECT-ADDED:	0	0	0	0	0	7	0	31	6	0	7	0
(C)	CUMULATIVE:	0	0	0	203	0	596	0	847	53	253	767	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
LANE GEOMETRICS		L LTR	T TR	L TT

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	-	-	-	-
NBT	0	0	0	0	0	0	-	-	-	-
NBR	0	0	0	0	0	0	-	-	-	-
SBL	0	0	167	167	203	203	-	-	-	-
SBT	2	3200	0	0	0	0	0.220 *	0.223 *	0.248 *	0.250 *
SBR *(a)*	0	0	538	545	590	597	-	-	-	-
EBL	0	0	0	0	0	0	-	-	-	-
EBT	2	3200	618	649	847	878	0.199 *	0.210 *	0.273 *	0.284 *
EBR *(b)*	0	0	20	23	28	31	-	-	-	-
WBL	1	1600	103	103	253	253	0.064 *	0.064 *	0.158 *	0.158 *
WBT	2	3200	489	496	767	774	0.153	0.155	0.240	0.242
WBR	0	0	0	0	0	0	-	-	-	-
					LOST TIME:		0.100 *	0.100 *	0.100 *	0.100 *
					TOTAL INTERSECTION CAPACITY UTILIZATION:		**0.583**	**0.597**	**0.779**	**0.792**
					SCENARIO LEVEL OF SERVICE:		A	A	C	C

NOTES:

RTOR: (a) 1%
(b) 47%

Printed: 09/09/14

#14015 - OLD TOWN VILLAGE MIXED-USE PROJECT REF: 07 PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***APRIL 3, 2013***

TIME PERIOD: ***P.M. PEAK HOUR***

N/S STREET: ***SR 217 SB RAMPS***

E/W STREET: ***HOLLISTER AVENUE***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	0	0	0	66	1	405	0	1124	38	55	607	0
(B) PROJECT-ADDED:	0	0	0	0	0	23	0	20	4	0	13	0
(C) CUMULATIVE:	0	0	0	107	1	572	0	1562	36	77	820	0

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
		L LTR	T TR	L TT

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	-	-	-	-
NBT	0	0	0	0	0	0	-	-	-	-
NBR	0	0	0	0	0	0	-	-	-	-
SBL	0	0	66	66	107	107	-	-	-	-
SBT	2	3200	1	1	1	1	0.145 *	0.152 *	0.209 *	0.216 *
SBR *(a)*	0	0	397	419	561	583	-	-	-	-
EBL	0	0	0	0	0	0	-	-	-	-
EBT	2	3200	1124	1144	1562	1582	0.358 *	0.365 *	0.494 *	0.501 *
EBR *(b)*	0	0	21	23	20	22	-	-	-	-
WBL	1	1600	55	55	77	77	0.034 *	0.034 *	0.048 *	0.048 *
WBT	2	3200	607	620	820	833	0.190	0.194	0.256	0.260
WBR	0	0	0	0	0	0	-	-	-	-
			LOST TIME:				0.100 *	0.100 *	0.100 *	0.100 *
			TOTAL INTERSECTION CAPACITY UTILIZATION:				**0.637**	**0.651**	**0.851**	**0.865**
			SCENARIO LEVEL OF SERVICE:				**B**	**B**	**D**	**D**

NOTES:

RTOR: (a) 2%
(b) 45%

Printed: 09/09/14

#14015 - OLD TOWN VILLAGE MIXED-USE PROJECT **REF:** 08 AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *APRIL 2, 2013*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: *SR 217 NB RAMP - WARD DRIVE*

E/W STREET: *HOLLISTER AVENUE*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
VOLUMES	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING:	48	56	58	0	0	0	310	314	148	70	542	73
(B) PROJECT-ADDED:	2	0	0	0	0	0	24	7	0	0	5	0
(C) CUMULATIVE:	41	54	119	0	0	0	324	559	167	53	979	99

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
LANE GEOMETRICS	LT R		LL T TR	L TT R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	48	50	41	43	-	-	-	-
NBT	1	1600	56	56	54	54	0.065 *	0.066 *	0.059 *	0.061 *
NBR *(a)*	1	1600	9	9	19	19	0.006	0.006	0.012	0.012
SBL	0	0	0	0	0	0	-	-	-	-
SBT	0	0	0	0	0	0	-	-	-	-
SBR	0	0	0	0	0	0	-	-	-	-
EBL	2	3200	310	334	324	348	0.097 *	0.104 *	0.101 *	0.109 *
EBT	2	3200	314	321	559	566	0.134	0.136	0.215	0.217
EBR *(b)*	0	0	114	114	129	129	-	-	-	-
WBL	1	1600	70	70	53	53	0.044	0.044	0.033	0.033
WBT	2	3200	542	547	979	984	0.169 *	0.171 *	0.306 *	0.308 *
WBR *(c)*	1	1600	73	73	99	99	0.046	0.046	0.062	0.062
					LOST TIME:		0.100 *	0.100 *	0.100 *	0.100 *
					TOTAL INTERSECTION CAPACITY UTILIZATION:		**0.431**	**0.441**	**0.566**	**0.578**
					SCENARIO LEVEL OF SERVICE:		A	A	A	A

NOTES:

RTOR: (a) 84%
(b) 23%
(c) 38%

Printed: 09/09/14

#14015 - OLD TOWN VILLAGE MIXED-USE PROJECT REF: 08 PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *APRIL 2 2013*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: *SR 217 NB RAMP - WARD DRIVE*

E/W STREET: *HOLLISTER AVENUE*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	125	111	116	0	0	0	438	681	43	33	515	36
(B) PROJECT-ADDED:	6	0	0	0	0	0	14	6	0	0	7	0
(C) CUMULATIVE:	126	123	224	0	0	0	426	1200	43	33	771	48

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	LT R		LL T TR	L TT R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	125	131	126	132	-	-	-	-
NBT	1	1600	111	111	123	123	0.148 *	0.151 *	0.156 *	0.159 *
NBR	1	1600	116	116	224	224	0.073	0.073	0.140	0.140
SBL	0	0	0	0	0	0	-	-	-	-
SBT	0	0	0	0	0	0	-	-	-	-
SBR	0	0	0	0	0	0	-	-	-	-
EBL	2	3200	438	452	426	440	0.137 *	0.141 *	0.133	0.138
EBT	2	3200	681	687	1200	1206	0.226	0.228	0.388 *	0.390 *
EBR	0	0	43	43	43	43	-	-	-	-
WBL	1	1600	33	33	33	33	0.021	0.021	0.021 *	0.021 *
WBT	2	3200	515	522	771	778	0.161 *	0.163 *	0.241	0.243
WBR	1	1600	36	36	48	48	0.023	0.023	0.030	0.030
					LOST TIME:		0.100 *	0.100 *	0.100 *	0.100 *
						TOTAL INTERSECTION CAPACITY UTILIZATION:	**0.546**	**0.555**	**0.665**	**0.670**
						SCENARIO LEVEL OF SERVICE:	A	A	B	B

NOTES:

Printed: 09/09/14

#14015 - OLD TOWN VILLAGE MIXED-USE PROJECT **REF:** 09 AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***APRIL 2, 2014***

TIME PERIOD: ***A.M. PEAK HOUR***

N/S STREET: ***PATTERSON AVENUE***

E/W STREET: ***HOLLISTER AVENUE***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

VOLUMES		NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A)	EXISTING:	**29**	**133**	**47**	**263**	**308**	**274**	**80**	**221**	**31**	**67**	**472**	**432**
(B)	PROJECT-ADDED:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**5**	**0**
(C)	CUMULATIVE:	**33**	**140**	**71**	**336**	**320**	**258**	**84**	**392**	**48**	**122**	**779**	**670**

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND L T TR	SOUTH BOUND LL T TR	EAST BOUND LL T TR	WEST BOUND L T TR

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	29	29	33	33	0.018 *	0.018 *	0.021 *	0.021 *
NBT	2	3200	133	133	140	140	0.053	0.053	0.060	0.060
NBR *(a)*	0	0	35	35	53	53	-	-	-	-
SBL	2	3200	263	263	336	336	0.082	0.082	0.105	0.105
SBT	2	3200	308	308	320	320	0.153 *	0.153 *	0.153 *	0.153 *
SBR *(b)*	0	0	181	181	170	170	-	-	-	-
EBL	2	3200	80	80	84	84	0.025 *	0.025 *	0.026 *	0.026 *
EBT	2	3200	221	228	392	399	0.075	0.077	0.131	0.133
EBR *(c)*	0	0	18	18	28	28	-	-	-	-
WBL	1	1600	67	67	122	122	0.042	0.042	0.076	0.076
WBT	2	3200	472	477	779	784	0.222 *	0.223 *	0.359 *	0.360 *
WBR *(d)*	0	0	238	238	369	369	-	-	-	-
					LOST TIME:		0.100 *	0.100 *	0.100 *	0.100 *
					TOTAL INTERSECTION CAPACITY UTILIZATION:		**0.518**	**0.519**	**0.659**	**0.660**
					SCENARIO LEVEL OF SERVICE:		**A**	**A**	**B**	**B**

NOTES:

RTOR: (a) 26%
(b) 34%
(c) 42%
(d) 45%

Printed: 09/09/14

#14015 - OLD TOWN VILLAGE MIXED-USE PROJECT REF: 09 PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *APRIL 2, 2014*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: *PATTERSON AVENUE*

E/W STREET: *HOLLISTER AVENUE*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	41	270	82	595	139	169	345	779	20	29	313	369
(B) PROJECT-ADDED:	0	0	0	0	0	0	0	6	0	0	7	0
(C) CUMULATIVE:	40	281	147	716	140	170	346	1024	27	51	424	436

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND L T TR	SOUTH BOUND LL T TR	EAST BOUND LL T TR	WEST BOUND L T TR

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	41	41	40	40	0.026	0.026	0.025	0.025
NBT	2	3200	270	270	281	281	0.105 *	0.105 *	0.126 *	0.126 *
NBR *(a)*	0	0	67	67	121	121	-	-	-	-
SBL	2	3200	595	595	716	716	0.186 *	0.186 *	0.224 *	0.224 *
SBT	2	3200	139	139	140	140	0.068	0.068	0.069	0.069
SBR *(b)*	0	0	79	79	80	80	-	-	-	-
EBL	2	3200	345	345	346	346	0.108	0.108	0.108	0.108
EBT	2	3200	779	785	1024	1030	0.248 *	0.250 *	0.326 *	0.328 *
EBR *(c)*	0	0	15	15	20	20	-	-	-	-
WBL	1	1600	29	29	51	51	0.018 *	0.018 *	0.032 *	0.032 *
WBT	2	3200	313	320	424	431	0.157	0.159	0.202	0.204
WBR *(d)*	0	0	188	188	222	222	-	-	-	-
					LOST TIME:		0.100 *	0.100 *	0.100 *	0.100 *
					TOTAL INTERSECTION CAPACITY UTILIZATION:		**0.657**	**0.659**	**0.808**	**0.810**
					SCENARIO LEVEL OF SERVICE:		**B**	**B**	**D**	**D**

NOTES:

