ATTACHMENT C

COUNTY OF SANTA BARBARA

Planning and Development

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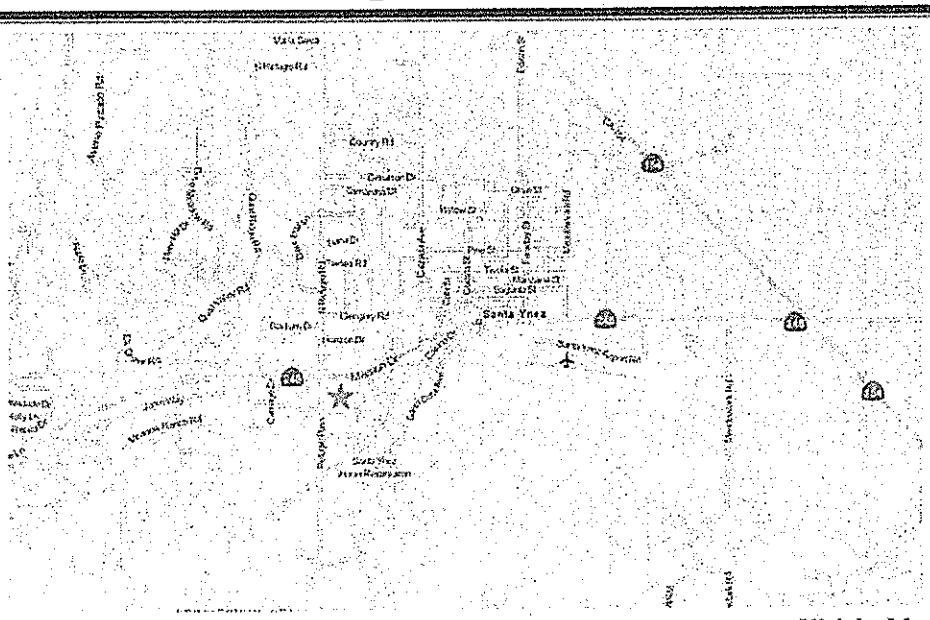
Final Mitigated Negative Declaration

14NGD-00000- 00007

The Golden Inn & Village

Case Nos. 12GPA-00000-00002, 12RZN-00000-00002
12TPM-00000-00009, 12DVP-00000-00014
13DVP-00000-00005, 13DVP-00000-00006

April 25, 2014



Vicinity Map

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PUBLIC REVIEW

A Draft Mitigated Negative Declaration (14NGD-00000-00007) has been prepared to analyze environmental impacts of the proposed Golden Inn and Village Project (Case Nos. 12GPA-00000-00002, 12RZN-00000-00002, 12TPM-00000-00009, 12DVP-00000-00014, 13DVP-00000-00005, 13DVP-00000-00006) under requirements of the California Environmental Quality Act (CEQA). The Draft Mitigated Negative Declaration (MND) was circulated for public comment and review for 30 days (March 27, 2014 to April 25, 2014). An environmental hearing was held on April 10, 2014 at 5:30 p.m. at the Solvang Veteran's Hall located at 1745 Mission Drive, Solvang, CA 93463.

During the public review period, the following comment letters were received: 1) Environmental Health Services, dated March 31, 2014, and 2) Department of Transportation dated April 7, 2014. These letters are included as Attachment 6 of the attached proposed Final Mitigated Negative Declaration, dated April 25, 2014.

Comments received during the public comment period have been considered and appropriate changes indicated by ~~strike-through~~ and underline have been incorporated into the proposed Final Mitigated Negative Declaration, dated April 22, 2014.The Proposed Final Mitigated Negative Declaration, dated April 25, 2014 concludes that with identified mitigation measures and implementation of the required monitoring program, project impacts on the environment would be less than significant.

1.0 REQUEST/PROJECT DESCRIPTION

The Golden Inn project would create a campus-like development intended to provide a mix of housing types and senior services that would include an assisted living/memory care facility, low income senior apartments, a senior ~~day care facility/~~community center, and low income employee/family apartments.

Parcel Map, General Plan Amendment, and Rezone

The proposed project includes a Parcel Map, Case No. 12TPM-00000-00009 (TPM 14,794) to divide the existing 7.3-acre lot into three lots of 2.2 acres (Proposed Parcel 1), 3.0 acres (Proposed Parcel 2) and 2.1 acres (Proposed Parcel 3). Proposed Parcel 1 would host the proposed Assisted Living/Memory Care building, Proposed Parcel 2 would host the proposed Low Income Senior Apartments and Senior ~~Day care~~/Community Center facilities and Proposed Parcel 3 would host the proposed Low Income Employee/Family Housing units.

The request also includes a General Plan Amendment, Case No. 12GPA-00000-00002 to change the property's land use designation from RES-1.0 (Residential, one dwelling unit per acre) and a Rezone, Case No. 12RZN-00000-00002 to change the property's zoning designation as follows:

Parcel 1:	~~General Commercial~~ Office and Professional land use designation and Professional/Institutional zoning. 2.2 net acres in size.
Parcel 2:	Residential ~~25~~30.0 (RES-30 ~~25~~) land use designation and Design Residential 25.0 (DR-25) zoning. 3.0 net acres in size
Parcel 3:	Residential ~~14~~ 20.0 (RES-20 ~~14~~) land use designation and Design Residential 14.0 (DR-14) zoning. 2.1 net acres in size.

Assisted Living/Memory Care (Proposed Parcel 1)

The assisted living/memory care facility portion of the project would include 60 beds intended to serve those in need of assisted living services (40 beds) and those that have more advanced memory care needs (20 beds). The facility would be approximately 36,991 gross square feet in size and two stories with a building height of 27 feet. The memory care units and common facilities would be on the ground floor and the assisted living units and an exercise room would be on the second level. This facility would include a commercial kitchen which could provide meals for those living in the facility. The facility would also provide space for dining for residents/guests, reception/lounge area, a nursing station, and offices for staff.

This facility would be owned and operated by an organization that specializes specifically in elder memory care. This facility is anticipated to require up to 50 employees that would work in three shifts. Approximately 15 staff would be in the facility during any one particular shift.

In order to provide convenient access to the common facilities in the Community Center for those living in the assisted living/memory care facility, these two buildings are proposed to be located in close proximity to each other. As a result, the assisted living/memory care facility would not meet the required 15-foot ~~rear~~ side yard setback identified in the Professional Institutional zone district. The project includes a request to reduce the ~~rear~~ side yard setback of Proposed Parcel 1 to 10 feet from the required 15 foot ~~rear~~ side-yard setback under Land Use Development Code Section 35.82.080.H.

Low Income Senior Apartments (Proposed Parcel 2)

The low income senior apartment portion of the project would include 60 units to be owned and operated by the Housing Authority of the County of Santa Barbara. The unit mix would include 20 studio apartments and 40 one-bedroom apartments. Each unit would include independent kitchen facilities, but

the residents would have the choice of having meals provided in the dining facility in the community center. As noted above, the building is proposed to face the assisted living/ memory care building which creates a common courtyard between them. The building housing the low income senior apartments and the senior community center~~/senior day care~~ facilities would be 46,067 gross square feet. The portion of the structure dedicated for the apartments totals approximately 37,283 square feet. This building would be two stories with a building height of 25 feet.

Common Senior Facilities (Proposed Parcel 2) ~~/Senior Day care/Community Center~~

The proposed Community Center would house the common senior facilities, ~~senior day care services~~, senior support services (e.g., hair salon, nail salon), and offices for the Housing Authority and community center staff. This portion of the building is approximately 10,784 gross square feet and is two stories with a building height ranging between 25 to 29 feet. It is anticipated that there would be approximately 12 staff associated with uses in the community center, including a manager for the senior apartments that would live on-site.

The building would also include a dining room and kitchen where meals will be prepared on-site. As noted above, residents of the low income apartments may participate in the voluntary meal plan and meals would be served to those utilizing the senior community center. ~~day care services~~.

It is anticipated to that the ~~day care/~~ senior community center would accommodate a maximum of 50 daily visitors. Approximately 75%, of the visitors would come from off-site and ~~about~~ approximately 25% would come from on-site. The ~~day care services~~ senior community center would operate from 7:30 AM-7:30 PM.

The Housing Authority of the County of Santa Barbara would own and manage the senior apartments and would own and participate in the management of the community center along with a local non-profit such as Friendship Center of Santa Barbara. ~~The day care would be managed by~~

As depicted on the site plan, the senior campus has been laid out to create a central courtyard that is surrounded by the assisted living/memory care to the north, the Community Center to the west and the low income senior apartments to the south. The courtyard would provide a place for seniors and those visiting the ~~day care~~ senior community center to enjoy the surroundings in an outdoor setting.

Low Income Employee/Family Apartments (Proposed Parcel 3)

Proposed Parcel 3 would include ~~28~~ 27 low-income apartments in three separate buildings. Qualifying on-site employees would be given first preference to these units to limit traffic trips for commuting and reduce the need for onsite parking. It is anticipated that approximately 12 of the units would be occupied by onsite employees. Units that are not occupied by employees would be made available to qualifying members of the general public. The Housing Authority of the County of Santa Barbara would own and manage the low-income apartments. Eight (8) one-bedroom apartments, ten (10) two-bedroom apartments, and ten 10) three-bedroom apartments be organized in three separate buildings as follows:

- Building 3 would total 7,556 gross square feet in size including four (4) two-bedroom units, each 765 net square feet in size and four (4) three-bedroom units, each 991 net square feet in size.

- Building 4 would total 9,330 gross square feet in size including seven ~~eight~~ (~~8~~ 7) one-bedroom units, each 646 net square feet; two (2) two-bedroom units, each 765 net square feet in size; and two (2) three-bedroom units , each 991 net square feet in size.

- Building 5 would total 7,556 gross square feet in size including four (4) two-bedroom units, each 765 net square feet in size and four (4) three-bedroom units, each 991 net square feet in size.

Each of the buildings would be two stories with a building height of 23 feet 6 inches. This portion of the project would include common amenities made available for use to the residents including barbeque areas near the units and a communal barbeque area and tot lot to the south of the apartments, and a community room.

Phasing

The proposed project would be constructed in three separate phases. The timing of the phasing will be determined after the project has been reviewed by the decision-makers and prior to application for building permits.

Access and Internal Circulation

Site access would consist of two entrances/exits to be located on Refugio Road. Primary site access would be provided approximately 150 feet south of Highway 246 by formal entrance driveway. Near this entrance, a small turning circle would allow people to drop seniors off at the ~~day care~~ senior community center or the low income senior apartments and then exit the site without using the internal circulation. A second drop off location in the form of a *porte cochere* would be located directly north of the turning circle for the residents of the assisted living/memory care facility. The site's internal circulation system would extend along the outer boundaries of the site in order to provide access to the low-income employee/family units, on-site parking areas and the common recreational areas. A secondary entrance/exit is provided on Refugio Road approximately 150 feet south of the primary entrance.

An internal network of walking paths would provide pedestrian access throughout the site. A pedestrian walkway/emergency fire access path, which runs north south, would be located between the senior facilities and the low-income employee/family housing. This path would provide access into the courtyard area situated between the two senior facility buildings on Proposed Parcels 1 and 2. Additional footpaths and a foot bridge would be placed over the proposed vegetated-swale to create direct access to the employee family housing from the senior facilities.

The project also includes a 5 to 8-foot multi-use path adjacent to Refugio Road. This pathway would mirror the existing pathway which fronts the YMCA property on the north side of Highway 246 and would provide for pedestrian travel along the roadway similar to a sidewalk.

Grading, Drainage, Hydrology, Bio-Treatment

The project site would be graded to even out its existing gentle slopes, ensure proper drainage and provide a walk-able site suitable for the intended senior residents. Grading would include approximately 15,000 cubic yards of cut and 15,000 cubic yards of fill with all material to be balanced onsite.

The site is at a lower elevation than State Highway 246. The Highway ranges between 610 to 616 feet and the finished grade of the project site will range between 597 feet at the southern end (excluding the proposed detention basins) and 604 at the northern portion of the site adjacent to the highway. As such the proposed senior facilities would be approximately 10-12 feet below the highway and the affordable employee/family housing will be about 10 feet below the highway.

Storm water run-off generated on-site would be directed through an on-site storm drain system into two detention basins to be located in the southern portion of the site. The basins have been designed in a manner that will allow them to remain as accessible open space during dry periods. Off-site drainage would be conveyed through the project site via a combination of storm drain pipes under parking areas as well as through the existing vegetated swale located along the western property line of Proposed Parcel 3. The vegetated swale would continue to collect storm water from areas north of the site including the YMCA property across Highway 246 and direct it to the existing natural drainage feature which extends south of the proposed basins. In an effort to address concerns expressed by property owners to the south

regarding the increase in storm water run-off since the development of the YMCA to the north, the applicant has agreed to detain a portion of the off-site storm water in the proposed detention basins.

The un-vegetated swale, which bisects the parcel is identified as a blue line intermittent seasonal ephemeral drainage . The swale with a central channel approximately 1 foot wide in the north-central portion of the property, discharges into a constructed drainage in the south-central portion of the property. To improve and enhance the existing swale and constructed drainage, a bio-treatment area would be designed in accordance with the Jurisdictional Delineation Report (Brett D. Hartman, PhD, July 22, 2013) prepared for the project. The proposed grading plan would maintain the swale and constructed drainage in its current location.

Open Space, Landscaping & Recreation

A significant portion of each parcel is dedicated to common open space, landscaping and recreational areas. A breakdown per parcel is provided below:

- Parcel 1 - Approximately 37%of the parcel dedicated to common open space and landscaping.
- Parcel 2 – Approximately 43% of the parcel is dedicated to common open space, landscaping and recreational areas.
- Parcel 3 – Approximately 44% of the parcel is dedicated to common open space, landscaping and recreational areas.

A series of internal courtyards would be developed at the center of the senior facilities to create areas for respite and recreation for residents. The courtyard includes planter boxes for the residents to grow flowers and/or vegetables. The proposed Landscape Plan for the Golden Inn includes new trees, plants and groundcover, all of which are consistent with known water conservation standards. On-site trees and plantings include but are not limited to: valley oak, coast live oak, sycamore, western redbud, fruitless olive, Raywood ash, lilac, fuchsia, lavender lemonade berry, rock rose, flax lily, jasmine, blue eyed grass, and sage. Please refer to the Landscape Plan for a complete plant list and for more detailed information. A tot lot and barbeque area are proposed to be developed at the southeastern corner of the site intended to serve onsite employees and residents. Two smaller barbeque areas would be placed directly adjacent to the low-income employee/family units on Proposed Parcel 3.

Parking

Parking for each of the uses and buildings included with the project would be provided along the exterior boundaries of the site. The table below outlines the parking provided by the project.

USE & STANDARDS	REQUIRED PARKING	PROVIDED PARKING
60 Assisted Living/Memory Care Beds		
- 1 space/3 beds	20	20
- 1 space/3 employees	17	17
Senior ~~Day Care~~/Community Center - 50 Seniors		
- 1 space/10 seniors	5	5
- 1 space/2 employees	6	6
2,400 s.f. Housing Authority Office Space - 1 space/300 s.f.	8	8
60 Senior Apartments - 1 space/unit	60	60

274-Employee/Family Apartments		
- 1 space/1 bedroom	~~8~~ 7	8
- 1 space/2 bedroom	10	10
- 2 spaces/3 bedroom	20	20
Guest Parking for 84 Units		
- 1 space/5 units	18	18
PROJECT TOTAL	**171~~2~~**	**172**

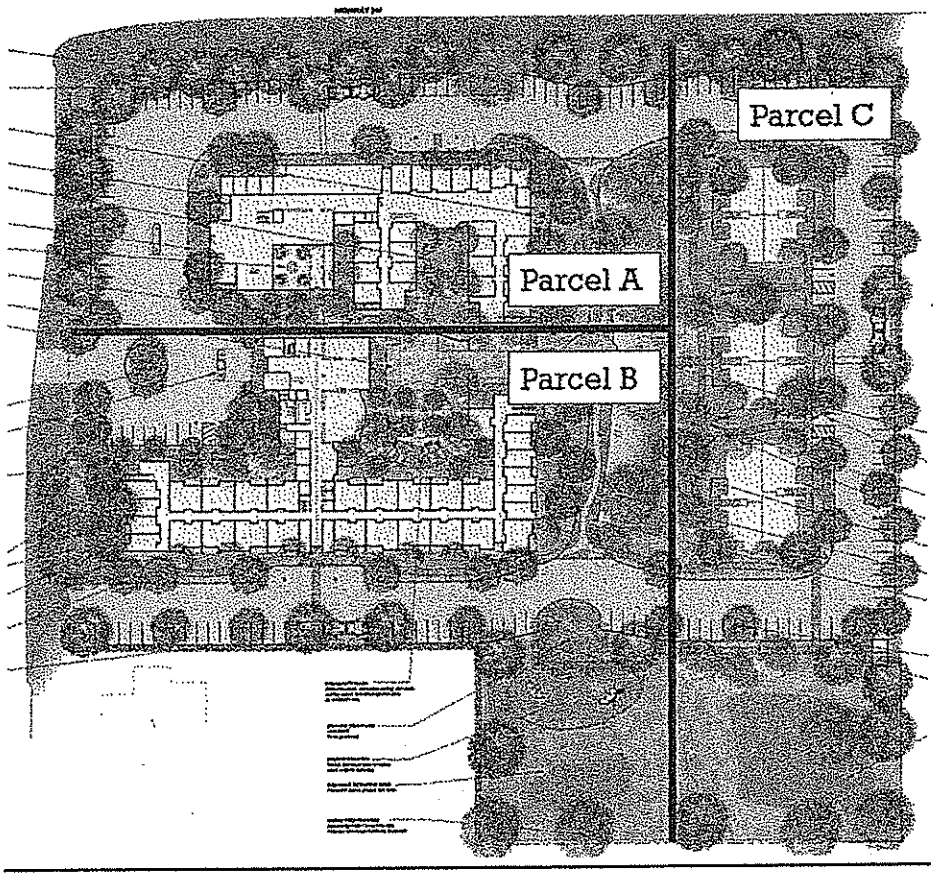
Project Lighting

Numerous 8-foot tall, post-mounted light fixtures would be located throughout the project's parking areas. Bollard style lighting would be used to illuminate area walkways, providing safe travel for residents, staff and guests to each of the buildings from adjacent parking areas. A Dark Sky lighting plan has been prepared for the project which highlights the type of lighting that would be used in the project.

Public Services

The project site would be served by the Santa Ynez River Water Conservation District – Improvement District #1, the Santa Ynez Community Service District and the County Fire Protection District. In order to address increased bus ridership due to project development, and to minimize project trip generation, installation of a new Santa Ynez Valley Transit (SYVT) bus stop/shelter on Hwy 246 will be provided.