RTOR: (a) 18%
(b) 53%
(c) 25%
(d) 49%

Printed: 09/09/14

CITY OF GOLETA CUMULATIVE PROJECT LIST

City of Goleta

Cumulative Project List - Major Projects

Revised 7/14/14

Project	Address	APN	Land Use	Acreage	Project Description	Status
PROJECTS UNDER CONSTRUCTION						
Haskell's Landing (The Hideaway)	Hollister Avenue & Las Armas Road	079-210-049	Residential	14.23	101 residential units	Under construction
Goleta Valley Cottage Hospital	351 S. Patterson at Hollister Avenue	065-090-022; -028	Commercial	18.38	Hospital 93,090 sf Existing; 152,658 sf Approved; 59,568 sf Net New	Under construction
Cabrillo Business Park	6767 Hollister Avenue	073-450-005	Commercial	91.4	Business Park - New structures total 693,100 sf (R&D, self storage, service uses); 241,682 sf existing Pre-Development Plan; 934,800 sf total; *Under Pending Projects, see Investec Self-Storage Case No.14-009-DRB, -LM, -PCR	Under construction
Westar	7000 Hollister Avenue (N/E corner of Glen Annie Road and Hollister)	073-030-020; -021	Residential/ Commercial	23.55	266 residential units; Approx. 90,000 sf of commercial	Under construction
FLIR Addition to Cabrillo Business Park	6769/6775 Hollister Avenue	073-610-001; -002	Commercial	11.43	11,827 sf net new office building addition (demo 4,348 sf; new building is 16,175 sf)	Under construction
Robinson LLA-related lots	Baker, Violet and Daffodil Lanes	077-141-053; 077-141-070 et al	Residential	0.23-0.26 each lot	13 units	Approved; 9 of 13 units completed

City of Goleta

Cumulative Project List - Major Projects

Revised 7/14/14

Project	Address	APN	Land Use	Acreage	Project Description	Status
APPROVED PROJECTS (NOT CONSTRUCTED)						
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	Approved
Citrus Village	7388 Calle Real	077-490-043	Residential	1.02	10 residential units	Approved
Renco Encoders	26 Coromar Drive	073-150-013	Industrial	3.57	Existing M-RP Bldg (33,600 sf); Add 8,800 sf manuf space; Add 10,400 sf office	Approved
Mariposa at Ellwood Shores	7760 Hollister Avenue	079-210-057	Commercial	2.95	62,481 sf assisted living (90 residents)	Approved
Schwann Self Storage	10 S. Kellogg Avenue	071-090-082	Industrial	2.06	111,730 sf self-storage facility	Approved
GVCH Medical Office Building Reconstruction	5333 Hollister Avenue	065-090-023	Commercial	2.17	Medical Office Building Demo Existing 41,224 sf; 52,000 sf Approved; 10,776 sf Net New	Approved
Rincon Palms Hotel	6868/6878 Hollister Avenue	073-140-004	Commercial	3.05	84,500 sf hotel; 138 rooms with meeting space	Approved
Harvest Hill Ranch	880 Cambridge Drive	069-620-044	Residential	4.73	7 lot subdivision with net of 6 homes	Approved
Somera Medical Office Building	454 S. Patterson Avenue	065-090-013	Commercial	8	20,000 sf net new medical/dental office building	Approved
Camino Real Marketplace Ice in Paradise	Santa Felicia Drive	073-440-022	Commercial	4.8	46,479 sf ice skating rink	Approved

City of Goleta

Cumulative Project List - Major Projects

Revised 7/14/14

Project	Address	APN	Land Use	Acreage	Project Description	Status
PENDING PROJECTS						
Taylor Parcel Map	590 N. Kellogg Avenue	069-100-003	Residential	1.6	3 new units	Pending (On Hold)
Shelby	7400 Cathedral Oaks Road	077-530-019	Residential	13.92	60 residential units	Pending
Sturgeon Building	S/E Corner of Los Carneros and Calle Real	077-160-040	Commercial	0.53	6,046 sf retail/medical office	Pending (On Hold)
Kenwood Village	Calle Real w/o Calaveras Avenue	077-130-066, -019; 077-141-049	Residential	10	60 residential units	Pending
Marriott Residence Inn	6300 Hollister Avenue	073-050-020	Commercial	10.57	80,989 sf hotel (118 rooms)	Pending
Cortona Apartments	6830 Cortona Drive	073-140-016	Residential	8.82	176 residential units	Pending
Villages at Los Carneros I and II	Adjacent to 71 South Los Carneros Road	073-330-024, -026, -027, -028, -029	Residential	43.14	Villages at Los Carneros I approved with 275 units on 16.11 acres; Proposed Villages at Los Carneros II to replace VLC-I approval with 465 units on 43.14 acres	Pending
Target Store	6466 & 3470 Hollister Avenue and 170 Los Carneros Way	073-070-034; -035; 073-330-030	Commercial	11.35	120,690 sf net new grocery market (demo 44,110 sf; new building is 164,800 sf)	Pending
Saint George Mixed Use Project	5392 & 5400 Hollister Avenue	071-101-002; -015	Residential and Commercial	0.95	New 3-story mixed-use residential building; 4 new residential buildings with 2 units each.	Pending
Fairview Gardens	598 North Fairview Avenue	069-090-052	Agriculture	11.65	Farm Labor Camp Revision; Special Events Permit; and Sale of Ag related products grown offsite	Pending
Taco Bell	7127 Hollister Avenue	073-440-012	Commercial	9.31 (parcel); 9.9 total shopping center	1,686 sf fast food restaurant with a drive-through facility	Pending
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	Pending

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City of Goleta

Cumulative Project List - Major Projects

Revised 7/14/14

Project	Address	APN	Land Use	Acreage	Project Description	Status
PENDING PROJECTS (continued)						
CBP / Investec Self-Storage Facility	350 Coromar Drive and 6640 Discovery Drive	073-610-015, -016	Commercial	6.02	111,100 sf self-storage facility (Note: Square footage is already included within the overall Cabrillo Business Park Scope)	Pending
Old Town Industrial Center	891 S. Kellogg Avenue	071-170-074, -080, -083	Industrial	14.76	186,770 sf new Light Industrial with outdoor storage and 5,100 sf office building	Pending
Old Town Village	South Kellogg Avenue	071-130-023	Commercial	12.31	Mixed Use of 175 townhomes with shopkeeper and livework units	Pending
North Willow Springs	North of Calle Koral and West of Los Carneros	073-060-031 thru -043	Residential	16.2	228 residential apartments and 132 senior apartments	Pending

PROGRAMMED IMPROVEMENT FIGURES

RBF CONSULTING JN 60100616 July 15, 2008

EKWILL STREET AND FOWLER ROAD EXTENSION
Project Locations

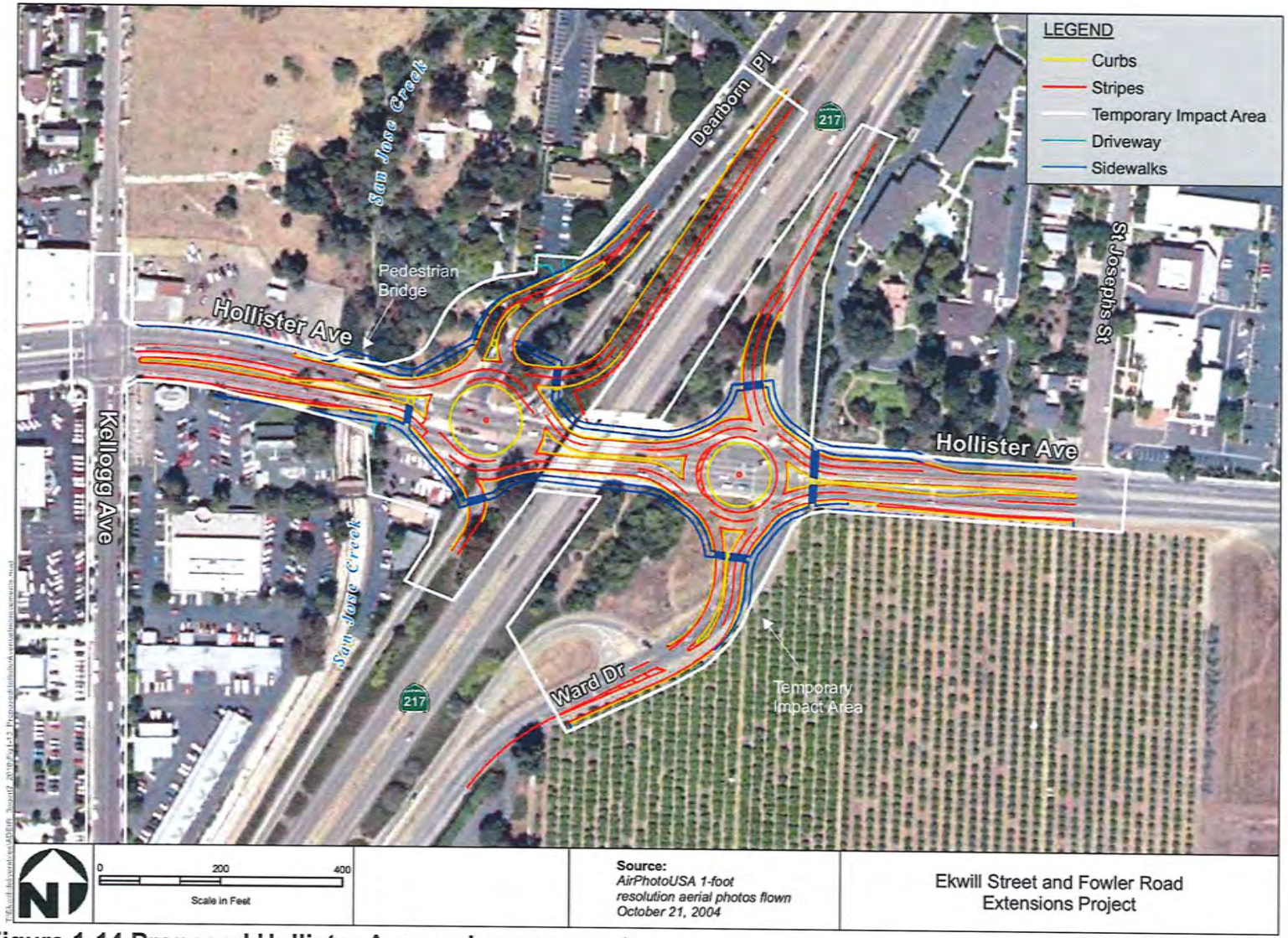

Figure 1-14 Proposed Hollister Avenue Improvements

Figure 1-16 Proposed Kellogg Avenue Improvements

Appendix I

Description of Units

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April 3, 2014

Jennifer Carmen
Planning & Environmental Services
City of Goleta
130 Cremona Drive, Suite B
Goleta, CA 93117

RE: Old Town Village Development Plan and Vesting Tentative Map Application; 12-049-GPA, RZ (APN 071-130-23)

Dear Ms. Carmen:

On behalf of our client, City Ventures Homebuilding Inc., Peikert+RRM Design Group submits this application, including a Development Plan and Vesting Tentative Map for a mixed-use project. The application for the General Plan amendment and rezone was submitted in April 2012. The project includes the development of 175 attached units.