Figure 1. Proposed Site Plan

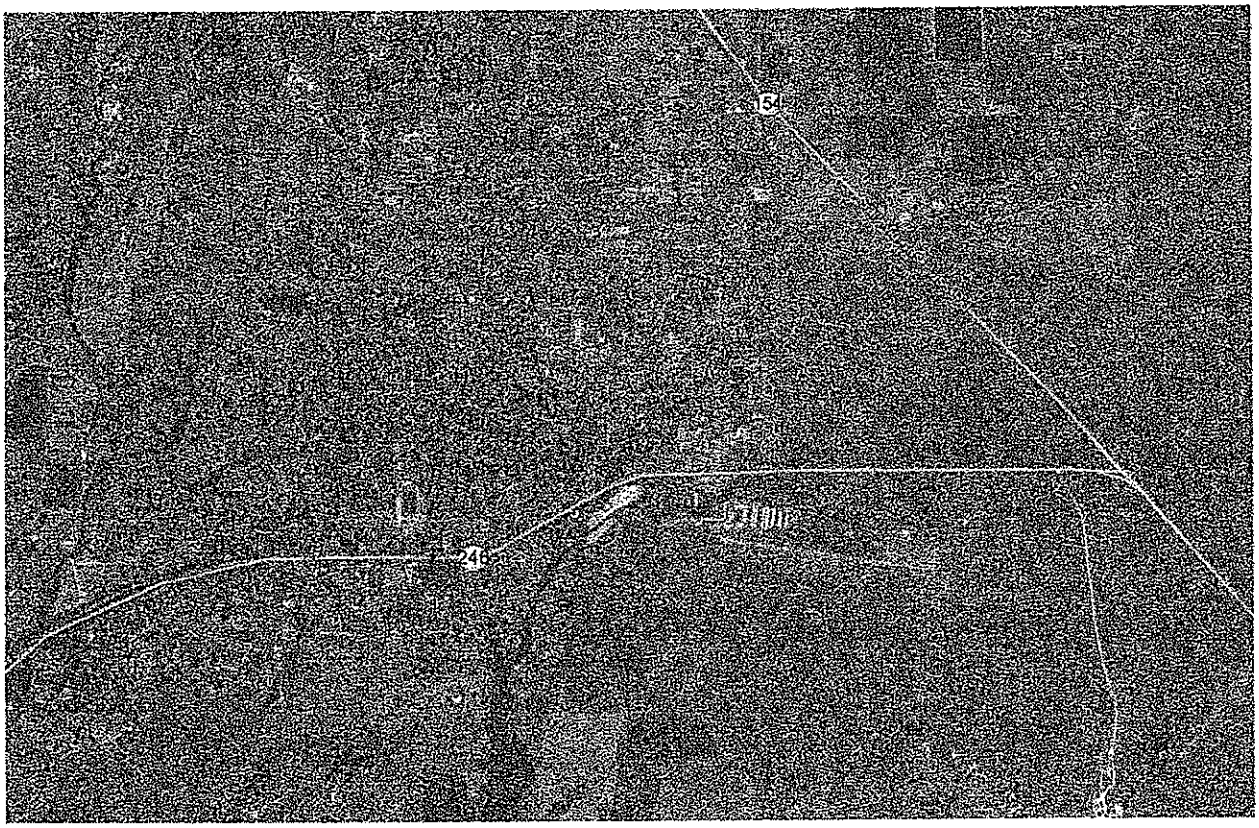


2.0 PROJECT LOCATION

The property is a 7.3-acre parcel currently zoned 1-E-1 and shown as Assessor's Parcel Number 141-380-014, located at the southeast corner of Highway 246 and Refugio Road in the Santa Ynez Area, 3rd Supervisorial District.

2.1 Site Information	
Comprehensive Plan Designation	Residential (RES-1.0), Santa Ynez Valley Community Plan Urban Township area
Zoning District, Ordinance	1-E-1, Santa Barbara County Land Use and Development Code
APN; Site Size	141-380-014; 7.3-acres (gross)
Present Use & Development	Vacant
Surrounding Uses/Zoning	North: Santa Ynez Valley YMCA; Retail Commercial (C-2) Northwest: Santa Ynez Valley Union High School South: Single Family Residences, Residential (1-E-1) East: Single Family Residences, Residential (1-E-1) West: Santa Ynez Valley Christian Academy, Residential (1-E-1)
Access	Two proposed driveways accessed from Refugio Road
Public Services	Water Supply: Santa Ynez River Water Conservation District #1 Sewage: Santa Ynez Community Services District Fire: Santa Barbara County Fire Department, Station #32 Police: Santa Barbara County Sheriff's Department

Figure 2. Vicinity Map



3.0 ENVIRONMENTAL SETTING

3.1 PHYSICAL SETTING

Slope/Topography: The subject parcel is at approximately 600 feet in elevation from sea level. The topography of the parcel ranges from 0 to 10% slopes.

Fauna/Flora: There are no known rare or endangered plant or animal species located on the subject parcel. Animals which could be found in area include snakes, coyotes, gophers, deer, raptors, raccoons, and opossums. The subject parcel contains primarily non-native grassland habitat dominated by ryegrass and wild oats. Other dominant non-native species observed during biological surveys of the site include soft chess, barnyard barley, black medic, common vetch and re-stemmed filaree. Native woody plant species include coyote bush, three valley oaks, roses, and an old orchard located in the southwest corner of the site.

Archaeological Sites: A Phase I Survey completed on the subject property on July 27, 2006 indicated no presence of on-site cultural resources.

Soils: The National Resources Conservation Service (NCSR) has identified two soil types located on the subject parcel. Positas fine sandy loam, 2 to 9 percent slopes, and Santa Ynez gravelly fine sandy loam, 2 to 9 percent slopes (NCRS 2010). The Positas series occupies the eastern fifth of the parcel, while the Santa Ynez series occupies the western 4/5ths of the parcel.

Drainages: A blue line seasonal drainage swale (tributary to the Santa Ynez river) bisects the parcel from north to south.

Surrounding Land Uses: The proposed project site is located within the Santa Ynez Valley Community Plan area. Surrounding land uses consist of commercial development to the north (YMCA), an elementary school to the west, and residential to the east and south.

Existing Structures: There are no existing structures on the subject parcel.

3.2 ENVIRONMENTAL BASELINE

The environmental baseline from which the project's impacts are measured consists of the physical environmental conditions in the vicinity of the project, as described above.

4.0 POTENTIALLY SIGNIFICANT EFFECTS CHECKLIST

The following checklist indicates the potential level of impact and is defined as follows:

Potentially Significant Impact: A fair argument can be made, based on the substantial evidence in the file, that an effect may be significant.

Less Than Significant Impact with Mitigation: Incorporation of mitigation measures has reduced an effect from a Potentially Significant Impact to a Less Than Significant Impact.

Less Than Significant Impact: An impact is considered adverse but does not trigger a significance threshold.

No Impact: There is adequate support that the referenced information sources show that the impact simply does not apply to the subject project.

Reviewed Under Previous Document: The analysis contained in a previously adopted/certified environmental document addresses this issue adequately for use in the current case and is summarized in the discussion below. The discussion should include reference to the previous documents, a citation of the page(s) where the information is found, and identification of mitigation measures incorporated from the previous documents.

4.1 AESTHETICS/VISUAL RESOURCES

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. The obstruction of any scenic vista or view open to the public or the creation of an aesthetically offensive site open to public view?		X			
b. Change to the visual character of an area?		X			
c. Glare or night lighting which may affect adjoining areas?		X			
d. Visually incompatible structures?		X			

Existing Setting:

Physical: The subject parcel is located within located the urban township area as designated by the Santa Ynez Valley Community Plan (SYVCP), at the southeast corner of Highway 246 and Refugio Road. The undeveloped site is approximately 2 ½ miles west of the Highway 154/246 intersection and approximately 3 miles east of the Solvang City limit line. The Santa Ynez YMCA and Santa Ynez High School are located directly to the north and northwest across Highway 246, and residentially developed parcels are located to the south, east and west. The Santa Ynez Mountains, located approximately 2 miles to the south, are highly visible from the project site and Highway 246 along the project frontage.

Regulatory: The **Land Use and Development Code (LUDC)** requires all Development Plan applications to be referred to the Board of Architectural Review (BAR) for review and approval.

The Santa Ynez Valley Community Plan (SYVCP) Aesthetics and Visual Resources section contains the following general goals for visual resource protection in the Plan area: 1) Protect prominent scenic view sheds from extensive structural development; 2) Mitigate development that degrades scenic resources through proper siting, design, landscaping, and/or screening, and use of colors and materials that are harmonious with the natural environment; and 3) Design grading to prevent scarring and erosion, preserve native vegetation, and cause minimal alteration of existing contours. The Policies, Actions and Development Standards require darker, earth toned colors and materials, natural-appearing building materials, and drought tolerant landscaping.

The subject parcel is located within the SYVCP-designated Design Control ("D") Overlay area. These areas are deemed to have unique neighborhood characteristics and high visual resource values. The intent of the "D" overlay is to foster well-designed and sited developments which protect scenic qualities, property values, and neighborhood character. BAR approval is required for all proposed development located within the Design Control Overlay area.

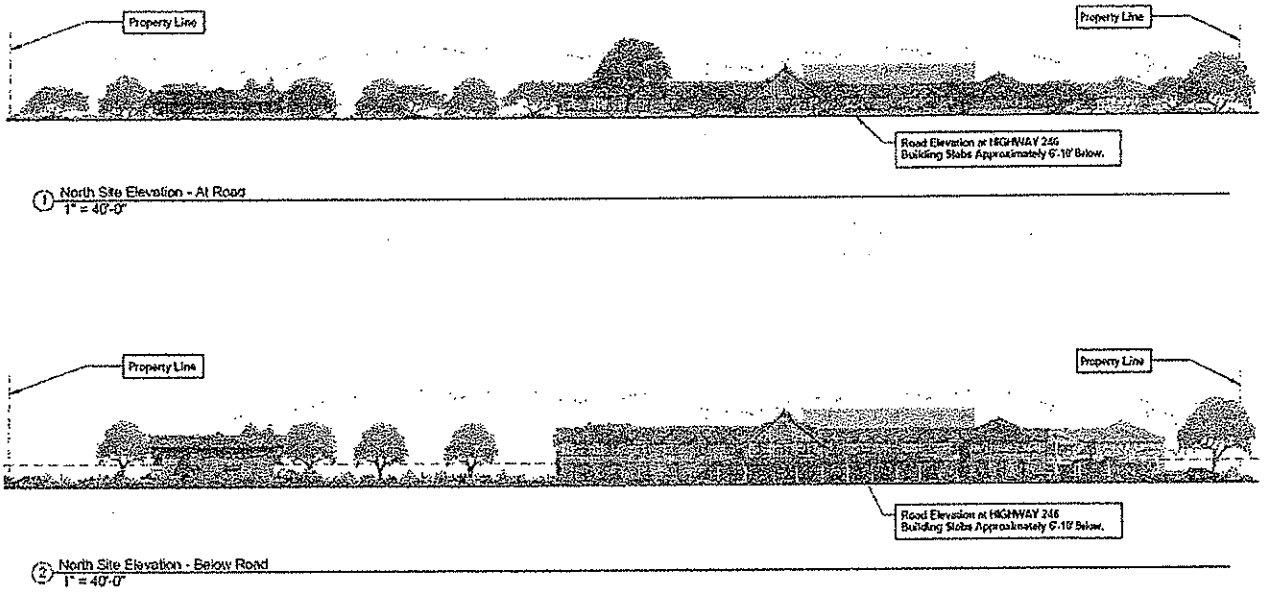
County Environmental Thresholds: The County's Visual Aesthetics Impact Guidelines classify coastal and mountainous areas, the urban fringe, and travel corridors as "especially important" visual resources. A project may have the potential to create a significantly adverse aesthetic impact if (among other potential effects) it would impact important visual resources, obstruct public views, remove significant amounts of vegetation, substantially alter the natural character of the landscape, or involve extensive grading visible from public areas. The guidelines address public, not private views.

Impact Discussion:

(a) Less than Significant Impacts with mitigation. The subject 7.3 acre parcel consists of approximately 580 feet of frontage along Highway 246, which currently provides an unobstructed view of the Santa Ynez Mountains from the highway and properties to the north. The Assisted Living and Memory Care buildings would be set back approximately 110 feet from the edge of pavement with a 240 foot long façade facing Highway 246. Approximately 140 feet to the east (across the existing drainage course onsite), the proposed apartment buildings would be set back 105 feet from the edge of Highway 246, with a 55 foot façade facing the highway.

The subject parcel is at a lower elevation than State Highway 246. As such, the proposed senior facilities and apartments would be located approximately 10-12 feet below the highway. As a result, proposed structural development along approximately 50% of the project frontage (295 lineal feet of structural development/580 feet of Highway 246 frontage) would partially obscure existing views of the Santa Ynez Mountains from Hwy 246 and properties located to the north of the project site. From the Highway 246 corridor, the mountains would remain visible above the buildings for the entirety of the project's street frontage (see figure 4.1-1 below).

Figure 4.1-1: View of the proposed project looking south from Hwy 246

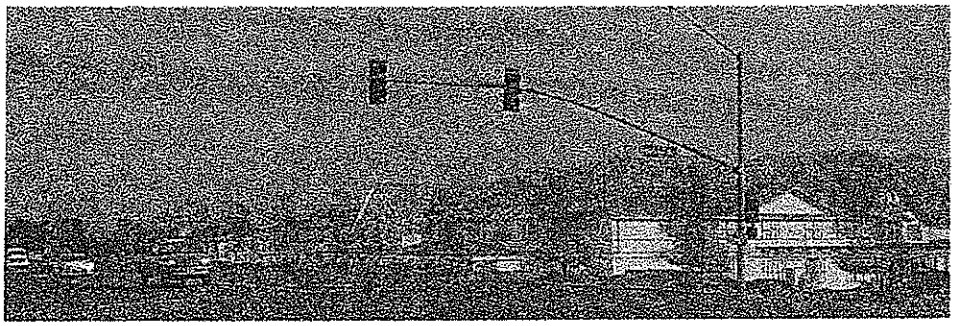


Adherence to mitigation requiring Board of Architectural Review (BAR) of structures, site design, and landscaping would ensure good design and would reduce impacts of the partial obstruction of the scenic views across the project site to **less than significant** levels.

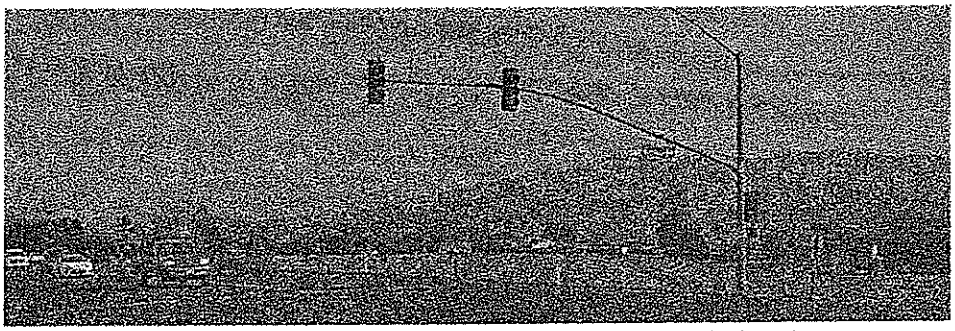
(b,d) Less than Significant Impacts with mitigation. The proposed project would develop a campus-like complex consisting of five free-standing structures. The proposed project includes a total of 109,741gross sq. ft. of structural development as follows: 1) Two-story assisted living/memory care facility of approximately 36,991 gross sq. ft. in size with a building height of 27 feet; 2) Two-story independent living/senior ~~day care/~~community center & administrative offices building of approximately 48,067 gross sq. ft. with a maximum height of 29 feet, and 3) Two-story low income employee/family apartments (~~28~~ 27 units totaling 24,442 sq. ft.) with a maximum height of 24 feet.

The proposed project would be highly visible to travelers heading east and west bound on Hwy 246, as well as from the surrounding public areas within the township of Santa Ynez including Santa Ynez High School northwest of the site across Hwy 246, and the Santa Ynez Valley Christian Academy located across Refugio Road to the west. The proposed project is designed to match the western feel of Santa Ynez with design elements such as corrugated metal roofs, wooden siding, stone veneer, and cement plaster. The proposed project was reviewed conceptually by the BAR on November 9, 2012. The BAR was generally supportive of the project's design, and commented that the site plan is well-conceived, including circulation, for this large development on a prominent corner. Architecturally, the materials fit the rural character at a pedestrian scale, and review by the BAR would ensure that the project's design conforms to the SYVCP standards discussed above.

Figure 4.1-2: Photo Simulations



View of Project from North West



View of Site from North West

View of Project from North East

View of Site from North East

Figure 4.1-3: Proposed Elevations – Memory Care/Community Center/Senior Independent Living

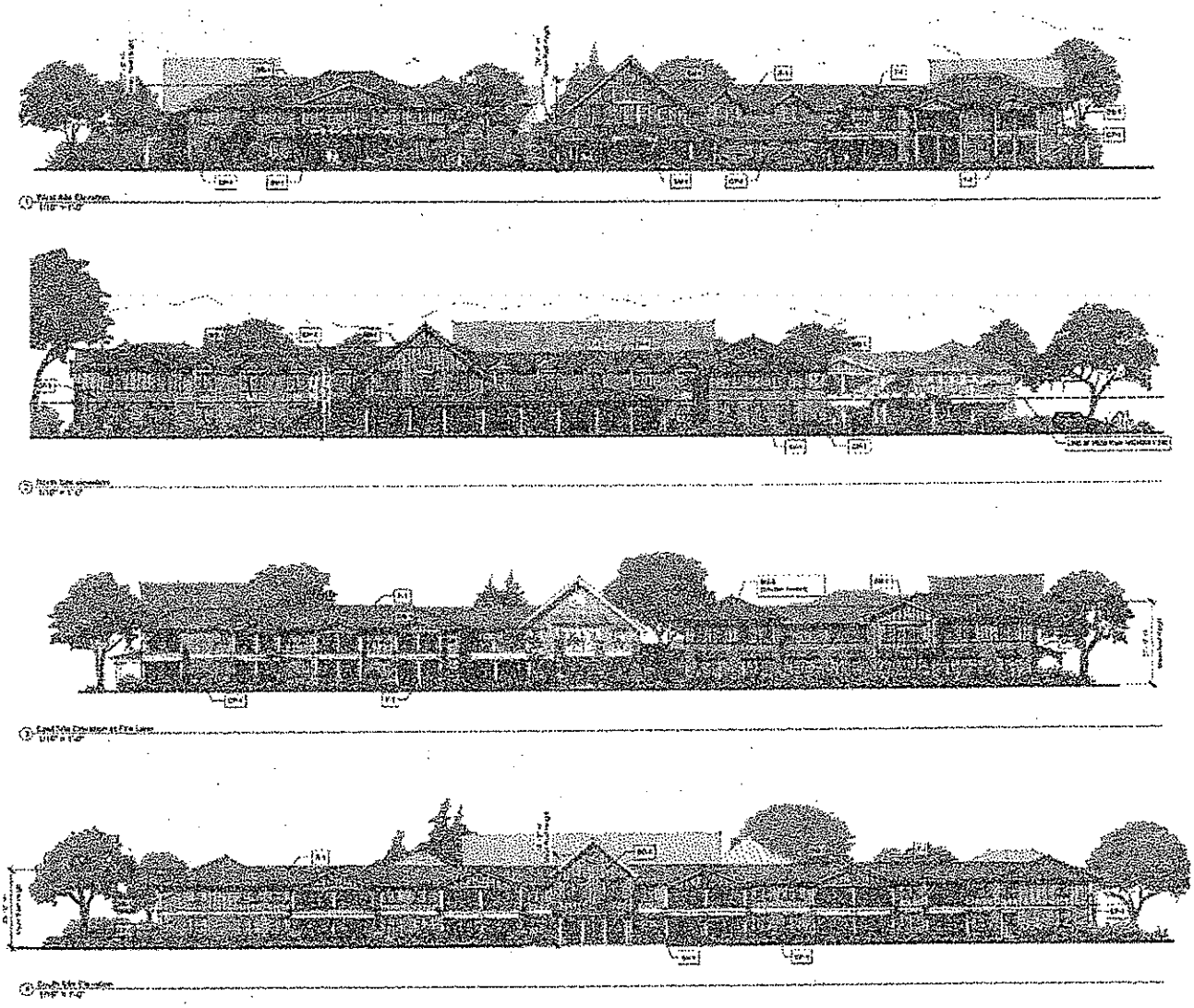


Figure 4.1-4: Proposed Elevations – Employee/Family Housing

Mitigation measures including a requirement for final BAR review and approval of the project's design including grading, and landscaping would further ensure that the proposed project would not significantly change the visual character of the area, create visually incompatible structures, or obstruct a scenic view or vista. With incorporation of these mitigation measures, potentially significant visual impacts would be reduced to **less than significant.**

(c) Less than significant with mitigation: The Santa Ynez Valley Community Plan (SYVCP) includes an outdoor lighting ordinance, which requires that: 1) exterior lighting be fully shielded (full cutoff); and 2) light trespass and glare shall be reduced to the maximum extent feasible through directional lighting methods. Therefore, in order to ensure that the implementation of a low intensity, low glare designed lighting plan is finalized, a mitigation measure has been added below requiring final review and approval by the BAR. Adherence to this requirement would reduce potential impacts from night lighting to **less than significant.**

Cumulative Impacts: Future growth of development in the Santa Ynez Valley is expected. LUDC regulations require BAR review of all development plan applications. BAR design guidance addresses the need to maintain the rural character of the valley. The SYVCP EIR (SCH# 2007071093) identified significant and unavoidable (Class I) programmatic cumulative impacts to the visual character of the Santa Ynez Valley as a result of build-out, and the accompanying changes in community character. Mitigation measures to reduce these environmental impacts were adopted into the SYVCP as policies, actions, and development standards, including the following:

- **GOAL VIS-SYV-1:** "Protect the Rural/Agricultural Character and Natural Features of the Planning Area, Including Mountain Views, Scenic Corridors and Buffers, Prominent Valley View-sheds, and the Quality of the Nighttime Sky."