This letter and the attached package of materials represent the Development Application for the Old Town Village project. In addition to this letter, the application contains a fee payment of $5,176 for the City, a fee payment of $5,297 for the County of Santa Barbara Fire Department (calculated by staff), and the following information:

- Architectural Plans: Data Sheet, Site Plan, Building Floor Plans and Elevations
- Civil Engineering Plans: Preliminary Grading and Drainage Plan, Vesting Tentative Map, and Utility Plan
- Preliminary Landscape Plans: Conceptual Landscape Plan, Conceptual Wall and Fence Plan, Conceptual Planting Plan, Conceptual Lighting Plan
- Pedestrian Link to Old Town
- Stormwater Management Report
- Acoustical Analysis
- Phase 1 Archaeological Survey (survey is underway and will be submitted to the City)
- Traffic and Parking Analysis
- Color Board
- Preliminary Title Report
- Permit Application & Environmental Questionnaire
- Color Elevation
- Noticing Labels (e-mailed to Wendy Winkler)

City Ventures Homebuilding Inc. is seeking the following discretionary approvals:

- General Plan Land Use Designation Amendment
- Rezone
- Development Plan
- Vesting Tentative Map

1.0 SETTING AND BACKGROUND

1.1 Existing Setting

The site is located south of Hollister Avenue and is accessed off of South Kellogg Avenue. The surrounding land uses include: the Goleta Community Center, a storage yard zoned for residential uses, and Willow Creek residential development to the north; commercial and light industrial uses to the west and south; and a single-family home, South Kellogg Avenue, and Highway 217 to the east. The site is vacant and has been used for agricultural purposes since the 1920s.

When the Ekwill Street extension is constructed, it will bisect the site and require approximately 2.47 acres of the property. This will leave 9.84 acres for residential development south of Ekwill Road.

1.2 Site Background

The site is identified as Key Site #6 in the Goleta Old Town Revitalization Plan. The Revitalization Plan calls for the development of a major hotel, of 250 rooms, and a conference center on the property. The goal of the development concept is to help diversify Old Town's economy and provide a visiting population that would utilize services on the Hollister corridor and add critical revenue to the community. Development of this site is also anticipated to facilitate the extension of Ekwill Street, which according to City Public Works staff, is planned for construction in the next two years.

Since the adoption of the Revitalization Plan, circumstances have changed. The City of Goleta incorporated, a hotel on Hollister was approved, and three additional hotels (the Marriot Residence Inn, Rincon Palms, and the Camino Real Hotel) are planned or are under construction within the City limits. With the increase in hotel development in the area, and the lack of interest in hotel development on Key Site #6, the City decided to contract with REVPAR, a hospitality advisor, to assist them in studying the viability of hotel development on property. The study found that the market support and the need existed for such a facility, but it questioned the financial viability of developing a hotel on this site. As a follow-up to this study, the City asked REVPAR to assess the "highest and best use of Key Site #6." REVPAR was directed to study four alternative uses: office, industrial, multi-family residential, and an auto dealership. The study concluded that given the site's "physical characteristics and location, as well as the state of the local real estate market...that the highest and best use of the site, if vacant, would be multi-family residential..." REVPAR made this conclusion, in part, because a residential project would generate the highest property tax revenue for the City.

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1.3 Application History

1.3.1 General Plan Amendment/Rezone Initiation

City Ventures Homebuilding Inc. began early discussions about the site's development potential with City staff in January 2012. These discussions led to the submittal of an application to initiate a General Plan Amendment (GPA) and Rezone of the project site on April 5, 2013. The City Council initiated a General Plan Amendment and Rezone on July 2, 2013 to change the existing land use designations and zoning to Old Town Commercial (C-OT) and Old Town Residential/General Commercial, respectively. The purpose of the initiation was to study the requested changes and the possible development of the site with a mixed-use project.

1.3.2 Design Review Board Concept Review

Subsequent to the initiation of the General Plan Amendment and Rezone, the applicant sought input from the Design Review Board (DRB) through the Conceptual Review process. An application and conceptual site plan were submitted for review on December 19, 2013. The DRB reviewed the project on January 28, 2014. The DRB provided general comments about the proposed concept, provided advisories, and requested the further study of some issues. A summary of their comments is provided below. In addition, we have indicated how the project was revised to address the DRB's questions and comments.

General Conceptual Comments

- The project is well-suited to the neighborhood.
- The mixed-use concept is supported.
- The green measures that are incorporated into the project are positive.
- The project looks a little dense.
- The modern design style is supported.

Advisories

- *Consider providing flexibility in size for shopkeeper units.*

The space is planned to be used for offices and not retail. City Ventures Homebuilding Inc.'s current market data shows a high demand for smaller offices, similar to those shown in the plan.

- *Consider using greywater and cisterns for landscaping.*

The landscape architect will be incorporating opportunities to use stormwater to irrigate proposed landscaping.

- *Consider methods for using/reclaiming the prime topsoil and using for a community garden.*

The project will include a community garden and if possible, the on-site topsoil will be used in the beds.

- *Ensure project can meet new stormwater requirements.*

The project will meet the new stormwater requirements. A drainage study has been prepared for the project by Penfield & Smith, which demonstrates compliance with the requirements.

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Issues Requiring Further Study

- *Increase internal connections with walkways and green space.*

Pedestrian connections were provided through mews/pedestrian walk to connect the northern and southern portion of the site.

- *Provide adequate storage within units and ensure that CC&R's required garages to be used for parking.*

Overhead storage cabinets and bike racks are provided within each garage. In addition, each unit includes storage areas for use by the residents. Bike storage sheds are also proposed on-site for use by the commercial tenants and residents.

- *Study the main entrance along South Kellogg Avenue – it may conflict with existing "Y".*

The main entrance was shifted to the south to address potential conflicts with the Kellogg Way and South Kellogg Avenue intersection.

- *Mitigate "bluntness" of entrances at P-1 and P-5 units.*

Landscape planters and permeable pavers have been used to distinguish and separate the entrance to the units from the drive aisle.

- *Study turning radii at motor courts.*

The turning radii were reviewed and they meet City and Fire Department standards.

- *Provide proper separation between roof decks to ensure security (unit-to-unit).*

The roof deck elements are massed with the stair penthouses between them as barriers. Also, units are modulated so that some have decks on the front half of the units and some have the decks on the rear.

- *Screen views of neighboring industrial uses from P-1 units with landscaping.*

As shown on the landscape plan, trees will be used to screen the residential uses from the commercial uses to the west and south.

- *Provide a greater variety of design. Consider dividing project in distinct districts with stylistic theme variations.*

There are 15 building types composed of five different unit types. Each unit is massed with a palette of three different material faces that can be varied from unit-to-unit in order to provide a wide variety of expression.

- *Clarify where patrons of commercial spaces will park.*

The project includes parking along Ekwill Road. The parking lane is located on the project site and will be constructed by the applicant. These parking spaces will be available to those visiting or renting the commercial spaces. In addition, there are spaces along the main, internal road that will serve the commercial uses.

- *Demonstrate walkability to Old Town Goleta.*

The project will provide a clear connection to the sidewalk on Kellogg Way, and ultimately, to the trail to Hollister Avenue that was provided by the Willow Creek/Hampton Inn project (see Attachment B).

- *Ensure that lighting on roof decks does not create impacts.*

A dark sky lighting plan will be developed for the project once the discretionary entitlements are gained and the project moves into Design Development and Construction Documents. The plan will be presented to the DRB for their review and approval. A conceptual lighting plan is provided in the Preliminary Landscape Plan set.

- *Ensure there is sufficient parking.*

The project provides the required parking for both the commercial and residential uses.

- *Ensure landscaping along Ekwill matches the City's plans.*

City Ventures Homebuilding Inc. will coordinate with the City regarding the design of Ekwill Road.

The Conceptual Review process was instructive and useful as the applicant and design team designed the project. The DRB's comments were carefully considered and incorporated into the project to the maximum extent feasible.

5.0 PROJECT OBJECTIVES AND BENEFITS

City Ventures Homebuilding Inc. is seeking to develop a mixed-use project that is focused on providing housing for the local workforce and commercial space for the high-tech, entrepreneurial start-ups, many of which are spinning off from research being conducted at UCSB. The project is designed to create a neighborhood where residential and commercial uses blend nicely, creating a lively and integrated neighborhood.

This mixed-use concept can provide a significant number of important benefits to the Old Town community including:

- Revitalizing and improving the existing neighborhood
- Bringing patrons within an easy walking distance to Old Town
- Providing office space for tech start-ups and energizing the GEM collaboration
- Increasing property taxes to the greatest degree possible (REVPAR study)
- Facilitating the construction of the Ekwill Road extension
- Providing housing for workers in Old Town and nearby businesses (i.e., Raytheon, Sansum Clinics, UCSB, Cottage Hospital)

In addition to these benefits, the project will also help to fulfill the goals and objectives of the Goleta Old Town Revitalization Plan, the City's Land Use Element and Housing Element, as discussed later in this letter.

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6.0 PROJECT DESCRIPTION

6.1 Proposed Site Plan

The project site is 12.31 acres and with the construction of Ekwill Road, it will be divided, leaving 9.84 acres to the south and 2.47 acres (including the road and an undeveloped portion of the site to the north). The City Public Works Department has indicated that they are seeking to acquire the remnant parcel for stormwater detention purposes.

The site layout was developed after careful consideration of the site's opportunities and constraints. A key objective was to design a project that blends with and enhances the surrounding built environment.

The proposed project will create a unique mixed-use neighborhood on the remaining 9.84 acres. There is a mixture of 175 townhomes that includes shopkeeper units, flexible live-work units, and multi-family units. The shopkeeper units provide a separate, commercial office on the ground floor. The flexible live-work units will have a space on the ground floor that can be used either as an office or as a den, and will be connected to the residence above. The remaining units are solely residential.

The site has been designed to create a lively, mixed-use development with a hierarchy of central walkways and open spaces. The shopkeeper units front the public streets, Ekwill Road and South Kellogg Avenue, in order to create a pedestrian-friendly interface and to facilitate access to the commercial spaces. The live-work units are oriented along a central pedestrian mews or traditional walk-street and are organized around a central open space at the main entrance to the project. The purely residential townhomes line the western and southern property boundary and are spread throughout the interior of the site. The units that line the property boundary front on the private road. The majority of the units are organized around a smaller series of central pathways and common open space at the center of the site.

The project involves a single-lot subdivision so the mixed-use and multi-family attached units can be sold as airspace condominiums. Therefore, there are no interior lot lines or traditional setbacks, as would be expected in a standard subdivision. The project is designed like a planned unit development, which provides for greater design flexibility and integration of land uses. While the majority of the project does not include standard setbacks, the buildings along Ekwill Road and South Kellogg Avenue are setback 10 feet from the right-of-way, as required by code. In addition, the units along the western and southern boundary are setback 10 feet from the property lines. City Ventures Homebuilding Inc. is seeking a modification of the required setbacks to allow for this unique design. This request is further discussed in this letter under section 6.11: Requested Modifications.

Because the project borders commercial uses on the west and south, a solid six-foot wall and landscaping will be incorporated to buffer the residential uses.

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6.2 Architectural Style, Height, and Building Types

The architectural style of proposed buildings is contemporary and is intended to blend the commercial uses in the area. The buildings will have flat roofs and will include a variety of materials, such as stucco, wood siding, and corrugated metal.

In order to create variety of massing and articulation, Peikert+RRM Design Group has designed a diversity of building types. There are 15 different building types and within each building type, the number of units (and in some cases the type of units) vary. The maximum height of the buildings is 35 feet. There are architectural projections which house the stairs to the roof decks. These elements are 40 feet in height, which is permitted under Section 35-276.1 of the zoning ordinance.