- **Policy VIS-SYV-1:** "Development of property should minimize impacts to open space views as seen from public roads and viewpoints and avoid destruction of significant visual resources."

- **Development Standard VIS-SYV-1.1:** "Development and grading shall be sited and designed to avoid or minimize scarring of the landscape and minimize the bulk of structures visible from public viewing areas. Mitigation measures may be required, including but not limited to increased setbacks, reduced structure size and height, reductions in grading, extensive landscaping and proper siting of driveways, unless those measures would preclude reasonable use of the property or pose adverse public safety issues."

The proposed project would be developed to match the existing scale and uses within the project site area. BAR review and approval is required for the design of all new structures or alterations to existing structures. Compatibility with the rural character of the area and surrounding development would be ensured through appropriate scale, form, and treatments applied to the proposed development. With inclusion of project-specific mitigation, the proposed project would be compatible with the visual character of the surrounding area. The contribution of the project to cumulative impacts would not be considerable.

Mitigation and Residual Impact: Adherence to the following mitigation measures would reduce impacts to Aesthetics/Visual Resources to a less than significant level (Class II). Residual impacts would be less than significant.

1. **Aest-04 BAR Required:** The applicant shall obtain Board of Architectural Review (BAR) approval for project design. All project elements (e.g., design, scale, character, colors, materials and lighting plan) shall be compatible with vicinity development.

   PLAN REQUIREMENTS AND TIMING: The applicant shall submit architectural drawings of the project for review and shall obtain final BAR approval prior to issuance of Zoning Clearance. Grading plans, if required, shall be submitted to P&D concurrent with or prior to BAR plan filing.

   MONITORING: The applicant shall demonstrate to P&D compliance monitoring staff that the project has been built consistent with approved BAR design and landscape plans prior to Final Building Inspection Clearance.

2. **Aest-10 Lighting:** The applicant shall ensure any exterior night lighting installed on the project site is of low intensity, low glare design, minimum height, and shall be hooded to direct light downward onto the subject lot and prevent spill-over onto adjacent lots. The applicant shall install timers or otherwise ensure lights are dimmed after 9 p.m. in the Santa Ynez Valley Community Planning Area.

   PLAN REQUIREMENTS: The applicant shall develop a Lighting Plan for Permit Compliance Staff approval incorporating these requirements and showing locations and height of all exterior lighting fixtures with arrows showing the direction of light being cast by each fixture. **TIMING:** Lighting shall be installed in compliance with this measure prior to Final Building Inspection Clearance.

   MONITORING: P&D compliance monitoring staff and BAR shall review a Lighting Plan for compliance with this measure prior to Final Building Inspection Clearance to ensure that exterior lighting fixtures have been installed consistent with their depiction on the final Lighting Plan.

4.2 AGRICULTURAL RESOURCES

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Convert prime agricultural land to non-agricultural use, impair agricultural land productivity (whether prime or non-prime) or conflict with agricultural preserve programs?				X	
b. An effect upon any unique or other farmland of State or Local Importance?				X	

Existing Setting:

Background: Agricultural lands play a critical economic and environmental role in Santa Barbara County. Agriculture continues to be Santa Barbara County's major producing industry with a gross production value of over $1 billion (Santa Barbara County 2007 Crop Production Report). In addition to the creation of food, jobs, and economic value, farmland provides valuable open space and maintains the County's rural character.

Physical: The 7.3-acre parcel is zoned residential (1-E-1), and does not support any agricultural uses. Historically, the parcel was developed with a single family residence (demolished in 2006), and agricultural cultivation (row crops, orchards) which also ceased in 2006.

Regulatory:

County Thresholds Manual: The County's Agricultural Resources Guidelines (approved by the Board of Supervisors, August 1993) provide a methodology for evaluating agricultural resources. These guidelines utilize a weighted point system to serve as a preliminary screening tool for determining significance. The tool assists planners in identifying whether a previously viable agricultural parcel could potentially be subdivided into parcels that are not considered viable after division. A project which would result in the loss or impairment of agricultural resources would create a potentially significant impact. The Point System is intended to measure the productive ability of an existing parcel as compared to proposed parcels. The tool compares availability of resources and prevalent uses that benefit agricultural potential but does not quantifiably measure a parcel's actual agricultural production.

Initial Studies are to use this Point System in conjunction with any additional information regarding agricultural resources. The Initial Study assigns values to nine particular characteristics of agricultural productivity of a site. These factors include parcel size, soil classification, water availability, agricultural suitability, existing and historic land use, comprehensive plan designation, adjacent land uses, agricultural preserve potential, and combined farming operations. If the tabulated points total 60 or more, that parcel is considered viable for the purposes of analysis. The project would be considered to have a potentially significant impact if the division of land of a viable parcel would result in parcels that did not either score over 60 in themselves or resulted in a score with a significantly lower score than the existing parcel. Any loss or impairment of agricultural resources identified using the Point System could constitute a potentially significant impact and warrants additional site specific analysis.

Impact Discussion:

(a,b) No Impacts. The subject parcel is not zoned agricultural nor does it support or contain any agricultural uses. The project site does not contain a combination of acreage and/or prime soils which render the site an important agricultural resource.

The closest active agricultural operation to the subject parcel is the Brave & Maiden (formerly Claxton) Vineyard, located approximately 1,000 ft. southwest. Additional agricultural operations located ¼ mile south of the subject parcel include a horse boarding operation and organic orchard.

According to the California Department of Pesticide Regulation, senior care facilities are considered to be a difficult-to-evacuate type of land use. As such, there is a potential for restrictions on agricultural operations located within ¼ mile of the project site.

The area located to the immediate south of the subject parcel is comprised with approximately 35 separate parcels zoned I-E-1, single family residential (1 dwelling unit per acre). These parcels are developed with low intensity residential uses, and most of the property owners have horses. These parcels are not zoned for or contain active agricultural operations. Therefore, the proposed project would not restrict agricultural uses on these parcels.

The Brave & Maiden (formerly Claxton) vineyard is located approximately 1,000 feet to the southwest on two parcels zoned AG-II-40. The orchard and horse boarding operations are located approximately 1,400 feet south of the project site on parcels zoned AG-I-5, and AG-II-100. Due to the distance of the project site from these parcels, and the amount of existing development in between the project site and the agricultural uses, the proposed project would not restrict the ongoing agricultural uses on these parcels. All other parcels located within ¼ mile of the project site are not zoned agricultural, and do not contain active or passive agricultural uses. Therefore, impacts to agricultural resources would be less than significant.

Cumulative Impacts: The County's Environmental Thresholds were developed, in part, to define the point at which a project's contribution to a regionally significant issue constitutes a significant effect at the project level. In this instance, the project has been found not to exceed the threshold of significance for agricultural resources. Therefore, the project's contribution to the regionally significant loss of agricultural resources is not considerable, and its cumulative effect on regional agriculture is less than significant.

Mitigation and Residual Impact: No mitigation is required. Residual impacts would be less than significant.

4.3 AIR QUALITY

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. The violation of any ambient air quality standard, a substantial contribution to an existing or projected air quality violation, or exposure of sensitive receptors to substantial pollutant concentrations (emissions from direct, indirect, mobile and stationary sources)?			X		
b. The creation of objectionable smoke, ash or odors?			X		
c. Extensive dust generation?			X		
Greenhouse Gas Emissions	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
d. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X		
e. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X		

Existing Setting: Santa Barbara County is part of the Central South Coast Air Basin, which also includes Ventura and San Luis Obispo Counties. Ambient air quality within the basin is generally good. However, the area periodically experiences atmospheric temperature inversion layers (generally between May and October) which tend to prevent the rapid dispersion of pollutants. Presently, Santa Barbara County is in attainment of the California Ambient Air Quality Standards (CAAQS) for NO_2, SO_2, CO, sulphates (SO_4^{2}), hydrogen sulfide (H_2S), and lead (Pb) and in nonattainment of the CAAQS for O_3 (8-hour) and PM_{10}. The major sources of ozone precursor emissions in the County are motor vehicles and marine vessels, the petroleum industry, and solvent use. Sources of PM_{10} include grading, road dust, dust resulting from agricultural activities, and vehicle and vessel exhaust.

County Environmental Thresholds: Chapter 5 of the Santa Barbara County Environmental Thresholds and Guidelines Manual addresses the subject of air quality. The thresholds provide that a proposed project will not have a significant impact on air quality if operation of the project will:

- emit (from all project sources, mobile and stationary), less than the daily trigger for offsets (55 pounds per day for NOx and ROC, 80 pounds per day for PM10);
- emit less than 25 pounds per day of oxides of nitrogen (NOx) or reactive organic compounds (ROC) and from motor vehicle trips only;
- not cause or contribute to a violation of any California or National Ambient Air Quality Standard (except ozone);
- not exceed the APCD health risk public notification thresholds adopted by the APCD Board; and
- be consistent with the adopted federal and state Air Quality Plans.

As indicated above, long-term/operational emissions thresholds have been established to address mobile emissions (i.e., motor vehicle emissions) and stationary source emissions (i.e., stationary boilers, engines, paints, solvents, and chemical or industrial processing operations that release pollutants). No thresholds have been established for short-term impacts associated with construction activities. However, the County's Grading Ordinance and the Air pollution Control District requires standard dust control conditions for all projects involving grading activities.

Impact Discussion:

(a,c) Less than significant impacts. The proposed project would generate criteria pollutants from both short-term (construction related) and long-term (operational) activities.

Short-Term Construction Impacts. Project-related construction activities would require approximately 15,000 cu. yd. cut, and 15,000 cu. yd. fill of earthwork. Using default values, the CalEEMod program calculated short-term construction worst-case pounds per day of 24.3 pounds per day of PM_{10} (Attachment 3). With the implementation of standard dust control measures that are required for all new development in the County, earth-moving operations at the project site would result in less than significant project-specific short-term emissions of fugitive dust and PM_{10}.

Emissions of ozone precursors (NO_x and ROC) during project construction would result primarily from the on-site use of heavy earthmoving equipment. Using default values the CalEEMod program calculated worst case short-term construction emissions of 87.4 pounds per day of NO_x and 170.9 pounds per day of ROC (Attachment 3). Due to the limited period of time that grading activities would occur on the project site, construction-related emissions of NO_x and ROC would not be significant on a project-specific or cumulative basis. However, due to the non-attainment status of the air basin for ozone, the project would be required to implement measures described by the APCD to reduce construction-related emissions of

ozone precursors to the extent feasible. The application of standard dust control measures by the Air Pollution Control District under the County Air Quality Management Plan would ensure potential nuisance dust impacts are reduced to **less than significant** levels.

Long-Term Operational Impacts. Long-term emissions of criteria pollutants would result from mobile emissions sources (vehicle trips by employees, visitors, administrative functions, and residents). The traffic associated with the proposed project has been evaluated in the following report: 1) Traffic, Circulation, and Parking Study prepared for the Housing Authority of the County of Santa Barbara (Associated Transportation Engineers (ATE), dated October 15, 2013).
The analysis indicates that the proposed project would be expected to generate 658 Average Daily Trips (ADTs) with 39 A.M. peak hour trips and 49 P.M. peak hour trips.

Table 4.3-1: Project Trip Generation

	Average Daily Trips (ADT)	A.M. Peak Hour	P.M. Peak Hour
Senior Housing	206	12	15
Senior ~~Daycare/~~Community Center	152	8	8
Assisted Living/Memory Care	160	8	13
Apartments	140	11	13
Total Trips	**658**	**39**	**49**

Table 4.3-2 Summary of Long-Term (Operational) Emissions

Emission Source	Criteria Pollutants (lb/day)		
	NOx	ROC	PM10
Mobile Sources (Vehicles) (CalEEMod)	6.54	3.03	3.04
Greater than 25 lbs/day?	*No*	*No*	*N/A*
Area Sources (Energy/Natural Gas, Consumer Products) (CalEEMod)	0.15	3.57	0.07
Totals	*6.69*	*6.60*	*3.11*
Threshold	55 lb/day	55 lb/day	80 lb/day

Summary of long-term operational impacts. As shown in Table 4.3-2, the total criteria pollutants generated by mobile and area sources would be 6.67 lb/day NOx, 6.60 lb/day ROC, and 3.11 lb/day PM10. These amounts are less than the daily trigger for offsets of 55 pounds per day for NOx and ROC and 80 pounds per day of PM10. In addition, the project would emit less than 25 pounds per day of NOx or ROC from mobile sources only. Therefore, the proposed project would not violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. Impacts would be **less than significant.**

(b) Less than Significant Impact: The uses associated with the proposed project are residential, and would not be generate smoke, ash, or odors. Existing development and uses within the vicinity include Santa Ynez High School located to the northwest, the Santa Ynez YMCA located to the north across Hwy 246, low intensity residential development located to the south and east, a vineyard operation (Brave & Maiden) located to the south east, and a horse boarding and organic orchard located approximately 1,400 feet south.

Vineyards typically use sulfur throughout the growing season to combat fungal diseases. In this case, the vineyard operation is located approximately 1,000 feet southwest of the project site, and there is substantial development between the two uses to create a buffer from any objectionable odors which may reach the

project site. In addition, the primary wind direction in this area of the County is from the northwest towards the vineyard operation and away from the proposed project site. As a result, impacts would be **less than significant.**

Greenhouse Gas Emissions / Global Climate Change

Background: Greenhouse gases (GHGs) include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulphur hexafluoride (SF_6) and nitrogen trifluoride (NF_3). Combustion of fossil fuels constitutes the primary source of GHGs. GHGs accumulate in the atmosphere, where these gases trap heat near the Earth's surface by absorbing infrared radiation. This effect causes global warming and climate change, with adverse impacts on humans and the environment. Potential effects include reduced water supplies in some areas, ecological changes that threaten some species, reduced agricultural productivity in some areas, increased coastal flooding, and other effects.

Methodology: The County's methodology to address Global Climate Change in CEQA documents is evolving. The County has developed an inventory of GHG emissions and accepted a Climate Action Study. The County is developing a Climate Action Plan and pursing CEQA threshold options based on this data. Until thresholds are formally adopted, the County will follow an interim approach to evaluating GHG emissions.

Table 4.3-3 Significance Determination Criteria	
GHG Emission Source Category	**Operational Emissions**
Other than Stationary Sources	1,100 MT of CO_2e/yr OR 4.6 MT CO_2e/SP/yr (residents + employees)
Stationary Sources (sources that require an APCD Permit)	10,000 MT/yr
Plans	6.6 MT CO_2e/SP/yr (residents + employees)

Impact Discussion:

(d, e) Less than significant impact. The proposed project would generate GHG's from mobile emissions (vehicle trips) and area emissions (energy, consumer products, solid waste, water convenyance). Attachment 3 contains the GHG calculations for the project, which were calculated utilizing the CalEEMod program. As shown in Table 4.3-4 below, analysis of the project concludes that the GHG's produced from area emissions and mobile emissions would contribute 345.14 and 593.86 metric tons, respectively, for an annual total of 939 metric tons of CO_2e/year. The total project GHG emissions would be less than the significance criteria of 1,100 metric tons/year for other than stationary sources. Impacts would be less **than significant.**

Table 4.3-4 Summary of Greenhouse Gas Emissions

Emission Source	*Greenhouse Gas Equivalent (CO2e) In Metric Tons C02/year (MTC02/yr)*
Mobile Emissions (Vehicles) (CalEEMod)	593.86
Area Emissions (Energy, Consumer Products, Solid Waste, Water Conveyance, & etc.) (CalEEMod)	345.14
Totals	*939*
Threshold	1,100 MTCO2/yr

Cumulative Impacts: The County's Environmental Thresholds were developed, in part, to define the point at which a project's contribution to a regionally significant impact constitutes a significant effect at

the project level. County air quality thresholds are required to be consistent with the CEQA requirements of the Santa Barbara County Air Pollution Control District (SBCAPCD). As discussed in the SBCAPCD CEQA Guidelines, the cumulative contribution of project emissions to regional levels should be compared with existing programs and plans, including the most recent Clean Air Plan (CAP). Due to the county's non-attainment status for ozone and its regional nature, if a project's emissions from traffic sources of either of the ozone precursors, NOx or ROC, exceed the long-term thresholds, then the project's cumulative impacts will be considered significant. For projects that do not have significant ozone precursor emissions or localized pollutant impacts, if emissions have been taken into account in the most recent CAP growth projections, regional cumulative impacts may be considered to be insignificant. When a project's emissions exceed the thresholds and are clearly not accounted for in the most recent CAP growth projections, then the project is considered to have significant cumulative impacts which must be mitigated to a level of insignificance.

In this instance, the project has been found not to exceed the significance criteria for air quality. Therefore, the project's contribution to regionally significant air pollutant emissions, including GHGs, is not cumulatively considerable, and its cumulative effect is less than significant.

Mitigation and Residual Impact: No mitigation is required. Residual impacts would be less than significant.