6.3 Proposed Unit Types

The project includes five different unit types with two and four bedrooms. A description of each unit type is provided below:

Four-Bedroom Townhomes (P-1): There are 35 four-bedroom townhome units which have a similar floor plan to the shopkeeper units (P-5). The units are three stories with four bedrooms and three and one-half baths. The fourth bedroom is provided on the ground level. This space can also be used as a study or den. The unit is 2,102 net square feet and includes an attached 380 net sf garage. These unit types are located along a portion of the eastern property boundary and along the western and southern property boundaries. Each of these units has a private backyard.

Four-Bedroom Townhomes (P-2): There are 55 four-bedroom townhome units. This unit type is three stories with three bedrooms and three and one-half baths. The unit is 1,554 net square feet and includes an attached 380 net sf garage. The units face a series of central walkways that connect with the central walk street. These units also include a roof deck which serves as private open space.

Two-Bedroom Townhomes (P-3): There are 23 two-bedroom townhome units. This unit type is three stories with two bedrooms, a study/den, and two and one-half baths. The unit is 1,554 net square feet. The unit also includes an attached 380 net sf garage. The units are sprinkled throughout the site and also include a roof deck which serves as private open space.

Flexible Live-Work Units (P-4): There are 34 flexible live-work units. These units are three stories with three bedrooms and two and one-half baths. There is a separate space on the ground level that is 192 square feet that can be used as a commercial office by the owner/tenant of the residential unit or can be used as a den. Separate entrances are provided so if the ground level space is used as an office, the residence and the commercial uses are separated. The unit, including the office space, is 1,826 net square feet. The unit also includes an attached 380 net sf garage. As noted above, these units line the central walk street and surround the common open space at the main project entrance. The live-work units also include a roof deck which serves as private open space.

Shopkeeper Units (P-5): There are 28 shopkeeper units. These units are three stories with three bedrooms and two and one-half baths. As noted above, there is a separate commercial space on the ground level that is approximately 275 square feet and includes a third bathroom. These spaces can be physically separated from the units above and will have a separate entrance. The unit, including the commercial space, is 2,103 net square feet. The unit also includes an attached 380 net sf garage. The commercial offices in the shopkeeper units front on Ekwill Road and South Kellogg Avenue to provide easy access to the commercial spaces and create a pedestrian-friendly presence on the street. The residential access to these units is provided from the internal street network. This internal orientation helps to reinforce the separation between the residential and commercial uses. The shopkeeper units include a roof deck which provides private open space for the residential unit.

Community Center: The Community Center is single-story and is located in the center of the site along the main walk street. The Community Center includes a community room, a fitness center, a small kitchen, and restrooms. The Community Center will be available for events held by residents. The building is 1,644 net square feet.

Bike Storage: There are four bike storage buildings spread throughout the site that may be used by the commercial tenants or residents. The buildings are 322 net square feet and can house up to 14 bikes.

6.4 Access and Internal Circulation

The main access to the site will be provided from South Kellogg Avenue and will be located at the southeastern corner of the site. The internal circulation system will consist of a private looped road with a series of internal alleys that provide access to many of the units. The proposed alleys serving the multi-family units provide vehicular access to the rear of the units. Pedestrian access for these units is provided from the network of interior pathways. The units along property boundaries gain both pedestrian and vehicular access from the main loop road.

A secondary entrance to the project is provided from Ekwill Road. Each entrance/exit is proposed to be gated, but will be open during the daytime hours to ensure access to commercial uses. The Fire Department will have a knox box that would allow them access to the project during the evening hours.

The design team has worked closely with the Fire Department to design a road section that minimizes paving and encourages slow speeds in the neighborhood, while still meeting emergency access standards. The entrances to the project site will be 30 feet wide. The internal road is proposed to be 24 feet wide, with perpendicular parking and access to garages on either side of the road. The alleys are approximately 27 feet wide.

The site also includes standard sidewalks, curb and gutter along the inside of the looped road, and a series of pathways throughout the site that provide pedestrian access to the proposed homes. The entrances to the homes on the outer edge of the looped road are at grade with the road. Permeable pavers have been used to demarcate the walking area for pedestrians from the travel lanes.

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6.5 Open Space – Private and Common

The project includes pockets of common open space across the site. These spaces include a passive pocket park at the entrance to the project with a gazebo, a central green space with a shade structure and entertainment area, and a pocket park with a tot lot near the Ekwill Road entrance. While the central mews or walk street is not calculated as traditional open space under the City's zoning ordinance, it does provide a common space or plaza that can be used by the residents. In addition, the project includes a community garden for the residents. Under the proposed zoning for the site, OT-R/GC Old Town Residential/General Commercial, the project is not required to provide a minimum amount of common open space. However, the project does include 2.17 acres (22%) of open space and landscaping.

As noted above, each unit has access to private open space. The P1 units have a 160 sf balcony and a backyard that ranges between 428 to 615 sf. The P2 units have a 180 sf balcony, the P3 units have a 527 sf roof deck, the P4 units have a 108 sf balcony and a 571 sf roof deck, and the P5 units have a 160 sf balcony and a 756 sf roof deck.

6.6 Landscape Design

The proposed Landscape Plan for Old Town Village is designed to create an inviting atmosphere with green space and areas for residents to recreate and entertain. As shown on the plan, an abundance of trees, plants, and groundcover, consistent with known water conservation standards, have been used to create the desired atmosphere. On-site trees include but are not limited to: California fan palms, date palms, magnolias, olives, sycamore, Japanese blueberry, peppermint, African sumac, Australian willow, and Brisbane box trees. The shrubs and groundcover include: kangaroo paw, agave, aloe, bougainvillea, dwarf bottle brush, rosemary, flax, bird of paradise, and deer grass. Please refer to the Landscape Plan for a complete plant list and for more information. The landscape plans also include a conceptual wall, a fence plan, and lighting plan.

6.7 Vehicle and Bicycle Parking

The City's zoning ordinance requires two parking spaces for two-bedroom units and two and one-half parking spaces for multi-family units (three and four bedroom units). It also requires one guest parking space for every five multi-family units. The code requires one parking space for every 300 sf of commercial space. As demonstrated below, the total required parking for the site is 487 spaces:

(23) two-bedroom units x 2 spaces/units =	46 spaces
(152) three- and four-bedroom units x 2.5 spaces/unit =	380 spaces
(28) x 275 sf commercial = 7,700/300 sf =	26 spaces
1 guest space/5 units (175/5) =	35 spaces
TOTAL	487 spaces required

The project provides a total of 489 parking spaces, which are broken down as follows: 350 covered parking spaces, 111 uncovered spaces throughout the site, and 28 parking spaces provided along Ekwill Road. These spaces are being provided on the applicant's property, but adjacent to the public road. As

indicated by the Public Works Director, a parking agreement will be needed between the applicant and the City to allow the construction and use of these spaces.

It should be noted that the flexible live-work space parking requirements are accounted for in the parking requirements for the residential units. The basis for this is two-fold. First, if the space is used as an office for and by the owner, rather than as a bedroom or a den, no additional demand for commercial tenant parking will result, as the owner already has parking that is provided under the residential requirements. Second, the demand for office-related guest parking and the demand for residential guest parking occurs at opposite hours. More specifically, the office-related demand occurs on weekdays during working hours, and the residential-related demand occurs during evening hours and on weekends. Therefore, the guest parking spaces that are provided as part of the residential parking requirement (1 space/5 units), can easily be shared.

As previously noted, the project includes four bike storage structures that can accommodate up to 14 bikes for a total of 56 covered spaces. In addition to the proposed bicycle storage buildings, the garages have been designed to show the placement of bike racks. Lastly, there will be bicycle parking posts provided throughout the site for visitors.

6.8 Grading, Drainage, and Hydrology

The project site slopes down from the north, to the south and east, toward South Kellogg Avenue. The existing average slope of the site is 1.94%. The project site is proposed to be graded to even out the site and to ensure proper drainage. The cut and fill totals 110,000 cubic yards and will be balanced on-site. With the proposed grading, the average slope will be 1.28%.

The reason for the volume of grading is that the site has been farmed historically, and the soil under the structures must be excavated to a level of 7 to 8 feet, and 3 to 4 feet under the roads, and then re-compacted.

The Preliminary Stormwater Management Report prepared by Penfield and Smith, dated April 2, 2014 (Attachment C), describes existing and proposed site drainage features and describes how the project meets the new Regional Water Quality Control Board (RWQCB) requirements.

The project includes a variety of design features to address stormwater treatment, detention, and retention. These include: using the open space areas for detention and treatment, using permeable surfaces where possible to increase infiltration, creating bioswales down the center of the central pathways (boardwalks are used to provide access to the units), and directing roof drains to vegetated areas.

As indicated in the Conceptual Stormwater Management Report, the project will comply with the RWQCB requirements.

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6.9 Public Services

The project team has met with the Goleta Water District and an application for water service will be submitted to the Goleta Water District in April. This application will be processed concurrently with the General Plan Amendment, Rezone, Development Plan, and Vesting Tentative Map.

The project site is located within the Goleta Sanitary District boundaries. The civil engineer has been in contact with the District and they indicated that they have the capacity to serve the project. The District will be providing a letter stating that they will be able serve the project in the future.

6.10 Inclusionary Housing Plan

The City of Goleta's Housing Element includes an Inclusionary Housing Policy (HE 11.5) that requires the provision of affordable housing or the payment of an in lieu fee when developing two or more units. The City requires that 20% of the proposed units be available at affordable prices. However, where a project provides or is adjacent to community services or recreational opportunities that are beyond normal expectations, the Planning Director may reduce the requirement to 15%. City Ventures Homebuilding Inc. is seeking a reduction to a 15% requirement based on the fact that the project provides a community center for recreational activities, two village green entertainment areas, and a tot lot. In addition, there is direct access to Hollister Avenue, the Goleta Community Center, and the future Kellogg Park. With the requested reduction, the applicant must make 2% of the units affordable to extremely low and very low-income households, 5% to low-income households, 4% to moderate-income households, and 4% to upper-moderate-income households. The City is also in the process of establishing a new affordable housing fee that can be paid in lieu of providing units on-site.

The Old Town Village project intends to meet the City's Affordable Housing Policy through a mixed program. City Ventures Homebuilding Inc. is proposing to provide seven units affordable to moderate-income households and seven units affordable to upper-moderate-income households within the project. They are proposing to pay in lieu fees for the very low and low-income requirements. We believe that this proposal provides the greatest benefit to the community for two reasons: 1) moderate and upper-moderate units are only provided if they are built as part of a market rate project because no state or federal funding exists to help construct units at these income levels; and 2) very low and low-income in lieu fees can be used to leverage additional funding (loans, grants, tax credits) for housing units in these income ranges. Ultimately, the collection of fees for very low and low-income units can translate into the development of a greater number of units than would otherwise be provided if they were built as part of the market rate development.

The proposed affordable homes will be distributed throughout the project and are a mixture of P2 units (1,850 net sf) and P3 units (1,554 net sf). Each unit includes a 380 net sf garage.

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6.11 Requested Modifications

Height Requirements: While the Old Town Residential/General Commercial (OT-R/GC) zone district is the most suitable for this project, the current code, which was drafted by the County of Santa Barbara and adopted by the City of Goleta at incorporation, did not envision urban mixed-use developments similar to the proposed project. The City is in the process of redrafting the code and once complete, the zone districts will be more consistent with the current site planning design practices. The OT-R/GC zone district currently includes a requirement that purely residential structures cannot exceed 25 feet in height, while buildings with a mixture of residential and commercial uses can be up to 35 feet. The applicant is seeking a modification of the height limit in order to allow the residential buildings to be 35 feet. By increasing the height limit, the site can be used more efficiently and a greater amount of open space and landscaping can be provided.