4.4 BIOLOGICAL RESOURCES

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
Flora					
a. A loss or disturbance to a unique, rare or threatened plant community?			X		
b. A reduction in the numbers or restriction in the range of any unique, rare or threatened species of plants?			X		
c. A reduction in the extent, diversity, or quality of native vegetation (including brush removal for fire prevention and flood control improvements)?			X		
d. An impact on non-native vegetation whether naturalized or horticultural if of habitat value?			X		
e. The loss of healthy native specimen trees?		X			
f. Introduction of herbicides, pesticides, animal life, human habitation, non-native plants or other factors that would change or hamper the existing habitat?			X		
Fauna					
g. A reduction in the numbers, a restriction in the range, or an impact to the critical habitat of any unique, rare, threatened or endangered species of animals?			X		
h. A reduction in the diversity or numbers of animals onsite (including mammals, birds, reptiles, amphibians, fish or invertebrates)?			X		
i. A deterioration of existing fish or wildlife habitat (for foraging, breeding, roosting, nesting, etc.)?			X		
j. Introduction of barriers to movement of any resident or migratory fish or wildlife species?			X		
k. Introduction of any factors (light, fencing, noise, human presence and/or domestic animals) which could hinder the normal activities of wildlife?			X		

Existing Setting:

Physical: The subject parcel is vacant. There are no rare or endangered plant or animal species or habitat located on the subject property. Animals which could be found in the project site area include snakes, coyotes, gophers, deer, raptors, raccoons, and opossums. The subject parcel contains primarily non-native grassland habitat dominated by rye grass and wild oats. Other dominant non-native species observed during biological surveys of the site include soft chess, barnyard barley, black medic, common vetch and red-stemmed filaree. Native woody plant species include coyote bush, two valley oaks, 5 coast live oaks, roses, and an orchard located in the southwest corner of the site. A blue line intermittent seasonal ephemeral drainage (tributary to the Santa Ynez River) bisects the subject parcel from north to south. This includes a swale with a central channel approximately 1 foot wide in the north-central portion of the property, which discharges into a constructed drainage in the south-central portion of the property.

Regulatory:

County Environmental Thresholds: The Santa Barbara County's Environmental Thresholds and Guidelines Manual (2008) includes guidelines for the assessment of biological resource impacts.

The following thresholds are applicable to this project:

Individual Native Trees: Project created impacts may be considered significant due to the loss of 10% or more of the trees of biological value on a project site.

Riparian Habitats: Project created impacts may be considered significant due to: direct removal of riparian vegetation; disruption of riparian wildlife habitat, particularly animal dispersal corridors and or understory vegetation; or intrusion within the upland edge of the riparian canopy leading to potential disruption of animal migration, breeding, etc. through increased noise, light and glare, and human or domestic animal intrusion; or construction activity which disrupts critical time periods for fish and other wildlife species.

Wetlands: Projects which result in a net loss of important wetland area or wetland habitat value, either through direct or indirect impacts to wetland vegetation, degradation of water quality, or would threaten the continuity of wetland-dependant animal or plant species are considered to have a potentially significant effect on the environment. Projects which substantially interrupt wildlife access, use and dispersal in wetland areas would typically be considered to have a potentially significant impact. Projects which disrupt the hydrology of wetlands systems would be considered to have a potentially significant impact.

Other Rare Habitat Types: The Manual recognizes that not all habitat-types found in Santa Barbara County are addressed by the habitat-specific guidelines. Impacts to other habitat types or species may be considered significant, based on substantial evidence in the record, if they substantially: (1) reduce or eliminate species diversity or abundance; (2) reduce or eliminate the quality of nesting areas; (3) limit reproductive capacity through losses of individuals or habitat; (4) fragment, eliminate, or otherwise disrupt foraging areas and/or access to food sources; (5) limit or fragment range and movement; or (6) interfere with natural processes, such as fire or flooding, upon which the habitat depends.

Impact Discussion:

(a, b) Less than significant impacts. Vegetation on the subject parcel was assessed in the following reports: 1) *Due Diligence Biological Assessment* (Rincon Consultants, September 28, 2009); 2) *Special Status Plant Species Survey* (LSA, Associates Inc., May, 2010); 3) *Wildlife Resources Survey* (Storrer Environmental Services, November 20, 2012), 4) *Jurisdictional Delineation Report* (Brett D. Hartman, PhD. July 22, 2013); and 5) *Biological Assessment of Ephemeral Drainage* (Storrer Environmental Services, March 1, 2013). To identify any plant species of concern, the surveys of the subject parcel were scheduled to coincide with known flowering periods. The surveys were conducted on March 30, 2010, March 17, 2010, November 18, 2012, and February 28, 2013.

According to the reports, the habitat identified on the site is limited to non-native grassland, dominated by rye grass and wild oats. Other dominant non-native species observed during the surveys included soft chess, barnyard barley, black medic, common vetch, and red-stemmed filaree. Native woody plant species were limited to scattered coyote bush, a single Fremont's cottonwood seedling, two mature ("specimen") Valley oak trees, five (5) coast live oak trees, and a clump of ornamental roses intermixed with immature valley oaks along the road shoulder of Refugio Road. No special status species plants were observed on the subject parcel. The proposed project would not result in a loss or disturbance to a unique, rare or threatened plant community, a reduction in the numbers or restriction in the range of any unique, rare or threatened species of plants. Impacts would be **less than significant.**

(d, f) Less than significant impacts. The non-native vegetation on the subject parcel is not of high habitat value. The introduction of herbicides, pesticides, animal life, and human habitation would not result in significant changes or hamper the existing habitat value on the subject parcel. The proposed project's preliminary landscaping plan has been designed to include primarily native, drought tolerant plants and trees including coast live oak trees lining the perimeter of the site, and a mixture of lavender, sage, lemonade berry, lilac and roses. The proposed landscaping would be low pollen producing to reduce allergic reactions of residents, and would provide summer shade and winter solar access for residences and outdoor recreation areas. As a result, impacts to non-native vegetation would be **less than significant.**

(c) Less than significant impact. A blue line intermittent seasonal ephemeral drainage is shown on the Santa Ynez USGS 7.5' topographic quadrangle. A swale with a central channel approximately 1 foot wide is located in the north-central portion of the property, which discharges into a constructed drainage in the south-central portion of the property. Field evidence indicates that although this swale collects and drains water, a continuous ordinary high water mark is not present, and the constructed drainages do not have direct hydrologic connectivity with down slope areas that discharge into the Santa Ynez River. In order to document the location and extent of wetlands on the subject parcel, a Jurisdictional Delineation Report was prepared (Brett D. Hartman, PhD, July 22, 2013).

Results of the report found the drainage swale to be dominated by facultative species that include perennial ryegrass, prickly lettuce, curly dock, and Mediterranean barley with birdfoot trefoil, Medusa head, wild oats and black mustard as associated species. Curly dock and Mediterranean barley are identified as Facultative Wetland Species (FACW). This vegetation meets the Army Corps of Engineers criteria for hydrophytic vegetation in the swale in the north-central portion of the property, but not in the constructed drainage in the south-central portion of the property. In addition, there is evidence of water flows. Therefore, the swale in the north-central portion of the subject parcel is considered to meet Santa Barbara County's definition of a wetland. This includes a total of 310 linear feet (0.078 acres) in the north central portion of the parcel. The entire swale and constructed drainage system meets the criteria for Central Coast Regional Water Quality Control Board (RWQCB) jurisdiction as "waters of the state". Neither the swale nor the constructed drainage meet the wetland criterion for U.S. Army Corps of Engineers or California Department of Fish and Wildlife.

The proposed project description includes a bio-treatment area which is designed to improve and enhance the existing swale and constructed drainage. The proposed grading plan would maintain the swale and constructed drainage in its current location. The plan for the bio-treatment area would be installed in accordance with the Conceptual Plan – Biotreatment Area, and would consist of establishing native wetland species in the vegetated swale, and establishing an adjacent upland area on the 3:1 side slopes. The water quality treatment and infiltration functions would be enhanced in the central vegetated swale by: 1) maintaining the natural substrate and installing a series of low check dams made from ornamental stone, or 2) placing an engineered soil (e.g. 80% sand and 20% organic matter) covered in a layer of chipped bark mulch. The site would then be vegetated with native species that are adapted to the low water flow conditions within the swale, are confirmed present within Santa Barbara County, are drought tolerant, and will provide dense cover that will trap sediments and provide a substrate for water quality treatment. This bio-treatment plan would result in a total of 0.18-acres of wetland creation and enhancement.

According to the bio-treatment plan, both the ecological function and human use values at the site would be enhanced within the adjacent uplands by selecting native plants that provide wildlife benefit and are aesthetically pleasing. These native species would be incorporated into the landscaping plan for the 3:1 slopes, and would provide forage for birds. Native oaks and western sycamores would be planted at low densities in the adjacent upland, to provide dispersed tree cover. In addition to the 0.18-acre of wetland creation and enhancement, the inclusion of an adjacent upland area in the bio-treatment area would act as an effective buffer, create enhanced shaded areas, and improve habitat functions.

Figure 4.4-1: Location of Planting Areas within the Bio-Treatment Area (Source: Conceptual Plan-Bio-Treatment Area, July 2013)

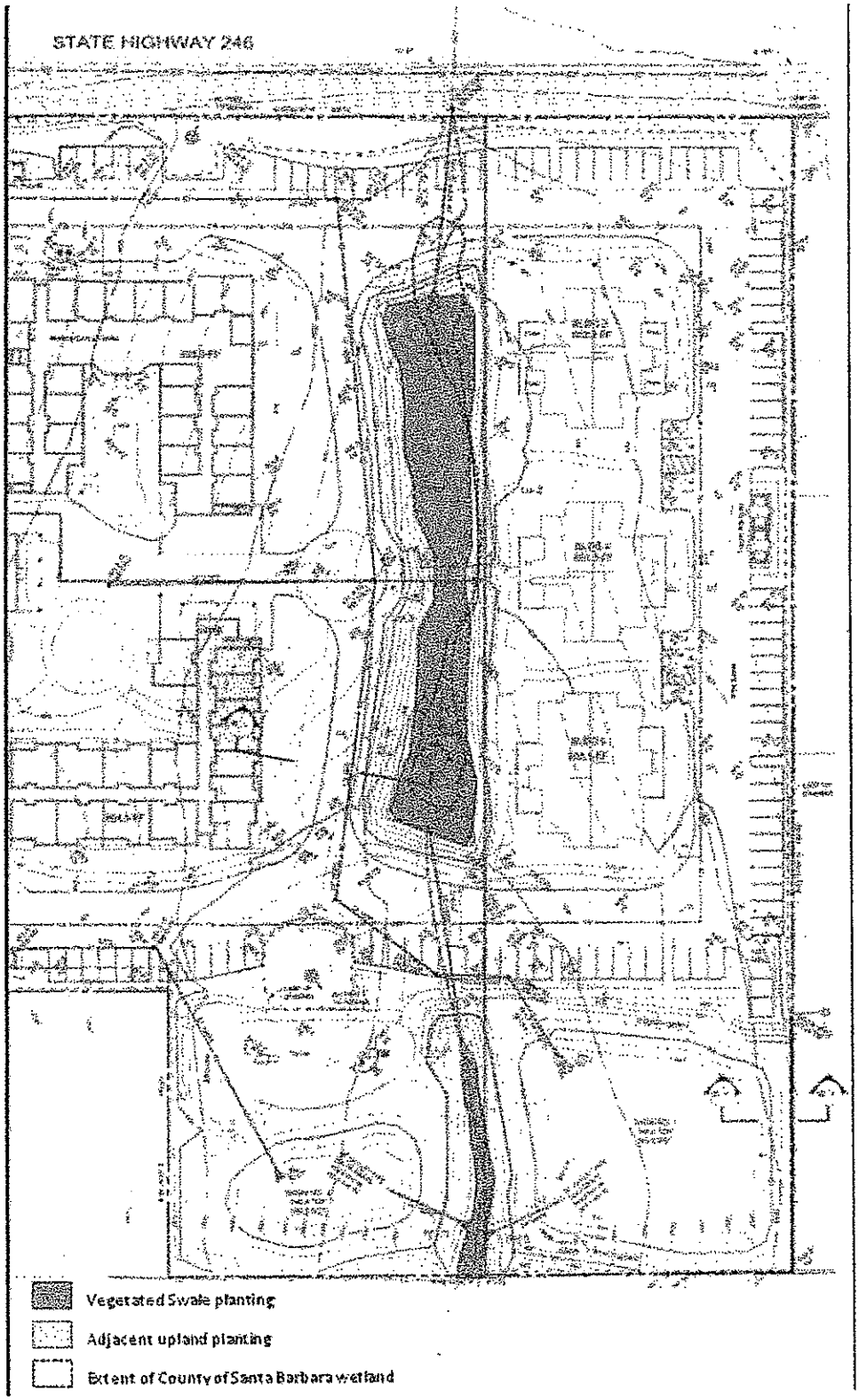
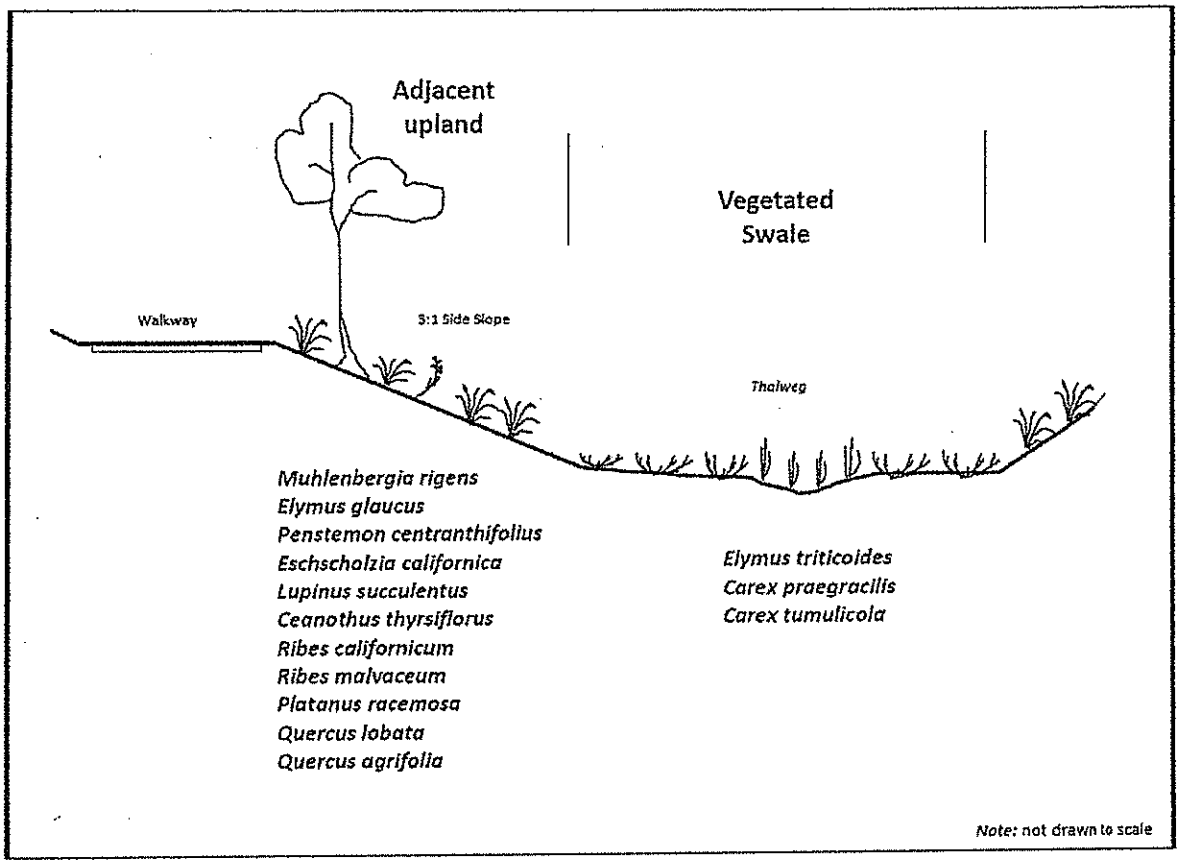


Figure 4.4-2: Profile Diagram for the Bio-Treatment Area (Source: Conceptual Plan - Bio-Treatment Area, July 2013)



Santa Ynez Valley Community Plan Development Standard BIO-SYV-4.6 states: "to protect Coastal and Valley Freshwater Marsh, Southern Vernal Pools, and other types of wetland habitats, land use development proposals shall include a minimum setback of 50 feet in the urban and inner-rural areas and 100 feet in the rural areas unless this would preclude reasonable use of the outer edge of the habitat and can be adjusted on a case-by-case basis depending on the quality of the habitat and the presence of special status species or other sensitive biological resources".

Although the swale meets the County definition of a wetland, it: 1) does not provide significant wetland functions and values; 2) is dominated by non-native plant species; 3) is not a sensitive habitat type as defined by the California Natural Diversity Database (CNDDB) or by the Santa Ynez Valley Community Plan, and 4) does not provide significant habitat for wildlife or special-status species. The wetland does serve to provide drainage within the Santa Ynez River watershed. The proposed project would be setback at a minimum of 30 feet from the top-of-bank of the drainage swale. Since the quality of habitat is low, and the proposed project would enhance this area through implementation of the bio-treatment plan including the planting of wetland and upland native plants, the proposed project would not result in a reduction in the extent, diversity, or quality of native vegetation (including brush removal for fire prevention and flood control improvements). Impacts would be **less than significant.**

(e) Less than significant with mitigation. The subject parcel contains two mature ("specimen") valley oak trees, and five (5) coast live oak trees. These trees are not proposed to be removed as a part of the proposed project. However, there is a potential for these trees to become accidentally damaged during grading and construction activities. Therefore, a mitigation measure has been added requiring protection of onsite oak trees during grading and construction activities. With incorporation of the tree protection plan, impacts to existing native trees would be **less than significant.**

(g-k) Less than significant impacts. A Wildlife Resources survey (Storrer Environmental Services, dated November 20, 2012) was completed for the proposed project. According to the report, seven (7) bird species were observed: turkey vulture, black phoebe, loggerhead shrike, American crow, yellow-rumped warbler, white-crowned sparrow, and western meadowlark. Burrows of Botta's pocket gopher were abundant and widespread. One California ground squirrel burrow was identified. Gray fox scat was identified. Two reptile species, western fence lizard and southern alligator lizard were observed.

One species of special concern, a loggerhead shrike, was observed on the subject parcel during the field survey completed on November 18, 2012. This species is widespread in both the interior and coastal areas of Santa Barbara County during the winter. There are no recent nesting records for loggerhead shrike in Santa Ynez Valley. No known special status, endangered, or threatened species are located on the subject parcel, and nesting habitat is limited and of better quality elsewhere in the vicinity. Therefore, the proposed project would not cause a reduction in the diversity or numbers, a restriction in the range, or an impact to the critical habitat of any unique, rare, threatened or endangered species of animals.

The subject parcel is located within the designated urban area of the township of Santa Ynez. The adjacent highway, roadways, residences, and commercial development present significant barriers to dispersal and migration to and from the site for non-flying species. The size of the parcel is also a limiting factor in sustaining populations of most wildlife species. In addition, recurring disturbance through mowing of the site has served as a deterrent to establishing permanent or seasonal populations of most vertebrate species.

The ephemeral drainage is seasonal (only contains water during precipitation events), and lacks both in-stream and bank vegetation (trees or shrubs) that would afford cover for wildlife. This characteristic, in addition to its small size, ephemeral nature, and context (i.e. surrounded by residential and commercial development), suggests that the drainage does not function as a dispersal or migration corridor for wildlife. As a result, the proposed project would not cause a deterioration of existing fish or wildlife habitat or introduce barriers or other factors (light, fencing, noise, human presence and/or domestic animals) to movements of any resident or migratory fish or wildlife species. Impacts would be **less than significant.**

Cumulative Impacts: The proposed project would occur on a site containing no sensitive plant communities or habitat for rare or endangered species. Therefore, the proposed project would have no cumulatively considerable effect on biological resources.

Mitigation and Residual Impact: Adherence to the following mitigation measures would reduce impacts to Biological Resources to less than significant, (Class II).