Setbacks: As noted previously, the project involves a single-lot subdivision and does not include interior lot lines or traditional setbacks, as would be expected in a standard subdivision. The project is designed more like a planned unit development, which allows for greater design flexibility. As such, the project does not conform to all of the setbacks prescribed in the OT-R/GC zone district, which were designed for a more traditional Old Town setting like on Hollister Avenue.

The applicant is seeking a modification to the front and rear yard setback requirements, as traditional setbacks are not provided in most areas. The zone district calls for a 10-foot front yard setback and a rear yard setback that is 10% of the depth of the lot. The buildings along the public roads, Ekwill Road and South Kellogg Avenue, meet the required 10-foot front yard setback, but because there are no individual lots, it is infeasible to calculate a standard rear yard setback for these units. The units adjacent to the western and southern property boundaries have a 10-foot rear yard setback, but no standard front yard setback, as pedestrian and vehicular access is provided directly from the main loop road. The unit entrances and pedestrian pathway will be demarcated with pavers. The units within the interior of the project front the interior main road, the central walk street, or a network of pathways. There are not standard setbacks provided within the interior of the project. We believe that the granting of the requested setback modifications will allow City Ventures Homebuilding Inc. to provide a unique pedestrian-oriented project.

6.12 Community Outreach

City Ventures Building Inc. has been reaching out to the local community to gain feedback of the proposed design concept. On March 4, 2014, Peikert+RRM Design Group and City Ventures Homebuilding Inc. presented the project to a coalition of Old Town merchants, property owners, and residents. The meeting was organized by Rob Locke, the director of the Goleta Community Center, and Phebe Mansur, an Old Town merchant. The group responded favorably to the project and expressed excitement about the proposition of adding new residents and patrons to Old Town. They also felt that a new project in the area will help with the revitalization efforts. On March 31, 2014 we presented the project to the Goleta Chamber of Commerce Project Review Committee. In general, the committee had favorable comments about the project.

7.0 ENVIRONMENTAL & CEQA CONSIDERATIONS

Once the City accepts this application as complete, it will initiate the environmental review process, required by the California Environmental Quality Act (CEQA). The environmental review is an important aspect of the overall project review and our project team looks forward to working with the City to facilitate this process where possible. To that end, City Ventures Homebuilding Inc. has hired local consultants to prepare technical studies, used to guide the design of the project, with the goal of minimizing any potential environmental impacts.

It is our understanding that the City will use these documents to help determine potential environmental impacts [CEQA §15084(b)]. The findings of these reports are briefly summarized below.

7.1. Acoustical Analysis

The project site is located near two noise sources: State Highway 217 and the Santa Barbara Airport. Therefore, the applicant commissioned a noise study to determine if the project will be subject to unacceptable noise levels. The Acoustical Analysis was prepared for the project by Davy & Associates, Inc. in January 2014 (Attachment D). The report indicates that the proposed project will meet Interior and Exterior Noise standards, provided that the following elements are incorporated into the project:

1) Roof ceiling construction will be roofing on plywood. Batt insulation will be installed in joist spaces. The ceilings will be one layer of 5/8" gypboard nailed direct.
2) All exterior walls will be 2X4 studs 16" o.c. with batt insulation in the stud spaces. Exteriors will be cement plaster. The interiors will be 5/8" gypboard.
3) All windows and glass doors can be standard glazing.
4) All entry doors should be 1-3/4" solid core flush wood doors with vinyl bulb weatherstripping on the sides and top.
5) There should be a six-foot-high block wall along the east property line, along the rear yards of the two Building Type VII triplexes. The wall should wrap around behind the rear yards of the two buildings. In addition, a six-foot wall should wrap around the rear yards of the Building Type VI four-plex in the southeast corner of the site.
6) All balconies in the buildings facing South Kellogg Avenue shall have solid 42" high balcony railings. These railing can be tempered glass or stucco on studs.

In addition, the standard construction techniques that minimize noise will be incorporated into the project at the point of construction document preparation. Please refer to the Acoustical Analysis for a more detailed analysis of noise sources, potential impacts, and techniques to reduce noise levels.

7.2 Cultural Resources

The project site was part of an archaeological survey in 1981 and no resources were identified. However, due to the concerns recently expressed by the Chumash about the adequacy of these reports near water courses, such as Old San Jose Creek, City Ventures Homebuilding Inc. has hired Dudek to complete an extended Phase I Archaeological Investigation.

Up to 10 geoprobes, 2-inch hydraulically-driven cores will be excavated throughout the project site. The geoprobes will be examined in the field and a stratigraphic assessment of their integrity (i.e., evidence that the soil has been disturbed by grading or importation of artificial fill versus a natural in place deposition) will be made. The soil horizons within the intact deposits will be described, measured, and photographed based on the characteristics and nomenclature set forth by USGS Soil Conservation Service Survey Division Staff (1993). The investigation is underway and once the report is completed, it will be provided to the City of Goleta.

7.3 Traffic and Parking Analysis

The Traffic and Parking Analysis was prepared by Associated Transportation Engineers, March 2014 (Attachment E) to assess potential impacts associated with the project. The study determined that the project has the potential to create a project specific impact at the State Route 217 SB Ramps/Hollister Avenue intersection during the PM peak hour. The report calls for further study. In addition, the project has the potential to create a significant cumulative impact at the Hollister Avenue and Kellogg Avenue intersection, and the State Route 217 SB Ramps and Hollister Avenue intersection. However, with the construction of the programmed improvements at these intersections, the potential cumulative impacts will be mitigated. The study also analyzed the parking provided within the project and determined that the City's parking requirements have been met. Please refer to the Traffic and Parking Analysis for more detailed information.

7.4 Impact Avoidance

As noted above, the preparation of these technical studies has allowed the project team to identify potential environmental impacts and mitigate them in advance through design modifications. As we move forward in the review process, and the City initiates the Initial Study phase of environmental review, we will continue to work with the City to identify potential environmental impacts and avoid or reduce such impacts, where possible.

7.5 General Plan Consistency

State law states that no project may be approved unless it is consistent with the General Plan. There are a number of goals and policies contained in the City's General Plan and the Goleta Old Town Revitalization Plan that we believe are relevant to the Old Town Village project and we believe the proposed project either forwards or is consistent with these goals and policies. A summary of these goals and policies is provided below.

Goleta Old Town Revitalization Plan

***Goal**: To promote a mixed-use, sustainable urban village concept where dependence on the automobile for transportation is minimized, people can live close to where they work, pedestrian foot traffic is encouraged, and public mass transit is easily-accessible and convenient.*

***Goal**: In order to provide housing affordable to all segments of the community, the Goleta Old Town Revitalization Plan shall develop programs to foster the renovation/reconstruction of existing housing*

stock, mixed-use projects, construction of new housing units, and increase neighborhood safety so that revitalization activities maintain or increase housing opportunities in the Project Area.

***Policy LUR-OT-2**: [The City] shall implement the Mixed-Use Program and shall actively encourage the development of projects under the program.*

***Policy LUR-OT-3**: [The City] shall provide opportunities and incentives to encourage construction of new housing units within the Project Area, and where appropriate, the surrounding Goleta Valley.*

***Action LUR-OT-3.1**: The Goleta Old Town Revitalization Plan shall identify appropriate locations in Old Town for the development of new medium to high-density housing to meet the needs of existing and new residents.*

Goleta General Plan – Land Use Element

***LU 1.11 Multiple-Use Development.[GP/CP]** New larger developments, including multi-family, commercial, retail, office, and industrial uses, shall be designed to incorporate features that enable a choice of various alternative modes of travel, such as transit, biking, and walking. Mixed-use development, where certain commercial and residential uses are provided in a single integrated development project, shall be allowed in appropriate areas, including but not limited to, the Hollister corridor in Old Town.*

Policy LU 3: Commercial Land Uses [GP/CP]
***Objective:** To provide lands in locations that are suitable, functional, attractive, and convenient for an appropriate mix and scale of residential- and business-serving commercial uses, including business and professional offices, retail trade, business services, and residential mixed uses.*

Goleta General Plan – Housing Element

***HE 3.1 Housing for Local Workers. [GP]** The City encourages housing developers to provide an adequate supply and variety of housing opportunities that are specifically designed to meet the needs of Goleta's workforce, striving to match housing types and affordability with household incomes of the local workforce.*

***HE 4.2 Variety of Housing Choices. [GP]** In response to the broad range of housing needs in Goleta, the City will strive to achieve a mix of housing types, densities, affordability levels, and designs. The City will work with developers of nontraditional housing and seek innovative approaches in financing, design, construction, and types of housing to meet local housing needs....*

peikert + rrmdesigngroup

8.0 CONCLUSION

As discussed above, City Ventures Homebuilding Inc. is seeking the approval of this unique mixed-use project in Old Town Goleta. The residences are intended to serve the local workforce, and the shopkeeper units and live-work units will meet the needs of the local high-tech entrepreneurs and small start-up businesses. In addition, this type of project will continue to enhance the Old Town area and bring patrons to the local businesses.

As noted throughout this application, we have made every effort to incorporate the recommendations and mitigation measures from the technical studies into the design of the project, while embracing the policies established by the City for this area.

We appreciate your careful consideration of this request and look forward to working with you on this proposal. Please feel free to contact me with any questions about this application at (805) 963-8283 ext. 520.

Sincerely,
RRM DESIGN GROUP

Lisa Plowman
Planning Manager

cc: Bill McReynolds, City Ventures Homebuilding Inc.

ATTACHMENTS:

A. Architectural, Civil, and Landscape Plans (11X17)
B. Pedestrian Link to Old Town
C. Preliminary Stormwater Management Report (3 copies)
D. Acoustical Analysis (3 copies)
E. Phase I Traffic and Parking Analysis (3 copies)
F. Color Board
G. Preliminary Title Report (2 copies)
H. Permit Application & Environmental Questionnaire
I. Color Elevation (11X17)

Appendix J

Responses to Comments

RESPONSES to COMMENTS on the DRAFT IS-MND

This section includes the comments received during circulation of the Draft Initial Study and Mitigated Negative Declaration (IS-MND) prepared for the Old Town Village Mixed-Use Project and responses to those comments. None of comments or responses to comments introduce significant new information or affect the conclusions of the IS-MND.

The IS-MND was circulated for a 20-day public review period that began on May 22, 2015 and concluded on June 12, 2015. The City received 6 comment letters on the Draft IS-MND. The commenter and the page number on which each commenter's letter appears are listed below.

The comment letters and responses follow. Each comment letter has been numbered sequentially and each separate issue raised by the commenter has been assigned a number. The responses to each comment identify first the number of the comment letter, and then the number assigned to each issue (Response 1.1, for example, indicates that the response is for the first issue raised in comment Letter 1).

Letter No.1

Mary Chang

From: gina hill <ghawthornehill@yahoo.com>
Sent: Tuesday, May 26, 2015 11:56 AM
To: Mary Chang
Subject: Mixed Use Project

Hello, I would like to know if people can apply for housing to live in the spaces, I am planning to move there soon My husband and I also have plans to open a bookstore. I have already applied for low income housing there, a friend of mine who lives in Santa Maria is also looking to move to Goleta. 1.1

Gina Hawthorne-Hill

Letter 1

COMMENTER: Gina Hawthorne-Hill

DATE: May 26, 2015

Response 1.1
The commenter would like to apply for housing at the proposed development. This comment is hereby noted. The comment does not address the adequacy of the IS-MND, therefore no further response is required.

Letter No. 2

Mary Chang

From: Susie Dougherty <cruzantimes@yahoo.com>
Sent: Thursday, May 28, 2015 11:02 AM
To: Mary Chang
Subject: Old Town Village

NO, NO, NO.....we do not need or want any more building in Goleta!!!! It is turning into San Fernando Valley! 2.1

Susan Dougherty
285 N. Kellogg Ave.
Santa Barbara, CA 93111

Letter 2

COMMENTER: Susan Dougherty

DATE: May 28, 2015

Response 2.1
The commenter notes that there is no need or want for new development in the City of Goleta. The comment is hereby noted. Since the comment does not address the adequacy of the IS-MND, no further response is required.

Letter No. 3

Our Vision Clean Air

Santa Barbara County
Air Pollution Control District

CITY OF GOLETA
CALIFORNIA
JUN 10 2015
RECEIVED

June 8, 2015

Mary Chang
City of Goleta
Planning and Environmental Review
130 Cremona Drive, Suite B
Goleta, CA 93117

Re: APCD Comments on the Draft Mitigated Negative Declaration for the Old Town Village Mixed-Use Project, 14-026-VTM, 14-026-DP, 14-026-GPA, 14-026-RZ, 15-MND-001

Dear Ms. Chang:

The Air Pollution Control District (APCD) has reviewed the Draft Mitigation Negative Declaration (MND) for the referenced project, which consists of the construction of a 175-unit mixed used project that includes 113 traditional townhomes, 28 mixed-use shopkeeper units, and 34 live-work townhomes. The project includes a General Plan Amendment (14-026-GPA) to change the General Plan and Land Use Element from Visitor-Serving Commercial (C-V) to Old Town Commercial (C-OT) (this is analyzed in the General Plan Final EIR Addendum not within the MND); a zone change (14-026-RZ) to change the zoning designation of the property from Resort/Visitor Servicing Commercial (C-V) to Old Town Residential/General Commercial (OT), consistent with the proposed General Plan Amendment; a Vesting Tentative Map (14-026-VTM) for the creation of the condominiums; and a Development Plan (14-0260-DP). Grading is estimated to be a total of 110,000 cubic yards of cut and fill. The subject property, a 12.31-acre parcel zoned C-V and identified in the Assessor Parcel Map Book as APN 071-130-023, is located at the intersection of Kellogg Way and South Kellogg Avenue in the City of Goleta.

Air Pollution Control District staff offers the following comments on the MND:

1. **AIR QUALITY, General Comment:** The 2010 Clean Air Plan (CAP) is referred to; however, please note that there is a more recently adopted CAP. The 2013 CAP was adopted in March 2015 and it can be viewed on our website at http://www.ourair.org/clean-air-plans/. Please update the document and analysis with the most recent 2013 CAP. 3.1

2. **AIR QUALITY, Regulatory Framework, Air Quality Planning, page 28:** It is stated that Santa Barbara County *"is unclassified for the State PM_{10} standard."* However, Santa Barbara County is designated as a nonattainment area for the State PM_{10} standard. The County is unclassified for the State $PM_{2.5}$ standard though. Please correct this statement. 3.2

3. **AIR QUALITY, Project Specific Impacts, Long term Operational Impacts, page 29 and 33:** The discussion labeled "d)" (on page 33) refers to impact "c)" (on page 29). Please relabel accordingly. There is no discussion of impact "d)" which concerns odor nuisance. Please include a discussion of potential odor nuisance issues (such a discussion of potential impacts may be relevant since the project proposes the co-location of commercial and residential spaces). 3.3

4. **AIR QUALITY, Project Specific Impacts, Table 3 *Estimoted Construction Air Pollutont Emissions*, page 31:** The last row of the table, "Threshold Exceeded?" lists "No" under all emissions.

However, for CO, SO_2, PM_{10} and $PM_{2.5}$ there are no Santa Barbara County APCD Thresholds. For consistency with the other tables please change "No" to "N/A." 3.4

5. **AIR QUALITY, Project Specific Impacts, Table 4 *Estimated Operational Air Pollutant Emissions*, page 32:** For PM_{10} in the last row of the table, "Threshold Exceeded?" it says "N/A." However, there is a Santa Barbara County APCD Threshold for PM_{10}. Since this threshold has not been exceeded, please change the table to read "No" as opposed to "N/A." 3.5

6. **GREENHOUSE GAS EMISSIONS, Project Specific and Cumulative Impacts, Operational Emissions, page 64:** It is stated that *"the project would exceed Title 24 requirements for energy efficiency by 20 percent, which would reduce GHG emissions below modeled levels. The proposed installation of solar panels on south-facing rooftops would also reduce GHG emission associated with energy consumption."* The City should include these commitments in the project's Conditions of Approval to ensure the energy efficiency goals and emission reduction obligations are met. 3.6

Air Pollution Control District staff offers the following suggested conditions: 3.7

1. Standard dust mitigations (**Attachment A**) are recommended for all construction and/or grading activities. The name and telephone number of an on-site contact person must be provided to the APCD prior to issuance of land use clearance.

2. APCD Rule 345, *Control of Fugitive Dust from Construction and Demolition Activities* establishes limits on the generation of visible fugitive dust emissions at demolition and construction sites. The rule includes measures for minimizing fugitive dust from on-site activities and from trucks moving on- and off-site. The text of the rule can be viewed on the APCD website at www.ourair.org/wp-content/uploads/rule345.pdf.

3. Fine particulate emissions from diesel equipment exhaust are classified as carcinogenic by the State of California. Therefore, during project grading, construction, and hauling, construction contracts must specify that contractors shall adhere to the requirements listed in **Attachment B** to reduce emissions of ozone precursors and fine particulate emissions from diesel exhaust.

4. Prior to occupancy, APCD permits must be obtained for all equipment that requires an APCD permit. APCD Authority to Construct permits are required for diesel engines rated at 50 bhp and greater (e.g., firewater pumps and emergency standby generators) and boilers/large water heaters whose combined heat input rating exceeds 2.0 million BTUs per hour.

5. All portable diesel-fired construction engines rated at 50 bhp or greater must have either statewide Portable Equipment Registration Program (PERP) certificates or APCD permits prior to operation. Construction engines with PERP certificates are exempt from APCD permit, provided they will be on-site for less than 12 months.

6. Natural gas-fired fan-type central furnaces with a rated heat input capacity of less than 175,000 Btu/hr and water heaters rated below 75,000 Btu/hr must comply with the emission limits and certification requirements of APCD Rule 352. Please see www.ourair.org/wp-content/uploads/rule352.pdf for more information.

7. Small boilers and water heating units (rated between 75,000 and 2.0 million Btu/hr) must comply with the emission limits and certification requirements of APCD Rule 360. Combinations of units totaling 2.0 million Btu/hr or greater are required to obtain a District permit prior to installation. Please see www.ourair.org/wp-content/uploads/rule360.pdf for more information and a list of certified boilers (note: any units fired on fuel(s) other than natural gas must be certified by the SBCAPCD on a case-by-case basis, even if the unit is certified when fired on natural gas).

8. At a minimum, prior to occupancy, any feasible greenhouse gas reduction measures from the following sector-based list should be applied to the project:
   - Energy use (energy efficiency, low carbon fuels, renewable energy)
   - Water conservation (improved practices and equipment, landscaping)
   - Waste reduction (material re-use/recycling, composting, waste diversion, waste minimization)
   - Architectural features (green building practices, cool roofs)
   - Electric Vehicle Infrastructure (EV charger installation, installation of pre-wiring for future EV chargers) see www.ourair.org/sbc/plug-in-central-coast/ for more information

9. Asphalt paving activities shall comply with APCD Rule 329, *Cutback and Emulsified Asphalt Paving Materials.*

If you or the project applicant have any questions regarding these comments, please feel free to contact me at (805) 961-8893 or via email at NightingaleK@sbcapcd.org.

Sincerely,

Krista Nightingale

Krista Nightingale,
Air Quality Specialist
Technology and Environmental Assessment Division

Attachments: Fugitive Dust Control Measures
Diesel Particulate and NO_x Emission Measures

cc: Lisa Plowman, Peikart+RRM Design Group
TEA Chron File

Santa Barbara County
Air Pollution Control District

ATTACHMENT A
FUGITIVE DUST CONTROL MEASURES

These measures are required for all projects involving earthmoving activities regardless of the project size or duration. Proper implementation of these measures is assumed to fully mitigate fugitive dust emissions.

- During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required whenever the wind speed exceeds 15 mph. Reclaimed water should be used whenever possible. However, reclaimed water should not be used in or around crops for human consumption.

- Minimize amount of disturbed area and reduce on site vehicle speeds to 15 miles per hour or less.

- If importation, exportation and stockpiling of fill material is involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin.

- Gravel pads shall be installed at all access points to prevent tracking of mud onto public roads.

- After clearing, grading, earth moving or excavation is completed, treat the disturbed area by watering, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur.

- The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to land use clearance for map recordation and land use clearance for finish grading of the structure.

  Plan Requirements: All requirements shall be shown on grading and building plans and as a note on a separate information sheet to be recorded with map. **Timing**: Requirements shall be shown on plans or maps prior to land use clearance or map recordation. Condition shall be adhered to throughout all grading and construction periods.

  MONITORING: Lead Agency shall ensure measures are on project plans and maps to be recorded. Lead Agency staff shall ensure compliance onsite. APCD inspectors will respond to nuisance complaints.

Santa Barbara County
Air Pollution Control District

ATTACHMENT B
DIESEL PARTICULATE AND NO_x EMISSION MEASURES

Particulate emissions from diesel exhaust are classified as carcinogenic by the state of California. The following is an updated list of regulatory requirements and control strategies that should be implemented to the maximum extent feasible.

The following measures are required by state law:

- All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program OR shall obtain an APCD permit.

- Fleet owners of mobile construction equipment are subject to the California Air Resource Board (CARB) Regulation for In-use Off-road Diesel Vehicles (Title 13 California Code of Regulations, Chapter 9, § 2449), the purpose of which is to reduce diesel particulate matter (PM) and criteria pollutant emissions from in-use (existing) off-road diesel-fueled vehicles. For more information, please refer to the CARB website at www.arb.ca.gov/msprog/ordiesel/ordiesel.htm.

- All commercial diesel vehicles are subject to Title 13, § 2485 of the California Code of Regulations, limiting engine idling time. Idling of heavy-duty diesel construction equipment and trucks during loading and unloading shall be limited to five minutes; electric auxiliary power units should be used whenever possible.

The following measures are recommended:

- Diesel construction equipment meeting the California Air Resources Board (CARB) Tier 1 emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting CARB Tier 2 or higher emission standards should be used to the maximum extent feasible.

- Diesel powered equipment should be replaced by electric equipment whenever feasible.

- If feasible, diesel construction equipment shall be equipped with selective catalytic reduction systems, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California.

- Catalytic converters shall be installed on gasoline-powered equipment, if feasible.

- All construction equipment shall be maintained in tune per the manufacturer's specifications.

- The engine size of construction equipment shall be the minimum practical size.

- The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.

- Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.