3. **Bio-01b Tree Protection Plan – Construction Component.** The Owner / Applicant shall submit a Tree Protection Plan (TPP) prepared by a P&D-approved arborist and/or biologist and designed to protect native oak trees which could potentially be damaged as a result of construction related activities. The Owner Applicant shall comply with and specify the following as notes on the TPP and Grading and Building Plans:

    1. Fencing of all trees to be protected at least six feet outside the dripline with chain-link or other material satisfactory to P&D (e.g. temporary orange construction fencing). Fencing at least 3 ft. in high, staked to prevent any collapse, and with signs identifying the protection area placed in 15-ft intervals on the fencing.

    2. Fencing/staking/signage shall be maintained throughout all grading and construction activities.

    3. All trees located within 25 ft of buildings shall be protected from stucco and/or paint during construction.

    4. No irrigation is permitted within 6 ft of the dripline of any protected tree unless specifically authorized.

5. The following shall be completed only by hand and under the direction of a P&D approved arborist/biologist:

   a. Any trenching required within the dripline or sensitive root zone of any specimen.
   b. Cleanly cutting any roots of one inch in diameter or greater, encountered during grading or construction.
   c. Tree trimming.

6. Special equipment: If the use of hand tools is deemed infeasible by P&D, P&D may authorize work with rubber-tired construction equipment weighing five tons or less. If significant large rocks are presnt, or if spoil placement will impact surrounding trees, then a small tracked excavator (i.e., 215 or smaller track hoe) may be used as determined by P&D staff and under the direction of a P&D approved biologist.

7. The following are not permitted:
   a. Cutting any roots of one inch in diameter or greater.
   b. Tree removal and trimming.

8. Grading shall be designed to avoid ponding and ensure proper drainage within driplines of oak trees.

PLAN REQUIREMENTS: The Owner/Applicant shall: (1) submit the TPP; (2) Include all applicable components in Tree Replacement Plan and/or Landscape and Irrigation Plans if these are required; (3) include as notes or depictions all plan components listed above, graphically depicting all those related to earth movement, construction, and temporarily and/or permanently installed protection measures.**TIMING:** The Owner/Applicant shall comply with this measure prior to issuance of zoning clearance. Plan components shall be included on all plans prior to the issuance of [GRADING / BUILDING] permits. The Owner/Applicant shall install tree protection measures onsite prior to issuance of grading/building permits and pre-construction meeting.

MONITORING: The Owner/Applicant shall demonstrate to P&D compliance monitoring staff that trees identified for protection were not damaged or removed or, if damage or removal occurred, that correction is completed as required by the TPP prior to Final Building Inspection Clearance.

4.5 CULTURAL RESOURCES

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
Archaeological Resources					
a. Disruption, alteration, destruction, or adverse effect on a recorded prehistoric or historic archaeological site (note site number below)?			X		
b. Disruption or removal of human remains?			X		
c. Increased potential for trespassing, vandalizing, or sabotaging archaeological resources?			X		
d. Ground disturbances in an area with potential cultural resource sensitivity based on the location of known historic or prehistoric sites?			X		
Ethnic Resources					
e. Disruption of or adverse effects upon a prehistoric or historic archaeological site or property of historic or cultural significance to a community or ethnic group?			X		
f. Increased potential for trespassing, vandalizing, or sabotaging ethnic, sacred, or ceremonial places?			X		
g. The potential to conflict with or restrict existing religious, sacred, or educational use of the area?			X		

Existing Setting:

Physical: For at least the past 10,000 years, the area that is now Santa Barbara County has been inhabited by Chumash Indians and their ancestors. Based on records on file at P&D and a Phase 1 Archaeological Survey Report completed by Applied Earthworks, Inc., dated August, 2006, no cultural resources are located on the subject parcel.

County Environmental Thresholds: The County Environmental Thresholds and Guidelines Manual contains guidelines for identification, significance determination, and mitigation of impacts to important cultural resources. Chapter 8 of the Manual, the *Archaeological Resources Guidelines: Archaeological, Historic and Ethnic Element,* specifies that if a resource cannot be avoided, it must be evaluated for importance under CEQA. CEQA Section 15064.5 contains the criteria for evaluating the importance of archaeological and historical resources. For archaeological resources, the criterion usually applied is: (D), "Has yielded, or may be likely to yield, information important in prehistory or history. A project that may cause a substantial adverse effect on an archaeological resource may have a significant effect on the environment.

Impact Discussion:

(a-c) Less than significant impact. A map and records check for the proposed project was conducted at the Central Coast Information Center, University of Santa Barbara, California (CCIC) on August 1, 2006. The results indicate that no previously recorded prehistoric or historic archaeological sites are located on or adjacent to the subject parcel. A Phase 1 survey of the project area was conducted on July 27, 2006. No artifacts, features, or other evidence of prehistoric or historical archaeological resources were observed during the survey. The Phase I survey and background research was considered sufficient to determine that no cultural resources are present within the project area, and no additional sub-surface testing was required.

Based on this information, the proposed project is not considered to have the potential to impact significant or important prehistoric or historic cultural remains as defined in the County Cultural Resource

Guidelines. Therefore, the proposed project would not be expected to disrupt, alter, destroy or adversely affect a recorded prehistoric or historic archaeological site, disrupt or remove human remains, or increase the potential for trespassing, vandalizing, or sabotaging archaeological resources. As a result, impacts would be **less than significant.**

(e-g) Less than significant impact. There are no known religious, sacred, or educational sites on the subject parcel. Based on the results of the Phase 1 survey, the proposed project is not expected to adversely affect a prehistoric or historic archaeological site or property of historic or cultural significance to a community or ethical group. There would not be an increased potential for trespassing, vandalizing, or sabotaging ethnic, sacred or ceremonial places. As a result, impacts would be **less than significant.**

Cumulative Impacts: The proposed project is limited to the scope of the project description, and is not part of any larger planned development. Any potential disturbance would be mitigated to less than significant levels and would not have any cumulatively considerable effect on the County's cultural resources.

Mitigation and Residual Impact: No mitigation is required. Residual impacts would be **less than significant.**

4.6 ENERGY

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Substantial increase in demand, especially during peak periods, upon existing sources of energy?			X		
b. Requirement for the development or extension of new sources of energy?			X		

Existing Setting:

Physical: The subject parcel is undeveloped. Electricity is provided to the subject parcel by Pacific Gas and Electric (PG&E), and natural gas is provided by the Southern California Gas Company.

Regulatory:

County Environmental Thresholds: The County has not identified significance thresholds for electrical and/or natural gas service impacts (Thresholds and Guidelines Manual). Private electrical and natural gas utility companies provide service to customers in Central and Southern California, including the unincorporated areas of Santa Barbara County.

Impact Discussion:

(a,b) Less than significant impacts. The proposed project consists of the construction of a total of 109,741 gross sq. ft. of structural development as follows: 1) Two-story assisted living/memory care facility of approximately 36,991 gross sq. ft. in size with a building height of 27 feet; 2) Two-story independent living/senior ~~day care/~~community center & administrative offices building of approximately 48,067 gross sq. ft. with a maximum height of 29 feet, and 3) Two-story low income employee/family apartments (~~28~~ 27 units totaling 24,442 sq. ft.) with a maximum height of 24 feet. The proposed project would result in a total of 148 units. The proposed energy use is estimated in table 4.6-1 as follows:

Table 4.6-1 Energy Use

Multiplier	Project Demand
Natural Gas (13.7 million BTU per capita/resident per unit[1])	(148 units x 13.7 million BTU per unit) = 2,027.60 million BTU per unit per year
Electricity (7.4MWh/yr/home (PG&E)	(148 units x 7.4 MWh/yr/unit) = 1,095.20 megawatt hours per year

The County has not identified significance thresholds for electrical and/or natural gas service impacts (Thresholds and Guidelines Manual). However, the applicant has obtained service provider letters from the Southern California Gas Company and PG&E. The proposed project would not result in a substantial increase in energy demand especially during peak periods and no development or extension of new energy sources would be required. In summary, the project would have minimal long term energy requirements, and no adverse impacts would result.

Cumulative Impacts: The project's contribution to the regionally significant demand for energy is not considerable, and is therefore less than significant.

Mitigation and Residual Impact: No mitigation is required. Residual impacts would be less than significant.

4.7 FIRE PROTECTION

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Introduction of development into an existing high fire hazard area?			X		
b. Project-caused high fire hazard?			X		
c. Introduction of development into an area without adequate water pressure, fire hydrants or adequate access for fire fighting?			X		
d. Introduction of development that will hamper fire prevention techniques such as controlled burns or backfiring in high fire hazard areas?			X		
e. Development of structures beyond safe Fire Dept. response time?			X		

Existing Setting:

Physical: Fire response services for the project would be provided by Santa Barbara County Fire Station #32 (906 Airport Road, Santa Ynez). Fire response time from this fire station is approximately five minutes. High fire hazard areas are those regions of the County that are exposed to significant fuel loads, such as large areas of undisturbed native/naturalized vegetation. Standard Santa Barbara County Fire Department requirements for commercial and residential development in designated high fire hazard areas are applicable to this property.

County Environmental Thresholds: Predictions about the long-term effects of global climate change in California include increased incidence of wildfires and a longer fire season, due to drier conditions and warmer temperatures. Any increase in the number or severity of wildfires has the potential to impact resources to fight fires when they occur, particularly when the state experiences several wildfires simultaneously. Such circumstances place greater risk on development in high fire hazard areas.

[1] http://apps1.eere.energy.gov/states/residential.cfm/state=CA#ng

The following County Fire Department standards are applied in evaluating impacts associated with the proposed development:

- The emergency response thresholds include Fire Department staff standards of one on-duty firefighter per 4000 persons (generally 1 engine company per 12,000 people, assuming three fire fighters per station). The emergency response time standard is approximately 5-6 minutes.

- Water supply thresholds include a requirement for 750 gpm at 20 psi for all single family dwellings.

- The ability of the County's engine companies to extinguish fires (based on maximum flow rates through hand held line) meets state and national standards assuming a 5,000 square-foot structure. Therefore, in any portion of the Fire Department's response area, all structures over 5,000 square-feet are an unprotected risk (a significant impact) and therefore should have internal fire sprinklers.

- Access road standards include a minimum width (depending on number of units served and whether parking would be allowed on either side of the road), with some narrowing allowed for driveways. Cul-de-sac diameters, turning radii and road grade must meet minimum Fire Department standards based on project type.

- Two means of egress may be needed and access must not be impeded by fire, flood, or earthquake. A potentially significant impact could occur in the event any of these standards is not adequately met.
- Vegetation clearance requirements:

    - **Zone 1** – Extends 30 feet out from buildings, structures, decks, etc. Remove all flammable vegetation or other combustible growth within 30 feet of any structure or within 50 feet of any structure in areas determined to be high hazard. Single trees, ornamental shrubbery or cultivated ground covers may be permitted provided they are maintained in such a manner that they do not readily transmit fire from native vegetation to the structure.

    - **Zone 2** – Thin out and remove additional vegetation an additional 70 feet from the structure for a total of 100 feet. The inspecting officer may require an additional 100 feet of thinning or removal (for a total of 200 feet) due to high fire hazard.

Note – Special attention should be given to the use and maintenance of ornamental plants known or thought to be high hazard plants when used in close proximity to structures. Examples include Acacia, Cedar, Cypress, Eucalyptus, Juniper, Pine, and pampas grass. These plantings should be properly maintained and not allowed to be in mass plantings that could transmit fire from the native growth to any structure.

Impact Discussion:

(a-e) Less than Significant Impact: The subject parcel is served by Santa Barbara County Fire Station # 32, located at 906 Airport Road off of Highway 246 in Santa Ynez. The proposed project would not cause a significant fire hazard as it would be constructed and permitted in accordance with Santa Barbara County Fire Department requirements. Fire Department requirements include the following: 1) the use of fire-resistant materials for new exterior construction, 2) all access ways shall be installed and made serviceable, 3) approval of plans for stored water fire protection system; and 4) installation of interior automatic fire sprinkler systems. Compliance with the Fire Department's letter dated January 4, 2013 would ensure that all conditions regarding Fire Protection would be met, and that impacts would be **less than significant.**

(d) Less than Significant Impact: The project would not affect fire prevention techniques such controlled burns or backfires.

Cumulative Impacts: The proposed project's contribution to cumulative impacts is considered adverse but not significant with implementation of Fire Department standard conditions including the payment of development impact mitigation fees. Fees from new development will fund fire protection facilities and/or additional firefighter positions, as deemed necessary.

Mitigation and Residual Impact: No mitigation is required. Residual impacts would **be less than significant.**

4.8 GEOLOGIC PROCESSES

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Exposure to or production of unstable earth conditions such as landslides, earthquakes, liquefaction, soil creep, mudslides, ground failure (including expansive, compressible, collapsible soils), or similar hazards?			X		
b. Disruption, displacement, compaction or overcovering of the soil by cuts, fills or extensive grading?		X			
c. Exposure to or production of permanent changes in topography, such as bluff retreat or sea level rise?			X		
d. The destruction, covering or modification of any unique geologic, paleontologic or physical features?			X		
e. Any increase in wind or water erosion of soils, either on or off the site?		X			
f. Changes in deposition or erosion of beach sands or dunes, or changes in siltation, deposition or erosion which may modify the channel of a river, or stream, or the bed of the ocean, or any bay, inlet or lake?		X			
g. The placement of septic disposal systems in impermeable soils with severe constraints to disposal of liquid effluent?			X		
h. Extraction of mineral or ore?			X		
i. Excessive grading on slopes of over 20%?			X		
j. Sand or gravel removal or loss of topsoil?		X			
k. Vibrations, from short-term construction or long-term operation, which may affect adjoining areas?		X			
l. Excessive spoils, tailings or over-burden?		X			

Existing Setting:

Physical: The project site is located in a portion of the County that is identified in the Seismic Safety and Safety Element as having a low potential for liquefaction, landslides, soil creep, compressible/collapsible soils and high groundwater. The project site has a moderate potential for expansive soils and a high potential for seismic/tectonic activity. Its overall geological problems index is Category II (low to moderate).

Regulatory:

County Environmental Thresholds: Pursuant to the County's Adopted Thresholds and Guidelines Manual, impacts related to geological resources may have the potential to be significant if the proposed project involves any of the following characteristics:

1. The project site or any part of the project is located on land having substantial geologic constraints, as determined by Planning and Development, and the Department of Public Works. Areas constrained by geology include parcels located near active or potentially active faults and property underlain by rock types associated with compressible/collapsible soils or susceptible to landslides or severe erosion. "Special Problems" areas designated by the Board of Supervisors have been established based on geologic constraints, flood hazards and other physical limitations to development.

2. The project results in potentially hazardous geologic conditions such as the construction of cut slopes exceeding a grade of 1.5 horizontal to 1 vertical.

3. The project proposes construction of a cut slope over 15 feet in height as measured from the lowest finished grade.

4. The project is located on slopes exceeding 20% grade.

Impact Discussion:

(a) Less than Significant Impact: The proposed project would be constructed on slopes of less than 10%. Category II lands have relatively minor problems (except possibly seismic shaking) and would be suitable for all types of development. A soils report would be required by the Building and Safety Division to ensure proper building techniques are implemented to ensure structural soundness per current seismic standards. Therefore, the proposed project would not be exposed to or produce unstable earth conditions such as landslides, earthquakes, liquefaction, soil creep, mudslides, ground failure (including expansive, compressible, collapsible soils), or similar hazards and impacts would be **less than significant**.

(b, e, j, l) Less than significant impacts with mitigation. Earthwork for the proposed project would be balanced onsite and would consist of approximately 15,000 cu. yd. cut, and 15,000 cu. yd. fill. The grading and site preparation activities associated with the proposed project could have potentially significant impacts associated with increased wind or water erosion of the site. In order to mitigate potentially significant impacts resulting from proposed grading activities, Mitigation Measure #4 below requires submittal of an Erosion and Sediment Control Plan (ESCP) using Best Management Practices (BMP) designed to stabilize the site, prevent erosion, and convey storm water runoff to existing drainage systems keeping contaminants and sediments onsite. The Erosion and Sediment control plan would be a part of the Grading Plan submittal. In addition, the project includes the installation of a bio-treatment area within the drainage swale which would be designed for water quality and infiltration functions. With incorporation of these measures there would be no disruption, displacement, compaction or over-covering of the soil by cuts, fills or extensive grading, nor an increase in wind or water erosion of on- or off-site soils. Impacts would be **less than significant**.

(c, d, g-i) Less than significant impacts. The project would not result in exposure to or production of permanent changes in topography, such as bluff retreat or sea level rise. The subject parcel does not contain any unique geologic, paleontologic or physical features. No septic disposal systems are proposed, and the extraction of ore and minerals would not occur. No grading on slopes over 20% is proposed. Therefore, impacts would be **less than significant.**

(f) Less than Significant with Mitigation: As described in the Biological Resources section, a blue line intermittent seasonal ephemeral drainage (tributary to the Santa Ynez River) bisects the subject parcel from north to south. This includes a swale with a central channel approximately 1 foot wide in the north-central portion of the property, which discharges into a constructed drainage in the south-central portion of the property. The proposed project description includes a bio-treatment area which is designed to improve and enhance the existing swale and constructed drainage. The proposed grading plan would maintain the swale and constructed drainage in its current location. The drainage system associated with the proposed project would accommodate the existing storm water runoff which flows from the adjacent parcels to the north into

the drainage swale on the subject parcel, as well as all of the runoff associated with the proposed project. As a result, the historic drainage patterns within the project site area would remain unchanged.

The plan for the bio-treatment area would consist of establishing native wetland species in the vegetated swale, and establishing an adjacent upland area on the 3:1 side slopes. The water quality treatment and infiltration functions would be enhanced in the central vegetated swale by: 1) maintaining the natural substrate and installing a series of low check dams made from ornamental stone; or 2) placing an engineered soil (e.g. 80% sand and 20% organic matter) covered in a layer of chipped bark mulch. The site would then be vegetated with native species that are adapted to the low water flow conditions within the swale, are confirmed present within Santa Barbara County, are drought tolerant and would provide dense cover to trap sediments and provide a substrate for water quality treatment. The vegetated swale would consist of a total of 0.18-acres of wetland creation and enhancement.

Through the construction process and the development of impervious surfaces, the proposed project could adversely affect surface water quality and quantity by creating additional runoff, which in turn creates more erosion. With the incorporation of mitigation measure #4 requiring the implementation of Best Management Practices (BMP's) into the projects design, and the development of the proposed bio-treatment area, the potential of adversely affecting water run-off quality and quantity would be reduced to **less than significant levels.**

(k) Less than Significant with Mitigation: Construction of the proposed project is likely to produce minor ground vibration associated with movement of large equipment and excavation. The nearest sensitive receptors (private residences and a school) are located adjacent to the south and to the west of the subject parcel, at a distance of approximately 50 feet. Due to the proximity of these nearby sensitive noise receptors a mitigation measure has been added in Section 4.12 - Noise (mitigation measure #5) which restricts construction hours to 8 a.m. to 5 p.m. With implementation of this mitigation measure, the ground vibration involved in the proposed construction would reduce disturbances to nearby residences to **less than significant levels.**

Cumulative Impacts: The proposed project would occur in a previously developed area, would not result in any significant geologic impacts, and would have no cumulatively considerable effect on geologic hazards within the County

Mitigation and Residual Impact: The following mitigation measures would reduce the project's geological impacts to a **less than significant level.** Residual impacts would be **less than significant.**

4. **Geo-02 Erosion and Sediment Control Plan.** Grading and erosion and sediment control plans shall be designed to minimize erosion during construction and shall be implemented for the duration of the grading period and until re-graded areas have been stabilized by structures, long-term erosion control measures or permanent landscaping. The Owner/Applicant shall submit an Erosion and Sediment Control Plan (ESCP) using Best Management Practices (BMP) designed to stabilize the site, protect natural watercourses/creeks, prevent erosion, convey storm water runoff to existing drainage systems keeping contaminants and sediments onsite. The Erosion and Sediment control plan shall be a part of the Grading Plan submittal and will be reviewed for its technical merits by P&D. Information on Erosion Control requirements can be found on the County web site re: Grading Ordinance Chapter 14 (www.countysb.org/goverment/county ordinance code Chapter 14 14-9 and 14-29 – refer to Erosion and Sediment Control Plan Requirements.)