Plan Requirements: Measures shall be shown on grading and building plans. **Timing:** Measures shall be adhered to throughout grading, hauling and construction activities.

MONITORING: Lead Agency staff shall perform periodic site inspections to ensure compliance with approved plans. APCD inspectors shall respond to nuisance complaints.

Letter 3

COMMENTER: Krista Nightingale, Air Quality Specialist, Technology and Environmental Assessment Division, Santa Barbara County Air Pollution Control District

DATE: June 10, 2015

Response 3.1
The commenter notes that there is a more recently adopted Clean Air Plan (CAP) than the 2010 CAP that is referred to in the document. The most recent 2013 CAP which was adopted in March 2015 has been used to update the document and analysis.

Response 3.2
The commenter notes that the document makes the incorrect statement that Santa Barbara County "is unclassified for the State PM_{10} standard." The Air Quality Planning subsection of the Regulatory Framework for the Air Quality section has been updated to state that Santa Barbara County is designated as a nonattainment area for the State PM_{10} standard and is unclassified for the State $PM_{2.5}$ standard.

Response 3.3
The commenter notes that the discussion labeled "d)" (on page 33) refers to impact "c)" (on page 29). The commenter also notes that there is no discussion concerning odor nuisance. The document has been revised to correct discussion labeling and to include a discussion "d)" concerning odor nuisance. Discussion "d" in the Air Quality section of the document has been labeled correctly, relative to the checklist items listed in the matrix at the beginning of the section. Discussion "e" in the Air Quality section of the document includes a discussion concerning odor nuisance including a new discussing under Operational Impacts to discuss odors from the proposed mixed-uses.

Response 3.4
The commenter notes that, in regards to construction emissions, there are no Santa Barbara County Air Pollution Control District Thresholds for CO, SO_2, PM_{10}, and $PM_{2.5}$. Therefore, Table 3 should list "Threshold Exceeded?" for those emissions as "N/A" instead of "No" to be consistent with other tables in the document. Table 3 has been updated to list "Threshold Exceeded?" for CO, SO_2, PM_{10}, and $PM_{2.5}$ as "N/A".

Response 3.5
This commenter notes that, in regards to operational emissions, there is a Santa Barbara County Air Pollution Control District (APCD) Threshold for PM_{10}. Therefore Table 4 should list "Threshold Exceeded?" for PM_{10} as "No" instead of "N/A" to be consistent with other tables in the document. Table 4 has been updated accordingly.

Response 3.6
The commenter notes that the City should include the Project's proposed installation of solar panels into the Project's Conditions of Approval to ensure the energy efficiency goals and emission reduction obligations are met. The comment has been noted.

Response 3.7
The commenter provides a list of suggested conditions that could be applied to the project such as dust control, diesel equipment requirements, potential applicable APCD rules, and greenhouse house gas reduction measures. The comment has been noted.

Letter No. 4

rrm design group

June 10, 2015

Ms. Mary Chang
City of Goleta
Planning and Environmental Review Department
130 Cremona Drive, Suite B
Goleta, CA 93117

RE: Old Town Village Mixed-Use Project
Draft Mitigated Negative Declaration

Dear Mary,

Thank you for the opportunity to provide comments on the Draft Mitigated Negative Declaration (MND) for the Old Town Village mixed-use project. Our project team has comments on various sections of the document including the following sections: Environmental Setting; Aesthetics; Air Quality; Biological Resources; Hydrology and Water Quality; Land Use Planning; Noise; Recreation; and Utilities and Service Systems. The comments are provided below.

COMMENTS ON DRAFT MND

1. **Page 10 - Environmental Setting, Biological Resources and Surface Water Bodies:** The underlined information should be added to this paragraph. "....As discussed in the Biological Resource section of this document, basking monarch butterflies (possibly a bivouac of monarch butterflies) were observed in eucalyptus and oak trees on-site during a December 17, 2014 reconnaissance survey. A follow-up site visit was conducted by the applicant team on January 22, 2015 and only six butterflies were observed." 4.1

2. **Page 31 - Air Quality, Project Specific Impacts, Short-term Construction Impacts:** The underlined information should be added to this paragraph: "As shown in Table 3, emissions of criteria air pollutants during construction....However, pursuant to the SBCAPCD's Rule 345, the project would be required to implement measures to reduce emissions to fugitive dust during construction. These measures are outlined in a communication to the City from APCD, dated July 7, 2014, and these measures will be included in the conditions of approval for the approval." 4.2

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a California corporation • Lenny Grant, Architect C26973 • Jerry Michael, PE 36895, LS 6276 • Jeff Ferber, LA 2844

3. **Page 39 - Biological Resources, Project Specific Impacts, Section a):** The following underlined correction should be made to the third paragraph: "During the December 17, 2014 reconnaissance survey biologists detected a probable bivouac roost of hundreds to thousands of monarch butterflies. The butterflies were observed in six eucalyptus trees and one coast live oak tree at the southern edge of the eucalyptus grove, adjacent to the active agricultural field. The individual butterflies were widely spaced, and were ~~not~~ in configurations that are not classified as clusters. Clusters are characteristic of overwintering and autumnal aggregations sites (analysis by Althouse and Meade, Inc.,March 6, 2015). It should be noted that when a follow-up site visit was conducted by the applicant team on January 22, 2015, only six butterflies were observed. Monarch butterfly autumnal or overwintering roosts or aggregations have ~~has~~ not been previously recorded in the Old Town area (GP/CLUP, 2009; Meade, 199; URS, 2014). 4.3

4. **Page 40 - Biological Resources, Project Specific Impacts, Section a) Monarch Butterflies:** The following underlined corrections should be made to the second paragraph, as City Ventures does not use lighting for construction. Noise generating construction will occur in the daylight hours: "Possible indirect impacts (e.g., noise, lighting, dust) from construction of the proposed project are potentially significant, if construction occurs…~~Nighttime lighting impacts to roosting monarch butterflies have not been studied (Meade, 2015)."~~ 4.4

5. **Page 40 - Biological Resources, Project Specific Impacts - Section a):** The following underlined corrections should be made to the fourth paragraph, as City Ventures does not use lighting for construction. Noise generating construction will occur in the daylight hours: ~~"…Nighttime lighting impacts to roosting monarch butterflies have not been studied (Meade, 2015). "~~ 4.5

   In addition, there should be a conclusion that the potential impacts from the operation of the development (i.e., the occupation of the project) are less than significant, but the MND includes a recommended mitigation measure BIO-5 as a precaution. Please provide this at the end of the fourth paragraph.

6. **Page 45 - Biological Resources, Project Specific Impacts - Section e) Policy CE9: Protection of Native Woodland:** The following underlined correction should be made to this paragraph: "Implementation of the project would not result in protected tree removal…vegetation along Old San Jose Creek, and are located an adequate distance outside the project's development footprint." 4.6

7. **Page 47 - Biological Resources, Mitigation Measures BIO-2 Nesting Birds and Raptors:** Please note that the project is not proposed to be phased. | 4.7

8. **Page 47 - Biological Resources, Mitigation Measures BIO-2 Nesting Birds and Raptors, Plan Requirements and Timing:** The paragraph should be amended as follows: "Before the City issues a grading or building permit(s),...that raptor surveys have been conducted, and <u>if raptor nests are active</u> buffer requirements specified above are in place (if applicable)." | 4.8

9. **Page 70 - Hydrology and Water Quality, Project Specific Impacts - Section b):** The statement that a stormwater management facility will be located in the 2.74 acres north of the proposed Ekwill Road is incorrect. The project will utilize underground chambers primarily in parking areas and drive aisles to retain volume and recharge groundwater. The conclusions in this section are still correct. Please refer to the Stormwater Control Plan (June 6, 2014) prepared by Penfield and Smith. | 4.9

10. **Page 71 - Hydrology and Water Quality, Project Specific Impacts - Section g, h):** The statement that the project site will be removed from the 100-year flood plain with the completion of the San Jose Creek channel is incorrect. The project will not be removed from the 100-year flood plain until the Hollister Avenue Bridge is replaced, which spans San Jose Creek. The replacement of the bridge is part of the larger San Jose Creek Capacity Improvement and Fish Passage Project. | 4.10

11. **Page 72 - Hydrology and Water Quality, Project Specific Impacts - Section I, j):** The statement that drainage would flow to a stormwater management facility north of the site is incorrect. The stormwater will be retained/detained in underground chambers within the interior project road and parking areas and will ultimately be bled off into San Jose Creek. Please refer to the Stormwater Control Plan (June 6, 2014) prepared by Penfield and Smith. | 4.11

12. **Page 74 - Land Use Planning, Project Specific Impacts - Section b):** Paragraph six should be revised to note that the Airport Land Use Commission will review the project for consistency with the Airport Land Use Plan due to the proposed changes to the General Plan land use designation. | 4.12

13. **Page 88 - Noise, Required Mitigation Measures, N-1 Outdoor Living Area Noise Attenuation:** This mitigation measure should be revised to state the following: "...Failure to conclusively demonstrate the effectiveness of the proposed noise attenuation measures must result in the ~~denial of a permit to build the affected unit~~ redesign of the affected unit to remove the proposed private outdoor living space." The zoning ordinance does not require the provision of private outdoor open space. Therefore, the units can still be constructed if the noise attenuation cannot be achieved provided the decks are eliminated from the design of the affected units facing South Kellogg Avenue. 4.13

14. **Page 97 - Recreation, Existing Setting:** This section should refer to the proposed four acre Kellogg Park, which is currently in the planning stages. This park will include active recreation facilities and is 0.4 miles north of the project site. This section should determine the level of potential impact once Kellogg Park is constructed. 4.14

15. **Page 110 – Utilities and Service Systems, Existing Setting, Wastewater Treatment Plant:** In the second paragraph, the MND states that the Goleta Sanitary District owns 47.87 percent of the capacity rights of the Goleta Waste Water Treatment Plant. Please clarify who owns the remaining 52.13 percent of the capacity rights. 4.15

16. **Page 114 - Utilities and Service Systems, Project Specific Impacts, Water Supplies and Service:** This paragraph should note that each unit is anticipated to demand 0.16 AFY for both interior and exterior water use. The source of this factor is the City of Santa Barbara's Water Factor Demand and Conservation Study Update 2009. The GWD utilizes these water factors to determine water use for future projects.

    It should also be noted that the project will install reclaimed water pipes throughout the project, so when recycled water becomes available through the planned distribution pipe in the Ekwill Road extension, the landscape irrigation system will switch from potable to reclaimed water. This will reduce the total potable water used by the proposed development. 4.16

Thank you for the opportunity to comment on the MND. Please let me know if you have any questions about the information provided herein.

Sincerely,

RRM DESIGN GROUP

Lisa Plowman
Planning Manager

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Letter 4

COMMENTER: Lisa Plowman, Planning Manager, RRM Design Group

DATE: June 10, 2015

Response 4.1
The commenter states that the following statement should be added to the Biological Resources and Surface Water Bodies sections of the Environmental Setting on page 10 and to the Project Specific Impact discussion section “a” of the document; “A follow-up site visit was conducted by the applicant team on January 22, 2015 and only six butterflies were observed." The Biological Resources section has been updated to include a second site visit completed on January 19, 2015 as detailed in the Biological Resource Assessment.

Response 4.2.
The commenter suggests that the following statement be added to the Air Quality, Project Specific Impacts, Short-term Construction discussion of emissions from fugitive dust: “ These measures are outlined in a communication to the City from APCD, dated July 7, 2014, and these measures will be included in the conditions of approval for the approval.” The Air Quality section has been updated to include this information.