   PLAN REQUIREMENTS: The grading and erosion and sediment control plan(s) shall be submitted for review and approved by P&D prior to approval of Land Use Permits/Zoning Clearances. The plan shall be designed to address erosion and sediment control during all phases of development of the site until all disturbed areas are permanently stabilized. TIMING: The plan shall be implemented prior to the commencement of and throughout grading/construction.

MONITORING: P&D staff shall perform site inspections throughout the construction phase.

4.9 HAZARDOUS MATERIALS/RISK OF UPSET

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. In the known history of this property, have there been any past uses, storage or discharge of hazardous materials (e.g., fuel or oil stored in underground tanks, pesticides, solvents or other chemicals)?			X		
b. The use, storage or distribution of hazardous or toxic materials?			X		
c. A risk of an explosion or the release of hazardous substances (e.g., oil, gas, biocides, bacteria, pesticides, chemicals or radiation) in the event of an accident or upset conditions?			X		
d. Possible interference with an emergency response plan or an emergency evacuation plan?			X		
e. The creation of a potential public health hazard?			X		
f. Public safety hazards (e.g., due to development near chemical or industrial activity, producing oil wells, toxic disposal sites, etc.)?			X		
g. Exposure to hazards from oil or gas pipelines or oil well facilities?			X		
h. The contamination of a public water supply?			X		

Existing Setting:

Physical: The subject parcel is undeveloped and does not contain any known hazardous materials. For properties which are known, or discovered, to contain hazardous materials are subject to the removal and/or treatment requirements of the California Fire Code. Within the County, the ~~Fire Department's~~ Environmental Health Services Hazardous Materials Unit (HMU) must review and approve any proposed plan to decontaminate a site found to contain a hazardous material.

Regulatory:

County Environmental Thresholds: The County's safety threshold addresses involuntary public exposure from projects involving significant quantities of hazardous materials. The threshold addresses the likelihood and severity of potential accidents to determine whether the safety risks of a project exceed significant levels.

Impact Discussion:

(a-e) Less than Significant Impact: All facilities that handle virgin or waste hazardous materials in quantities subject to the State Hazardous Materials Business Plan (HMBP) reporting requirements are required to prepare and submit a HMBP to the Santa Barbara County Fire Department. The owner/operator of a facility must complete and submit a HMBP for each site where any individual hazardous material or mixture containing a hazardous material is present at or above its reporting threshold at any time during the reporting year.

The reporting thresholds are:

1. 500 pounds or more of any solid hazardous material.

2. For liquid hazardous materials:

    a. More than 55 gallons of any type or 275 gallons aggregate quantity on site for lubricating oils as defined by Health and Safety Code Section 25503.5(b)(2)(B.).

    b. 55 gallons or more of any other liquid including waste oil.

3. For hazardous material gases:

    a. More than 1,000 cubic feet (at standard temperature and pressure) of Oxygen, Nitrogen, or Nitrous Oxide stored/handled at a physician, dentist, podiatrist, veterinarian, or pharmacist's place of business.

    b. More than 300 gallons of propane used for the sole purpose of heating the employee working areas within the facility.

    c. 200 cubic feet or more of any other gas.

4. Amounts of radioactive materials requiring an emergency plan under Parts 30, 40, or 70 of Title 10 Code of Federal Regulations or applicable quantities specified in items 1, 2, or 3, above, whichever amount is smaller.

The proposed housing project would not store any hazardous materials onsite in quantities which would meet the thresholds identified above. The types of household cleansers and chemicals used in association with the project would not be categorized as hazardous. Therefore, the County Fire Department would not require an HMBP for the proposed project. There are no known toxic disposal sites or active oil wells located on the subject parcel. The proposed project would not involve the exposure to hazards from oil or gas pipelines or oil well facilities. The project would not interfere with any emergency evacuation plans. As a result, impacts to public health or safety resulting from the proposed project would be **less than significant.**

(f-h) No Impacts: No oil and/or gas pipelines or facilities are located on, or near, the subject parcel. Therefore, the proposed project would **not impact** public safety, exposure to hazards, or contaminate the public water supply.

Cumulative Impacts: The proposed project would not result in significant impacts with respect to hazardous materials and/or risk of upset. Project contribution to cumulative effects on safety within the Santa Ynez Valley and the project vicinity would be less than significant.

Mitigation and Residual Impact: No mitigation is required. Residual impacts would **be less than significant.**

4.10 HISTORIC RESOURCES

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Adverse physical or aesthetic impacts on a structure or property at least 50 years old and/or of historic or cultural significance to the community, state or nation?				X	
b. Beneficial impacts to an historic resource by providing rehabilitation, protection in a conservation/open easement, etc.?				X	

Existing Setting:

Physical: The subject parcel does not contain any structures, agricultural cultivation, or formal landscaping. Historically, the parcel was developed with a single family residence (demolished in 2006), and agricultural cultivation (row crops, orchards) which also ceased in 2006.

Regulatory:

Environmental Threshold: Historic Resource impacts are determined through use of the County's Cultural Resources Guidelines. A significant resource a) possesses integrity of location, design, workmanship, material, and/or setting; b) is at least fifty years old, and c) is associated with an important contribution, was designed or built by a person who made an important contribution, is associated with an important and particular architectural style, or embodies elements demonstrating outstanding attention to detail, craftsmanship, use of materials, or construction methods.

Impact Discussion:

(a,b) No Impacts. No structures or formal landscape features currently exist on the project site. As a result, no impacts to historic resources are anticipated.

Cumulative Impacts:
Since the project would not result in any substantial change in the historic character of the site, it would not have any cumulatively considerable effect on the region's historic resources.

Mitigation and Residual Impact: No mitigation is required. Residual impacts would **be less than significant.**

4.11 LAND USE

Will the proposal result in:	Potcn. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Structures and/or land use incompatible with existing land use?			X		
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X		
c. The induction of substantial growth or concentration of population?			X		
d. The extension of sewer trunk lines or access roads with capacity to serve new development beyond this proposed project?				X	
e. Loss of existing affordable dwellings through demolition, conversion or removal?				X	
f. Displacement of substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X	
g. Displacement of substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X	
h. The loss of a substantial amount of open space?			X		
i. An economic or social effect that would result in a physical change? (i.e. Closure of a freeway ramp results in isolation of an area, businesses located in the vicinity close, neighborhood degenerates, and buildings deteriorate. Or, if construction of new freeway divides an existing community, the construction would be the physical change, but the economic/social effect on the community would be the basis for determining that the physical change would be significant.)			X		
j. Conflicts with adopted airport safety zones?			X		

Existing Setting:

Physical: The subject parcel is located on the southeast corner of Highway 246 and Refugio Road, approximately 2 ½ miles west of the Highway 154/246 intersection. The property is located in the urban township area as designated by the Santa Ynez Valley Community Plan (SYVCP), and is undeveloped. The LUDC defines the urban area as "an area shown on the Comprehensive Plan maps within which is permitted the development of residential, commercial, and industrial activities, and their related uses and structures". The subject parcel is located within the SYVCP Design Control Overlay established for the SR 246 view corridor, and is bordered on the south, east and west by parcels zoned residential. The parcel to the north (across Hwy 246) is zoned commercial and developed with the Channel Islands YMCA. The overall visual characteristics of the area includes a mixture of commercial development (Channel Islands YMCA, Valley Gardens Mobile Home Park, El Rancho Market, Santa Ynez High School, Valley Christian Academy), and residentially developed parcels.

Regulatory:

County Environmental Thresholds: The Thresholds and Guidelines Manual contains no specific thresholds for land use. Generally, a potentially significant impact can occur if a project as proposed is potentially inconsistent with policies and standards adopted by an agency for the purposes of environmental protection or would result in substantial growth inducing effects.

Impact Discussion:

(a) Less than significant impact. The proposed project includes a total of 109,741gross sq. ft. of structural development as follows: 1) Two-story assisted living/memory care facility of approximately 36,991 gross sq. ft. in size with a building height of 27 feet; 2) Two-story independent living/senior ~~day care/~~community center & administrative offices building of approximately 48,067 gross sq. ft. with a maximum height of 29 feet, and 3) Two-story low income employee/family apartments (~~28~~ 27 units totaling 24,442 sq. ft.) with a maximum height of 24 feet.

The proposed project would be highly visible from Highway 246 and surrounding properties. The proposed structural development is designed to match the western feel of Santa Ynez with design elements such as corrugated metal roofs, wooden siding, stone veneer, and cement plaster. In accordance with LUDC requirements for development plans, the proposed project was reviewed conceptually by the Central Board of Architectural Review (BAR) on November 9, 2012. The BAR was generally supportive of the project's design, and commented that the site plan is well-conceived, including circulation, for this large development on a prominent corner. Architecturally, the materials fit the rural character at a pedestrian scale. Aesthetic issues are discussed in further detail in section 4.1, above.

Land uses within the project site area include the Channel Islands YMCA, Santa Ynez High School, Valley Gardens Mobile Home Park, Santa Ynez Valley Christian Academy, and low density residential development located on parcels of approximately 1-acre in size. The proposed project would include both independent living and memory care facilities for senior citizens. Twenty-eight low income employee/family apartments would be provided. The proposed land uses associated with the project are compatible with existing development within the project site area. The proposed design residential and general commercial zoning would be compatible with the existing residential and commercial zone districts in this area of the County, and the project is required to obtain final BAR approval prior to zoning clearance issuance. Therefore, the proposed project would be compatible with existing land uses and impacts would be **less than significant.**

(b) Less than significant impact. Following approval of the proposed rezone and general plan amendment, the proposed project would conform to the Santa Barbara County Land Use and Development Code (LUDC). The subject parcel is located within the Santa Ynez Community Plan urban township area and is therefore subject to all applicable goals, policies, actions, and development standards contained therein. With application of mitigation measures contained in this document, and upon approval of the proposed general plan amendment and rezone, the proposed project would be consistent with the County's Comprehensive Plan including the Santa Ynez Valley Community Plan. Impacts would be **less than significant.**

(c) Less than significant impact. The proposed project would provide a combination of senior and low income housing for approximately 220 residents. The addition of 180 people would not be considered as an induction of substantial growth or concentration, and impacts would be **less than significant.**

(d-g) No impacts. The proposed project would be served by the Santa Ynez Community Services District and would not require the extension of sewer trunk lines or access roads with capacity to serve new development beyond the proposed project. The project would create additional senior and low income housing in an area which is currently lacking these amenities. The subject parcel is vacant and therefore, no people or housing would be displaced as a result of the proposed project.

(h-j) Less than significant impacts. The subject 7.3 gross acre parcel is undeveloped, and is not identified within the Santa Ynez Valley Community Plan as open space to be preserved. The subject parcel is located in an urban area which is surrounded on all sides by a combination of commercial and residential uses. The proposed project includes the development of three common open space areas for use by the residents of the facility as well as the preservation and enhancement of a blue line intermittent seasonal ephemeral drainage (tributary to the Santa Ynez River) which bisects the subject parcel from north to south. Therefore, the development of the parcel would not result in the loss of a substantial amount of open space.

The proposed project would not result in an economic or social effect that would result in a physical change such as the closure of a freeway ramp which isolates an area, or degeneration of nearby neighborhoods or buildings. The Santa Ynez Airport is located approximately one mile east of the subject parcel, but the project site is not within the airport approach zone nor would it conflict with an adopted airport safety zone. Therefore, impacts would be **less than significant.**

Cumulative Impacts: The Santa Ynez Valley Community Plan (SYVCP) and Environmental Impact Report (EIR), adopted in 2009, identify potential cumulative impacts associated with 10- and 20-year build-out scenarios. Mitigation measures associated with these impacts have been incorporated into the SYVCP as Development Standards for implementing adopted Goals and Policies. These Development Standards address Policies regarding: safe roadways and intersections (Policies CIRC-SYV-1, -2, -8, -10, and -11); surface and groundwater (Policy WAT-SYV-1); fire protection (Policy FIRE-SYV-2); resource conservation and recovery (Policy RSW-SYV-1); flood risks (Policy FLD-SYV-2); and visual and aesthetic resources (Policies VIS-SYV-1, -2, and -3). Additional impacts are addressed in the Statement of Overriding Considerations.

The implementation of the proposed project, with incorporation of identified Mitigation Measures, is not anticipated to result in any substantial change to the site's conformance with environmentally protective policies and standards. Thus, the project would not cause a cumulatively considerable effect on land use.

Mitigation and Residual Impact: No mitigation is required. Residual impacts would **be less than significant.**

4.12 NOISE

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Long-term exposure of people to noise levels exceeding County thresholds (e.g. locating noise sensitive uses next to an airport)?			X		
b. Short-term exposure of people to noise levels exceeding County thresholds?		X			
c. Project-generated substantial increase in the ambient noise levels for adjoining areas (either day or night)?			X		

Existing Setting:

Physical: The subject parcel is located on the south side of Hwy 246 and along the east side of Refugio Road in Santa Ynez. The Santa Ynez Valley Christian Academy is located across Refugio Road to the west of the parcel. Rural residences abut the property on the south and eastern sides, and the Channel Islands YMCA, and Santa Ynez Valley Joint Union High School are located to the north across Hwy 246.

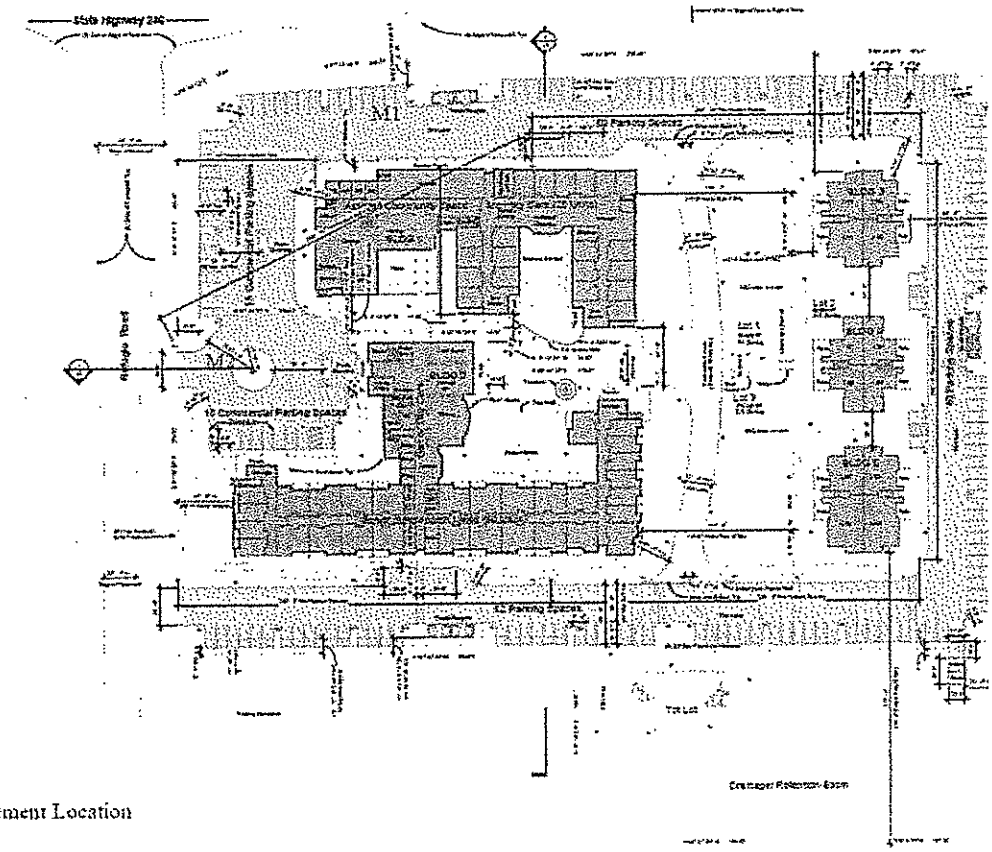
Regulatory:

County Environmental Thresholds: Noise is generally defined as unwanted or objectionable sound which is measured on a logarithmic scale and expressed in decibels (dB(A)). The duration of noise and the time period at which it occurs are important values in determining impacts on noise-sensitive land uses. The Community Noise Equivalent Level (CNEL) and Day-Night Average Level (L_{dn}) are noise indices which account for differences in intrusiveness between day and night-time uses. County noise thresholds are: 1) 65 dB(A) CNEL maximum for exterior exposure, and 2) 45 dB(A) CNEL maximum for interior exposure of noise-sensitive uses. Noise-sensitive land uses include: residential dwellings, transient lodging, hospitals and other long-term care facilities, public or private educational facilities, libraries, churches, and places of public assembly. Santa Barbara County requires that the noise levels within dedicated outdoor living spaces for new residential and health care facilities not exceed 65 dB CNEL. Interior noise levels for multi-family residences and hospitals are not to exceed 45 dB CNEL.

Impact Discussion:

(a) Less than significant impacts. Residential and health care facilities are considered to be sensitive noise receptors. An Environmental Noise Study (Dudek, November 6, 2012) was completed to analyze the potential for noise impacts. According to the study, vehicle trips along Hwy 246 are the primary contributor to the existing ambient noise environment on the subject parcel, and Refugio Road is the secondary contributor. The noise study indicates that Hwy 246 east of Refugio Road carries a volume of approximately 14,400 average daily trips (ADT), and Refugio Road carries a volume of 2,000 ADT.

Figure 4.12-1: Noise Measurement Locations (Source: Environmental Noise Study, November 2012)



Legend

M# Measurement Location

Noise measurements onsite were taken from approximately 70 feet from the center line of Hwy 246 (M1), and 30 feet from the center line of Refugio Road (M2). The measured average noise level was 64 dB at M1 and 61 dB at M2.

In order to assess key exterior living areas associated with the proposed project, receptor locations included the assisted living courtyard, each of the patio areas for the employee housing, and the independent apartments patio closest to Refugio Road and Hwy 246. The analysis concludes that existing and future interior and exterior noise levels associated with Hwy 246 and Refugio Road would be below the County Thresholds identified above, and the project would not create long-term exposure of people to noise levels exceeding County thresholds.

The Brave & Maiden (formerly Claxton) vineyard operation is located approximately 1,000 feet to the southwest. Vineyards commonly use sound-generating devices to protect ripening grapes from losses due to birds. This standard farming practice is protected under the Right-To-Farm Ordinance. The proposed project site is located approximately 1,000 feet to the northeast of the vineyard operation, and existing noise from Hwy 246 and surrounding commercial and residential uses would buffer any potentially significant impacts resulting from the vineyard uses. As a result, impacts would be **less than significant.**

(b) Less than significant impacts with mitigation. During grading and construction of the proposed project, temporary construction noise could significantly affect nearby residents. Both the LUDC and two existing SYVCP development standards address the issue of the impact of construction noise on residential receptors. Consistent with the LUDC, SYVCP DevStd LUG-SYV-7.1 limits construction activities within 1,600 feet of residential receptors to the hours between 8:00 a.m. and 5:00 p.m., Monday through Friday. DevStd LUG-SYV-7.2 requires shielding of stationary construction equipment that could generate noise exceeding 65 dB(A) at project site boundaries, and shall be located a minimum of two hundred (200) feet from sensitive receptors. Inclusion of mitigation measure #5 (Noise-02-construction hours), #6 (Noise-04 Equipment Shielding-Construction) would reduce potentially significant short-term noise impacts to sensitive receptors offsite to **less than significant** levels.

(c) Less than Significant impact. The proposed project would not create a substantial increase in the ambient noise levels for adjoining areas. The primary noise source within the project site area is from traffic on Hwy 246 and Refugio Road. According to the noise study, the additional traffic from the proposed project onto Hwy 246 would not increase noise levels over County thresholds. In addition, the proposed project uses are primarily residential, and the majority of the activities associated with the project would be indoors. Therefore, impacts to ambient noise levels would remain at **less than significant** levels.

Cumulative Impacts: Implementation of the proposed project is not anticipated to result in any substantial noise effects. However, the SYVCP Environmental Impact Report (EIR) (08EIR-4, revised 09/03/09) identified potentially significant and unavoidable cumulative noise impacts as a result of long-term build-out within the community's boundaries. The proposed project conforms to the SYVCP's long-term build out plan. Cumulative development throughout the plan area and its vicinity would expose new residents and sensitive receptors to noise levels that exceed standards in some areas, particularly those closest to major roadways and those involving mixed use. Development Standards have been added which would aid in the reduction of noise effects associated with cumulative development under the SYVCP to **less than significant levels.**

Mitigation and Residual Impact: With application of the following measure, the noise impacts of the project would be mitigated to a less than significant level (Class II). With the incorporation of these measures, residual impacts would be **less than significant.**

5. **Noise-02 Construction Hours:** The Applicant, including all contractors and subcontractors shall limit construction activity, including equipment maintenance and site preparation, to the hours between 8:00 a.m. and 5:00 p.m., Monday through Friday. No construction shall occur on weekends or State holidays. Non-noise generating construction activities such as interior

plumbing, electrical, drywall and painting (depending on compressor noise levels) are not subject to these restrictions. Any subsequent amendment to the Comprehensive General Plan, applicable Community or Specific Plan, or Zoning Code noise standard upon which these construction hours are based shall supersede the hours stated herein.

PLAN REQUIREMENTS: The Applicant shall provide and post 2 signs stating these restrictions at construction site entries. TIMING: Signs shall be posted prior to commencement of construction and maintained throughout construction.

MONITORING: The Applicant shall demonstrate that required signs are posted prior to grading/building permit issuance and pre-construction meeting. Building inspectors and permit compliance staff shall spot check and respond to complaints.

6. **Noise-04 Equipment Shielding-Construction.** Stationary construction equipment that generates noise which exceeds 65 dBA at the project boundaries shall be shielded with appropriate acoustic shielding to P&D's satisfaction.

PLAN REQUIREMENTS: The Owner/Applicant shall designate the equipment area with appropriate acoustic shielding on building and grading plans. TIMING: Equipment and shielding shall be installed prior to construction and remain in the designated location throughout construction activities.

MONITORING: The Owner/Applicant shall demonstrate that the acoustic shielding is in place prior to commencement of construction activities. P&D compliance staff shall perform site inspections throughout construction to ensure compliance.

4.13 PUBLIC FACILITIES

Will the proposal result in:	Potcn. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. A need for new or altered police protection and/or health care services?			X		
b. Student generation exceeding school capacity?			X		
c. Significant amounts of solid waste or breach any national, state, or local standards or thresholds relating to solid waste disposal and generation (including recycling facilities and existing landfill capacity)?			X		
d. A need for new or altered sewer system facilities (sewer lines, lift-stations, etc.)?			X		
e. The construction of new storm water drainage or water quality control facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X		

Existing Setting:

Physical: The proposed project would develop a new senior housing facility, and apartment complex on an approximately 7.3 gross acre parcel located at the south east corner of Hwy 246 and Refugio Road. Police protection for the site would be provided by the County Sheriff's Department. The closest emergency healthcare facility to the project site is Santa Ynez Valley Hospital, located approximately 1.5 miles to the west.

County Environmental Thresholds: *Schools:* A significant level of school impacts is generally considered to occur when a project would generate sufficient students to require an additional classroom. *Solid Waste:* A project is considered to result in significant impacts to landfill capacity if it would generate 196 tons per year of solid waste. This volume represents 5% of the expected average annual increase in waste generation, and is therefore considered a significant portion of the remaining landfill capacity. In addition, construction and demolition waste from remodels and rebuilds is considered significant if it exceeds 350 tons. A project which generates 40 tons per year of solid waste is considered to have an adverse effect on solid waste generation, and mitigation via a Solid Waste Management Plan is recommended.

Impact Discussion:

(a) Less than significant impact. The proposed project would not substantially increase demand for additional police or health care services. The proposed facility would include nursing care for residents within the assisted living and memory care unit. Therefore, impacts to police and health care services would be **less than significant.**

(b) Less than significant impact. The proposed project would be served by the Santa Ynez School District. Student generation rates for single-family residential uses are 0.72 elementary students per dwelling and 0.18 high school students per dwelling. The proposed project includes ~~28~~ 27 apartment units which could be occupied by employees of the facility and their family, or the general public. The remaining units associated with the proposed project would be occupied by senior residents.

The proposed ~~28~~ 27 apartment units could house approximately 20 elementary students (~~28~~ 27 units x 0.72), and 5 high school students (~~28~~ 27 units x 0.18). The Santa Barbara County Thresholds and Guidelines manual states that a significant level of school impacts is generally considered to occur when a project would generate sufficient students to require an additional classroom. This assumes 29 students per classroom for elementary/junior high students and 28 students per classroom for high school students. The additional students generated by the project would not create the need for additional facilities, and the school districts could accommodate students resulting from the project. School fees would be required to offset the project's incremental impact on school facility needs. Therefore, impacts would **be less than significant.**

(c) Less than significant impact with mitigation: The Santa Barbara County Thresholds and Guidelines Manual identifies the residential per capita waste generation rate at 0.95 tons (1,900 lbs), which includes interior and exterior waste.

The average residents per household for attached residences (condos townhomes, apartments, duplex, triplex) is 2.65 people per household. Health care facilities generate 0.0016 tons/year/sq. ft. Using this information, the proposed project would be expected to generate the following:

Table 4-13.1: The Golden Inn Annual Solid Waste Generation

Project Information	Annual generation Rate	Solid Waste
Low income employee/family apartments (75 people)	0.95 tons/year/person	71.25 tons/year
Assisted Living and Memory Care (36,991 sq. ft.)	0.0016 tons/year/sq. ft.	59.18 tons/year
Independent living/senior ~~daycare~~/community center & admin. Offices (48,067 sq. ft.)	0.0016 tons/year/sq. ft.	49.72 tons/year
Total		**180.15 tons/year**

The proposed project would generate approximately 180.15 tons/year of solid waste, which is less than the 196 tons per year threshold for a significant impact as identified in the County's Thresholds Manual. The proposed project would exceed the 40 tons per year figure established to indicate an adverse cumulative impact on solid waste generation. Therefore, a mitigation measures have been added below requiring the implementation of a Solid Waste Management Plan and requirements for recycling of solid waste during construction activities. With the incorporation of these mitigation measures, impacts would be **less than significant.**

(d, e) Less than significant impacts: Sanitary services for the proposed project would be provided by the Santa Ynez Community Services District. No new or altered sewer system facilities would be required. New storm water drainage or water quality control facilities would be constructed onsite, but their construction would not cause significant environmental effects to occur. Therefore, impacts would be **less than significant.**

Cumulative Impacts: The County's Environmental Thresholds were developed, in part, to define the point at which a project's contribution to a regionally significant impact constitutes a significant effect at the project level. Implementation of the proposed project is not anticipated to result in any substantial effects to public resources. However, the SYVCP Environmental Impact Report (EIR) (08EIR-4, revised 09/03/09) identified potentially significant and unavoidable cumulative solid waste impacts as a result of long-term build-out within the community's boundaries. The proposed project conforms to the SYVCP's long-term build out plan. With implementation of a Solid Waste Management Plan, the project would not cause an adverse cumulative impact on solid waste generation. Therefore, the project's contribution to the regionally significant demand for public services is not considerable, and is less than significant.

Mitigation and Residual Impact: The following mitigation measures would reduce the project's public service impacts to a less than significant level. With the incorporation of these measures, residual impacts would be **less than significant.**

7. **SolidW-02 Solid Waste-Recycle.** The Applicant and their contractors and subcontractors shall separate demolition and excess construction materials onsite for reuse/recycling or proper disposal (e.g., concrete, asphalt, wood, brush). The Applicant shall provide separate onsite bins as needed for recycling.

   PLAN REQUIREMENTS: The Applicant shall print this requirement on all grading and construction plans. Owner shall provide P&D with receipts for recycled materials or for separate bins. TIMING: Materials shall be recycled as necessary throughout construction. All materials shall be recycled prior to Final Building Inspection Clearance.

   MONITORING: The Applicant shall provide P&D compliance staff with receipts prior to Final Building Inspection Clearance.

8. **SolidW-03 Solid Waste-Construction Site.** The Applicant shall provide an adequate number of covered receptacles for construction and employee trash to prevent trash & debris from blowing offsite, shall ensure waste is picked up weekly or more frequently as needed, and shall ensure site is free of trash and debris when construction is complete.

   PLAN REQUIREMENTS: All plans shall contain notes that the site is to remain trash-free throughout construction. TIMING: Prior to building permit issuance, the Owner/Applicant shall designate and provide P&D with the name and phone number of a contact person(s) responsible for trash prevention and site clean-up. Additional covered receptacles shall be provided as determined necessary by P&D.

MONITORING: Permit compliance monitoring staff shall inspect periodically throughout grading and construction activities and prior to Final Building Inspection Clearance to ensure the construction site is free of all trash and debris.

9. **SolidW-01 Solid Waste-SRSWMP.** The Owner/Applicant/Permittee shall develop and implement a Source Reduction and Solid Waste Management Plan (SRSWMP) describing proposals to reduce the amount of waste generated during construction and throughout the life of the project and enumerating the estimated reduction in solid waste disposed at each phase of project development and operation.

PLAN REQUIREMENTS: The plan shall include but not limited to:

1. Construction Source Reduction:
    a. A description of how fill will be used on the construction site, instead of landfilling,
    b. A program to purchase materials that have recycled content for project construction.

2. Construction Solid Waste Reduction:
    a. Recycling and composting programs including separating excess construction materials onsite for reuse/recycling or proper disposal (e.g., concrete, asphalt, wood, brush). Provide separate onsite bins as needed for recycling.

3. Operation Solid Waste Reduction Examples:
    a. Specify space and/or bins for storage of recyclable materials within the project site AND
    b. Establish a recyclable material pickup area.
    c. A green waste source reduction program, including the creation of common open space composting areas, and the use of mulching mowers in all common open space lawns.
    d. Participate in a curbside recycling program (may require establishment of private pick-up depending on availability of County sponsored programs). If P&D determines that a curbside recycling program cannot be implemented, and an alternative program such as the anticipated wet/dry collection is not on line, then it will be the responsibility of the owner to contract with the Community Environmental Council or some other recycling service acceptable to P&D to implement a project-wide recycling program.

TIMING: The Owner/Applicant shall (1) submit a SRSWMP to P&D permit processing staff for review and approval prior to issuance of zoning clearance, (2) include the recycling area on building plans. Program components shall be implemented prior to Final Building Clearance and maintained throughout the life of the project.

MONITORING: During operation, the Owner/Applicant shall demonstrate to P&D compliance staff as required that solid waste management components are established and implemented. The Owner/Applicant shall demonstrate to P&D compliance staff that all required components of the approved SRSWMP are in place as required prior to Final Building Clearance.

4.14 RECREATION

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Conflict with established recreational uses of the area?			X		
b. Conflict with biking, equestrian and hiking trails?			X		
c. Substantial impact on the quality or quantity of existing recreational opportunities (e.g., overuse of an area with constraints on numbers of people, vehicles, animals, etc. which might safely use the area)?			X		

Existing Setting:

Physical: County maps and the Parks, Recreation, and Trails section of the Santa Ynez Valley Community Plan show an existing County owned on-road trail easement located in the Refugio Road right-of-way traveling the entire length of the western property line, and a proposed on-road trail easement located in the Hwy 246 right-of-way running the entire length of the northern property line. The subject parcel itself is not currently used for recreational purposes of any kind, nor is it known to have been used in the past.

Regulatory:

County Environmental Thresholds: The Thresholds and Guidelines Manual contains no thresholds for park and recreation impacts. However, the Board of Supervisors has established a minimum standard ratio of 4.7 acres of recreation/open space per 1,000 people to meet the needs of a community. The Santa Barbara County Parks Department maintains more than 900 acres of parks and open spaces, as well as 84 miles of trails and coastal access easements. According to the Parks Recreation & Trails section of the Santa Ynez Valley Community Plan, the population of the unincorporated Plan area is approximately 9,850 (based on 2000 census data), resulting in a minimum need of 42 acres of County parkland. Although the County only contributes two acres of parkland within the Plan area, the County's standard is more than met with the County's Nojoqui Falls Park (83 acres). This park is located outside of the plan area, but is close to the Santa Ynez Valley and is utilized by residents in the Plan area. Recently developed and future parklands from the cities of Solvang and Buellton would provide additional active park and recreational facilities for Valley residents.

Impact Discussion:

(a-c) Less than Significant Impact with Mitigation: County maps and the Parks, Recreation, and Trails section of the Santa Ynez Valley Community Plan show an existing County owned on-road trail easement located in the Refugio Road right-of-way traveling the entire length of the western property line, and a proposed on-road trail easement located in the Hwy 246 right-of-way running the entire length of the northern property line. This area is used frequently by bicyclists.

There are no established recreational uses on or adjacent to the subject parcel, and the project has been designed to minimize impacts to bicyclists and other pedestrian related traffic occurring in the vicinity of the project site. The proposed project includes the addition of a tot-lot for children who may reside in the apartments. The project also includes a 5 to 8-foot multi-use path adjacent to Refugio Road. This pathway would mirror the existing pathway which fronts the YMCA property on the north side of Highway 246 and would provide for pedestrian travel along the roadway similar to a sidewalk.

The proposed project would add a maximum of 220 permanent residents within the Santa Ynez Valley Community Plan area. At the standard ratio of 4.7 acres of recreation/open space per 1,000 people, an additional 1.03 acres of community recreation/open space is required. The proposed project would include primarily senior citizens for whom the vast majority of their recreational open space needs would be met

onsite. In addition, employees and their families (and members of the public as available) would reside onsite. These residents would also benefit from the proposed common open space uses including a tot-lot/playground facility. The demand on surrounding parks and open space would be increased as a result of these additional residents. The proposed project would be subject to the payment of Quimby fees to offset these impacts. Therefore, impacts to recreation resulting from the proposed project would be **less than significant**.

Cumulative Impacts: Since the project would not affect recreational resources, it would not have a cumulatively considerable effect on recreational resources within the County.

Mitigation and Residual Impact: No mitigation is required. Residual impacts would **be less than significant.**

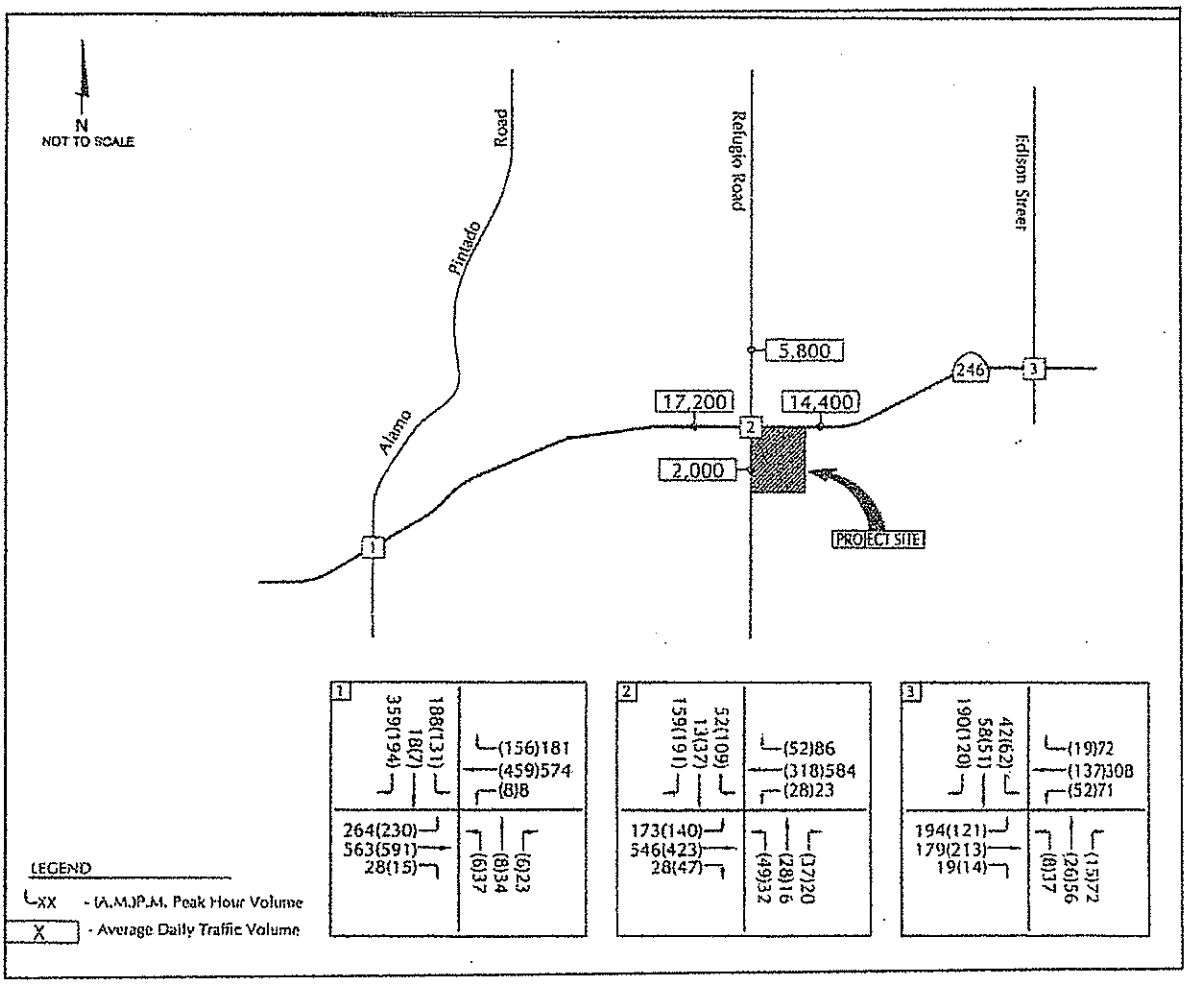
4.15 TRANSPORTATION/CIRCULATION

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Generation of substantial additional vehicular movement (daily, peak-hour, etc.) in relation to existing traffic load and capacity of the street system?			X		
b. A need for private or public road maintenance, or need for new road(s)?			X		
c. Effects on existing parking facilities, or demand for new parking?			X		
d. Substantial impact upon existing transit systems (e.g. bus service) or alteration of present patterns of circulation or movement of people and/or goods?			X		
e. Alteration to waterborne, rail or air traffic?			X		
f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians (including short-term construction and long-term operational)?			X		
g. Inadequate sight distance?			X		
ingress/egress?			X		
general road capacity?			X		
emergency access?			X		
h. Impacts to Congestion Management Plan system?			X		

Existing Setting:

Physical: The subject parcel is located at the southeast corner of the Hwy 246/Refugio Road intersection in Santa Ynez. Primary access to the project site would be provided from Refugio Road, along the parcels western frontage. Refugio Road is a two-lane roadway that extends south from Roblar Avenue in Los Olivos, through the township of Santa Ynez where it connects with Hwy 246. South of Hwy 246, Refugio Road extends as a rural roadway to Hwy 101 at the Gaviota Coast. Hwy 246 is located along the project's northern frontage, and is a two-lane State Hwy that serves as the primary east/west route through the Santa Ynez Valley area. Hwy 246 provides access between the City of Lompoc, and Hwy 1 to the west; and SR 154 to the east. Hwy 246 is used by a significant number of local drivers as an intra-community route within the area.