Response 4.3
The commenter suggests revisions to subsection “a)” of the Project Specific Impacts of the Biological Resources section to include “A follow-up site visit was conducted by the applicant team on January 22. 2015 and only six butterflies were observed.” Subsection “a” contains the following phrase “Monarchs were not observed during subsequent surveys on January 19 and February 25, 2015.” This information does not change the conclusion in the IS-MND that the December 17, 2014 observation appears to have been transient butterflies forming a bivouac, which does not necessarily warrant protection. Mitigation BIO-1 includes measures to avoid or minimize significant impacts to Monarch Butterflies.

Response 4.4
The commenter suggests revisions to section “a” of the Project Specific Impacts of the Biological Resources section to delete reference to nighttime lighting impacts to roosting monarch butterflies. The sentence has been deleted as no construction is allowed at night time. In addition the document has been clarified to specify that night lighting impacts would not occur during construction, and impacts would be would be less than significant during operation with implementation of Mitigation BIO-5.

Response 4.5
Refer to Response 4.4 above

Response 4.6
The commenter suggests correction to subsection “e” to add the word “distance” to the discussion of *Policy CE9 Protection of Native Woodland* of the Project Specific Impacts of the Biological Resources section. This correction has been made in the Final IS-MND.

Response 4.7
Referring to Mitigation Measure BIO-2 Nesting Birds and Raptors, the commenter notes that the project is not proposed to be phased. The mitigation measure does not imply that phasing is proposed. Rather, the provision included in the mitigation measure is to ensure compliance with the Migratory Bird Act and Goleta General Plan/Coastal Land Use Plan should initial grading and vegetation removal commence over a period greater than two weeks.

Response 4.8
The comment suggests amendment to Mitigation Measure BI0-2 Nesting Birds and Raptors, Plan Requirements and Timing. Consistent with California Department of Fish and Wildlife direction and the Migratory Bird Treaty Act (MBTA), buffers are required for nesting birds other than raptors. The mitigation measure has been amended to clarify that buffer is required for all bird nests protected under the MTBA, and to specify that Policy 8.4 requirements apply to raptors only.

Response 4.9
The commenter notes that the statement that a stormwater management facility will be located in the 2.74 acres north of the proposed Ekwill Street is incorrect. The commenter also notes that the project will utilize underground chambers primarily in parking areas and drive aisles to retain volume and recharge groundwater. The commenter notes that the conclusions in this section are correct. Subsection “b” of the Project Specific Impacts section of Hydrology and Water Quality has been updated accordingly.

Response 4.10
The commenter notes that the statement that the project site will be removed from the I00-year floodplain with the completion of the San Jose Creek channel is incorrect. The commenter also notes that the project site will not be removed from the I00-year flood plain until the Hollister Avenue Bridge is replaced as part of the San Jose Creek Capacity Improvement and Fish Passage Project. Subsection “g,h” of the Project Specific Impacts section of Hydrology and Water Quality been updated to include this information.

Response 4.11
The commenter notes that the statement that drainage would flow to a stormwater management facility north of the site is incorrect. The commenter also notes that the stormwater will be retained/ detained in underground chambers within the interior project road and parking areas and will ultimately be bled off into San Jose Creek. Subsection “i,j” of the Project Specific Impacts of Hydrology and Water Quality has been amended accordingly.

Response 4.12
The commenter suggests noting that the Airport Land Use Commission will review the project for consistency with the Airport Land Use Plan due to the proposed changes to the General Plan land use designation. Subsection “b” of the Project Specific Impacts section of Land Use Planning has been updated to include this information.

Response 4.13
The commenter suggests revision of Mitigation Measure N-1. The document has been updated to include this revision.

Response 4.14
The commenter suggests inclusion of the proposed Kellogg Park in the Existing Setting of the Recreation section of the document. The commenter notes that the section should determine the level of potential impact once Kellogg Park is constructed. The document has been amended to include reference to the aforementioned park. Impacts have been determined with consideration of this proposed additional park.

Response 4.15
The commenter notes that the document states that the Goleta Sanitary District owns 47.87 percent of the capacity rights of the Goleta Waste Water Treatment Plant. The commenter requests that the document include a discussion summarizing who owns the remaining 52.13 percent of the capacity rights. The remaining 52.13 percent of the capacity rights are as follows:

40.78 percent to Goleta West Sanitary District, 7.09 percent to University of California Santa Barbara, 2.84 percent to City of Santa Barbara (airport), and 1.42 percent to County of Santa Barbara. The document has been updated to include this information.

Response 4.16

The commenter requests that the document includes the following information: that each unit is anticipated to demand 0.16 AFY for both interior and exterior water use. The source of this factor is the City of Santa Barbara's Water Factor Demand and Conservation Study Update 2009. The Goleta Water District utilizes these water factors to determine water use for future projects. The document has been updated to note the anticipated water demand per unit.

The commenter also requests the inclusion of the following information: the project will install reclaimed water pipes throughout the project, so when recycled water becomes available through the planned distribution pipe in the Ekwill Road extension, the landscape irrigation system will switch from potable to reclaimed water. This will reduce the total potable water used by the proposed development. Subsection “d” of Utilities and Service Systems has been updated to include the suggested information. Additionally, the information has been added to the project description.

Letter No. 5

City of Goleta

Planning and Environmental Review

130 Cremona Drive, Suite B

Goleta, California 93117

Dear Ms. Mary Chang,

I am a sincere taxpaying citizen of Goleta, having lived fifty-seven years at 560 South Kellogg Avenue. I have observed many changes both positive and negative in Old Town Goleta. Some changes have been under the guise of progress and improvement. My "nom de plume" in the Old Town Village Mixed Use Project is the "single –family residence located across Kellogg Way."

When the Project was presented originally and the concept approved, there were some areas of concern for its intense density for the size of the acreage and the location in a commercial zone. The members of the Council for the City of Goleta were enamored by the Project's potential monetary contribution to Goleta's financial resources and encouraged the planners to resolve any problems based on their interests.

My concern and reason for this letter was to communicate the difficulties with the traffic flow from Hollister Avenue, Thornwood Drive, and Willow Creek Townhomes, and the limited parking spaces existing currently on South Kellogg Ave, Kellogg Way, and Kellogg Place to accommodate the employees of the car agencies (Toyota, Nissan, and Honda), and RV Storage crew. I am sending a few photos to present what the situation is during the work week days and foreseeing that many more vehicles from the Project will definitely impact these streets. 5.1

I realize that you are somewhat aware of this major problem, but in reading the Old Town Village Mixed-Use Project, the number of townhouses based on two to four bedrooms does not accurately predict the ratio of cars that will need garages and open space parking in the development. In reality, many four bedroom townhouses may be occupied by two or more families. Also, college students usually room in numbers to provide the necessary rent.

My hope is that the planners will proceed with more study and take in consideration for the safety and convenience of all people involved. The extension of Ekwill Street may be of some help in resolving this problem.

I survived the San Jose Creek Project behind my residence. I know I will miss the beautiful produce of "Goleta the Goodland" across the way, but must trust that all the leaders and planners of Goleta will do justice to the Old Town of Goleta.

Sincerely,

Shirley M. Kunze

Shirley M. Kunze

South Kellogg Avenue

Kellogg Way

Letter 5

COMMENTER: Shirley M. Kunze

DATE: June 15, 2015

Response 5.1

The commenter notes difficulties with traffic flow in parking areas and on streets in the vicinity of the project site. The commenter also states that the vehicles generated by the project will impact these streets. The commenter has provided photographs associated with this statement. Street improvements are required of the project and the future construction of Ekwill Street will provide additional street parking. Traffic and Circulation section of the IS-MND identified Project Specific Impacts related to traffic would be less than significant. However, the IS-MND did identify significant cumulative impacts at the intersections of Hollister Avenue/Kellogg Avenue and Hollister Avenue/Patterson Avenue which would be mitigated to a less than significant level with mitigation measures T-1 and T-2. The proposed site plan includes a total of 489 vehicular parking spaces and 56 bicycle parking spaces. In addition, 28 parking on-street spaces would be provided on the future extension of Ekwill Street. The proposed parking is consistent with Goleta Municipal Code. No revisions to the IS-MND are warranted in response to the comments offered by the commenter.

Letter No. 6

Mary Chang

From: Krista Beard <kristabeard@hotmail.com>
Sent: Thursday, June 11, 2015 8:46 PM
To: Mary Chang
Subject: Old Town Village Comments

Dear Mary Chang,

I am writing in regards to the proposed Old Town Village development on S. Kellogg Ave. I have two significant concerns about the project: number of units and traffic.

I have read the traffic study for the development and it seems to indicate that the project will significantly impact Old Town intersections, one of which is S. Kellogg and Hollister. As a resident of Old Town who lives near S. Kellogg, this concerns me. Knowing how traffic backs up in both directions along Hollister during peak times, I can't imagine what things will be like with the additional traffic from the development. There has been much talk about the congestion through the Old Town corridor at council meetings in the past and this congestion is without the new development. It seems short-sighted to begin a project without an infrastructure in place to alleviate the traffic problems that already exist and will soon be amplified. 6.1

The number of units for the size of the Page property seems excessive. I am aware that there are parking restrictions in place for Old Town Village, but surely a development of this size will generate a significant parking problem. No one denies the need for housing in S.B./Goleta, but couldn't the amount of units be reduced, to help alleviate some of the traffic and parking issues that will surely occur?

My questions for the city council to consider are:

1. Before moving forward on such a large development, shouldn't there first be an infrastructure in place to support the increase in traffic?

2. There are plans in place to install roundabouts at the 217 and Ward Road intersections. These plans however have received criticism/concern from the bike coalition and other community members. BEFORE breaking ground on the Old Town Village, shouldn't a definite plan be established regarding the roundabouts? What if Old Town Village is built and the roundabouts do not get installed? What then will be the plan for alleviating Old Town traffic congestion?

3. Related to these roundabouts, won't they get congested by the stoplight at S. Kellogg and Hollister backing traffic up into them?

4. What will be done about the increase in traffic at the S. Kellogg and Hollister intersection?

5. Could Old Town Village be developed with less units as a way to help alleviate traffic and parking issues? Less units surely will equate to less cars...

Thank you for your careful consideration of these concerns.

Sincerely,
Krista Beard
Old Town Homeowner

Letter 6

COMMENTER: Krista Beard

DATE: June 11, 2015

Response 6.1

The commenter notes that the project would amplify traffic problems and would involve the construction of an excessive amount of residential units for the property size. The project would be developed consistent with Policy LU 3.4 in the Goleta General Plan/Coastal Land Use Plan (GP/CLUP) and would be mitigated to a less than significant level through proposed mitigation measures T-1. The Traffic and Circulation section of the IS-MND identified Project Specific Impacts related to traffic to be less than significant. However, the IS-MND did identify significant cumulative impacts at the intersections of Hollister Avenue/Kellogg Avenue and Hollister Avenue/Patterson Avenue which would be mitigated to a less than significant level with mitigation measures T-1 and T-2. The proposed site plan includes a total of 489 vehicular parking spaces and 56 bicycle parking spaces. In addition, 28 parking on-street spaces would be provided on the future extension of Ekwill Street. The proposed parking is consistent with Goleta Municipal Code. No revisions to the IS-MND are warranted in response to the comments offered by the commenter.