Figure 4.15-1: Existing Traffic Volumes (Source: Traffic, Circulation, and Parking Study prepared for the Golden Inn Senior Housing Project, (Associated Transportation Engineers (ATE), dated October 15, 2013)



According to figure 4.15-1 above, the existing traffic volumes within the project site area consist of 14,400 average daily trips from east Hwy 246, 17,200 average daily trips from west Hwy 246, 5,800 average daily trips from Refugio Road to the north, and 2,000 average daily trips from Refugio Road to the south.

Regulatory:

Levels of Service. The State Department of Transportation (Caltrans) and the County of Santa Barbara are responsible for establishing acceptable Levels of Service (LOS) for roadway networks on State Highways and on County roads, respectively.

Santa Ynez Valley Community Plan. SYVCP Policy CIRC-SYV-2 establishes a minimum LOS B for those roadways and intersections within the County's sole jurisdiction.

County Environmental Thresholds: According to the County's Environmental Thresholds and Guidelines Manual, a significant traffic impact would occur when:

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

LEVEL OF SERVICE (including project)	INCREASE IN VOLUME/CAPACITY GREATER THAN
A	0.20
B	0.15
C	0.10
	Or the addition of:
D	15 trips
E	10 trips
F	5 trips

b. Project access to a major road or arterial road would require a driveway that would create an unsafe situation, or would require a new traffic signal or major revisions to an existing traffic signal.

c. Project adds traffic to a roadway that has design features (e.g., narrow width, road side ditches, sharp curves, poor sight distance, inadequate pavement structure) or receives use which would be incompatible with substantial increases in traffic (e.g. rural roads with use by farm equipment, livestock, horseback riding, or residential roads with heavy pedestrian or recreational use, etc.) that will become potential safety problems with the addition of project or cumulative traffic. Exceeding the roadway capacity designated in the Circulation Element may indicate the potential for the occurrence of the above impacts.

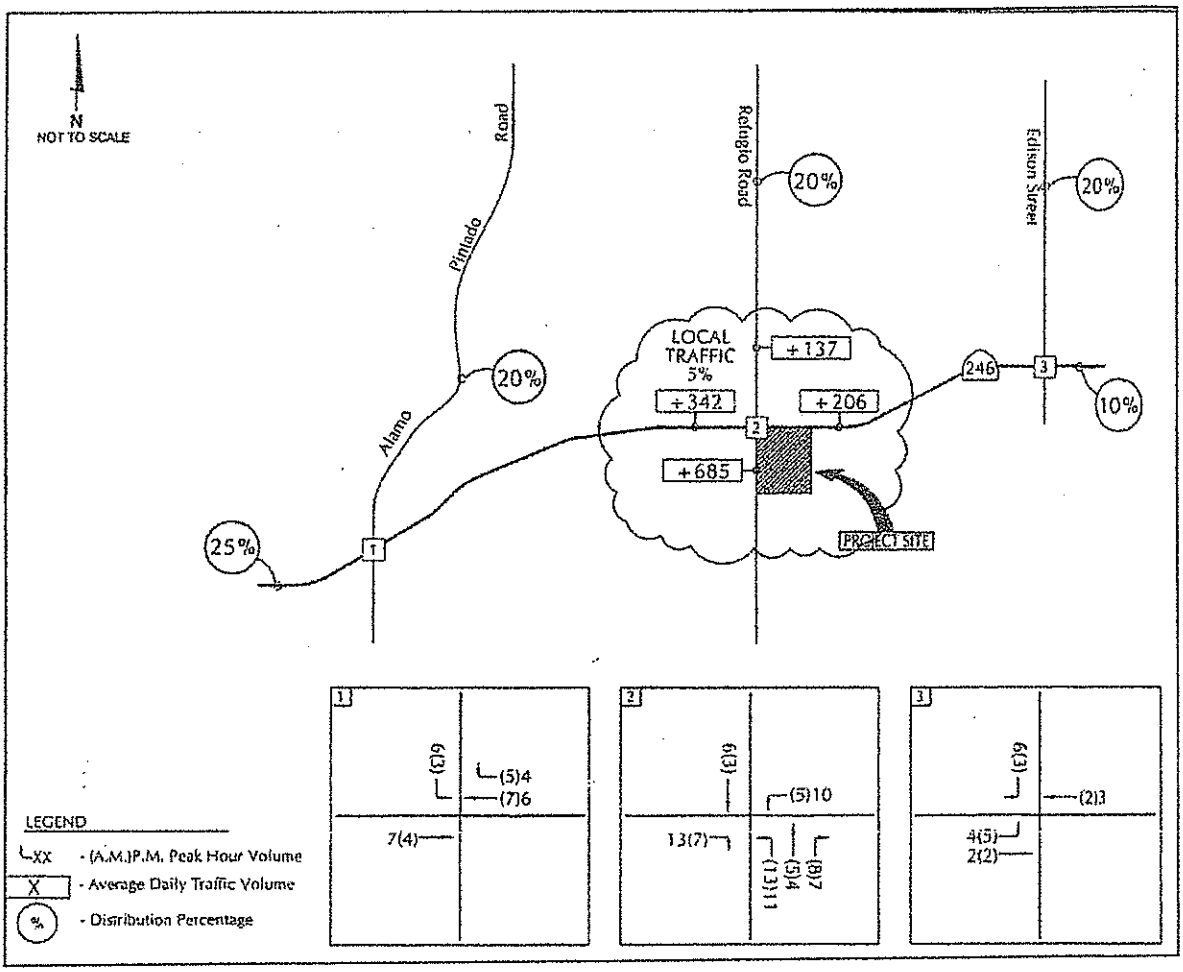
d. Project traffic would utilize a substantial portion of an intersection(s) capacity where the intersection is currently operating at acceptable levels of service (A-C) but with cumulative traffic would degrade to or approach LOS D (V/C 0.81) or lower. Substantial is defined as a minimum change of 0.03 for intersections which would operate from 0.80 to 0.85 and a change of 0.02 for intersections which would operate from 0.86 to 0.90, and 0.01 for intersections operating at anything lower.

Impact Discussion:

(a) Less than significant impact. Road operating conditions are described by Level of Service (LOS), which is derived by comparing traffic volumes with roadway capacity. LOS A represents the best traffic operation, while LOS F represents the worst.

The traffic associated with the proposed project has been evaluated in the following report: *Traffic, Circulation, and Parking Study prepared for the Golden Inn Senior Housing Project,* (Associated Transportation Engineers (ATE), dated October 15, 2013 (Attachment 5)). Additional information regarding the roadway network surrounding the proposed project site is contained in the SYVCP (adopted 2009) and associated Environmental Impact Report (certified 2009). These documents are based on an ATE Traffic and Circulation Study, dated April 28, 2008, included as Appendix D of the SYCP EIR.

Figure 4.15-2: Project Trip Distribution and Assignment (Source: Traffic, Circulation, and Parking Study prepared for the Golden Inn Senior Housing Project, (Associated Transportation Engineers (ATE), dated October 15, 2013)



The October 15, 2013 ATE traffic analysis evaluated the proposed project operations for potential impacts to surrounding roadway segments. The operational characteristics of the study-area roadways were analyzed based on the roadway design capacities adopted in the Santa Ynez Valley Community Plan Final EIR (certified 2009). According to Figure 4.15-2 above, 45% of the traffic to the project site would utilize Hwy 246 from the west and Alamo Pintado Road (342 average daily trips), 20% from Refugio Road (137 average daily trips), 30% from Edison Street and Hwy 154 to the east (206 average daily trips), and the remaining 5% from nearby local traffic.

"Levels of Service" (LOS) were calculated for the study-area intersections using the County's "intersection Capacity Utilization" (ICU) methodology. The existing A.M. and P.M. peak hour levels of service for the study-area intersections are presented in Table 4.15-1:

Table 4.15-1: Existing Intersection Operations

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		ICU	LOS	ICU	LOS
Hwy 246/Alamo Pintado Rd.	Signal	0.62	LOS B	0.78	LOS C
Hwy 246/Refugio Rd.	Signal	0.54	LOS A	0.70	LOS B

Hwy 246/Edison St.	Signal	0.42	LOS A	0.69	LOS B

Trip generation rates were developed for the proposed uses based on rates presented in the Institute of Transportation Engineers (ITE) Trip Generation Report, 9th edition, 2012. The analysis indicates that the proposed project would be expected to generate 658 Average Daily Trips (ADTs), 39 A.M. Peak Hour Trips (PHT), and 49 P.M. Peak Hour Trips.

Table 4.15-2: Project Trip Generation Estimates

Land Use	Size	Average Daily		A.M. Peak Hour		P.M. Peak Hour	
		Rate	Trips	Rate	Trips	Rate	Trips
Senior Housing	60 Units	3.44	206	0.20	12	0.25	15
Senior ~~Daycare~~/Community Center (a)	38 Visitors	4.00	152	N/A	8	N/A	8
Assisted Living/Memory Care	60 Beds	2.66	160	0.14	8	0.22	13
Apartments -25% Reduction (b) Sub-total	~~28~~ 27 Units	6.65	186 -46 140	0.51	14 -3 11	0.62	17 -4 13
Total			**658**		**39**		**49**

The County's Environmental Thresholds define the point at which a project's contribution could become significant, particularly if the proposed project would add traffic to a roadway that has: 1) unusual design features (i.e. narrow widths, roadside ditches, such as many of the rural roads throughout the valley); or 2) demonstrates an incompatible use; or 3) causes substantial increases in traffic. ATE's report concludes that the proposed project's traffic contribution to area roadways and intersections would be less than significant for both project-specific and cumulative transportation/circulation impacts. The study area roadways are forecast to carry volumes within their acceptable capacity ratings under existing plus project conditions, and the affected intersection and road segments would maintain the LOS C standard or better. Hwy 246 and Refugio Road in the project site vicinity have no unusual design features.

Operations for Hwy 246 were analyzed using the operations procedures outlined in the 2010 Highway Capacity Manual (HCM), Transportation Research Board, for signalized intersections since the flow of traffic is controlled by traffic signals on this segment of the Hwy. ATE's report concludes that the proposed project would generate less than significant impacts to Hwy 246 segments and/or intersections based on the adopted LOS D operating standard used by Caltrans for Hwy 246.

Table 4.15-3: Existing + Project Afternoon Peak Hour Intersection Operations

Intersection	ICU/LOS		Project-Added		Project Impact?
Hwy 246/Refugio Rd.	Existing	Existing + Project	Trips	V/C	No
	0.66/LOS B	0.67/LOS B	49	0.010	

Traffic counts were conducted at the Hwy 246/Refugio Road intersection during the early afternoon period (2:00 to 4:00 P.M.) to evaluate intersection operations when the adjacent schools (Santa Ynez Valley Union High School and Santa Ynez Valley Christian Academy) are let out. Levels of service were calculated for the Existing and Existing + Project scenarios. The Project's P.M. peak hour traffic additions were assumed as a worst-case scenario for the analysis. The data presented in Table 4.15-3 above shows that the project would not generate a significant impact to the Hwy 246/Refugio Road intersection during the early afternoon period when the adjacent schools are let out.

Since the proposed project includes a General Plan Amendment and Rezone, it was not included in the Santa Ynez Community Plan's 20-year build out forecast. As a result, ATE's report contains a general plan build out analysis forecast based on build-out land uses provided by the County for the Santa Ynez Valley area, growth within the adjacent cities of Buellton and Solvang, plus cumulative growth from outside of the Santa Ynez Valley. The report indicates that the study-area roadways are forecast to carry volumes within their acceptable capacity ratings (as defined by Caltrans and the County) under the 20-year build-out and 20 year build-out plus project conditions.

Based on the analysis discussed above, the proposed project would create **less than significant** impacts to roadway operations within the study area. The ATE traffic analysis was reviewed and confirmed adequate by the Santa Barbara County Public Works Transportation Division.

(b, c) Less than significant impacts. The proposed project would not create the need for private or public road maintenance or new roads. The existing roadway infrastructure is adequately designed to serve the proposed project. The project would provide all required parking onsite, and would not affect existing parking facilities or create a demand for new parking. The proposed parking provided for the project is summarized in Table 4.15-5below.

Table 4.15-4: Proposed Parking

USE & STANDARDS	REQUIRED PARKING	PROVIDED PARKING
60 Assisted Living/Memory Care Beds		
- 1 space/3 beds	20	20
- 1 space/3 employees	17	17
~~Senior Day Care/~~Community Center - 50 Seniors		
- 1 space/10 seniors	5	5
- 1 space/2 employees	6	6
2,400 s.f. Housing Authority Office Space	8	8
- 1 space/300 s.f.		
60 Senior Apartments		
- 1 space/unit	60	60
-		
24 Employee/Family Apartments		
- 1 space/1 bedroom	8	8
- 1 space/2 bedroom	10	10
- 2 spaces/3 bedroom	20	20
Guest Parking for 84 Units		
- 1 space/5 units	18	18
PROJECT TOTAL	**172**	**172**

(d) Less than significant impact. The City of Solvang is the administrator of the Santa Ynez Valley Transit (SYVT) under a joint powers agreement between the City of Buellton, City of Solvang, and County of Santa Barbara. SYVT operates two fixed route buses daily as well as a Dial-A-Ride ADA para- transit service. The fixed route service runs back and forth along the Hwy 246 frontage of the proposed project site.. In a letter dated May 1, 2013, the City of Solvang states that the proposed project would place significant added ridership on the SYVT service. Therefore, the project has been designed to include the installation of a new SYVT bus stop/shelter along Hwy 246. As a result, the proposed project would not cause a substantial impact upon existing transit systems or alteration of present patterns of circulation or movement of people and/or goods. Impacts would be **less than significant.**

(e-g) Less than significant impacts. The proposed project is not located adjacent to waterborne or rail traffic and is outside of the Santa Ynez Airport's Airport Safety Zone. The October 15, 2013 ATE traffic analysis determined that the long-term operational and short-term construction related impacts would not cause an increase in traffic hazards to motor vehicles, and that adequate sight distance for ingress/egress, general road capacity, and emergency access would be provided. Therefore, impacts would be **less than significant.**

Cumulative Impacts:

The County's Environmental Thresholds were developed, in part, to define the point at which a project's contribution to a regionally significant impact constitutes a significant effect at the project level. The Santa Ynez Valley Community Plan (SYVCP) and Environmental Impact Report (EIR), adopted 2009, identify potential cumulative impacts associated with 10 and 20-year build-out scenarios. Mitigation measures associated with these impacts have been incorporated into the SYVCP as Development Standards for implementing adopted Goals and Policies. These Development Standards address Policies regarding roadways and intersections (Policies CIRC-SYV-1, -2, -8, -10, and -11). In this instance, the project has been found not to exceed the threshold of significance for traffic. Therefore, the project's contribution to the regionally significant traffic congestion is not considerable, and is less than significant.

Mitigation and Residual Impact: No mitigation is required. Residual impacts would be **less than significant.**

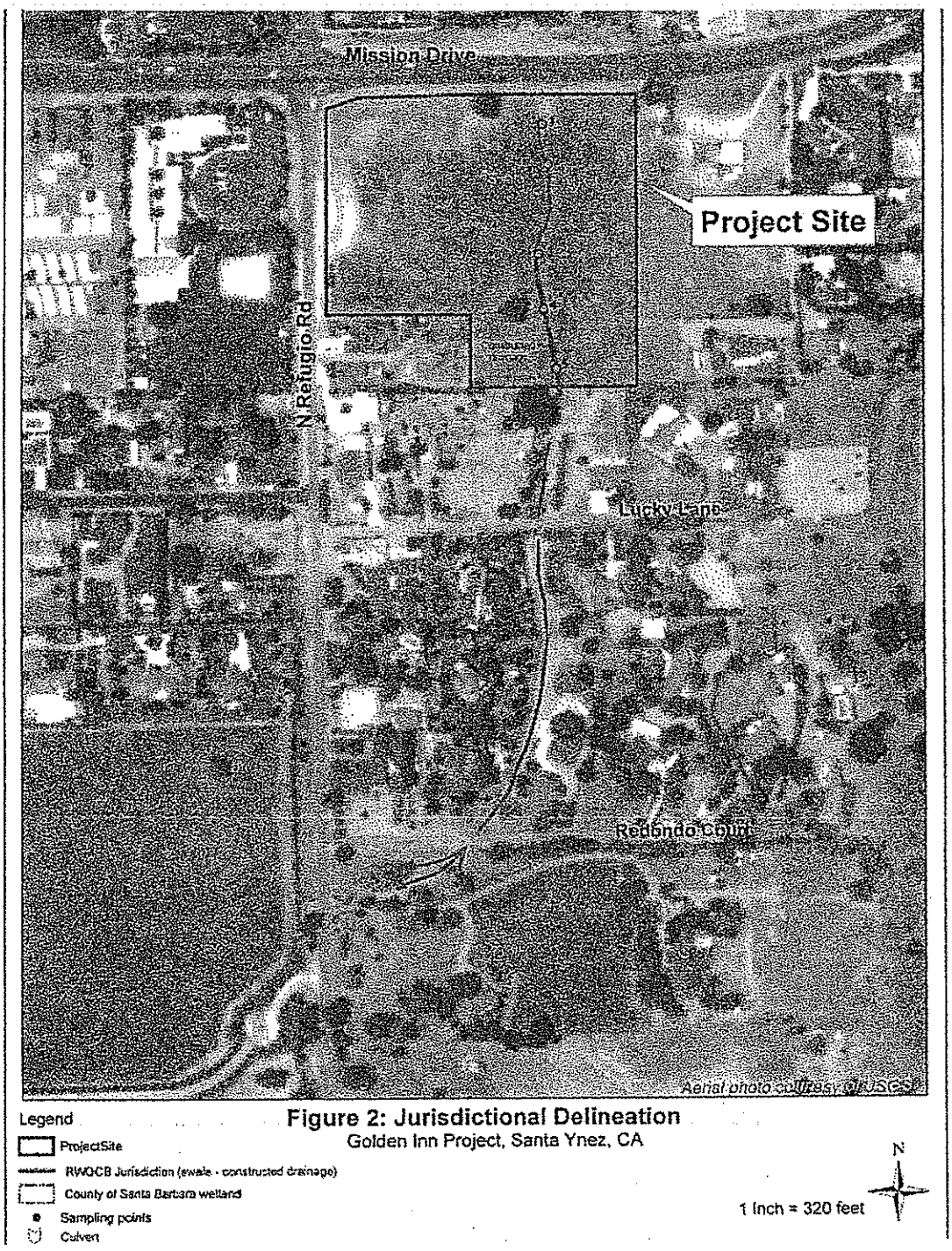
4.16 WATER RESOURCES/FLOODING

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
a. Changes in currents, or the course or direction of water movements, in either marine or fresh waters?			X		
b. Changes in percolation rates, drainage patterns or the rate and amount of surface water runoff?		X			
c. Change in the amount of surface water in any water body?			X		
d. Discharge, directly or through a storm drain system, into surface waters (including but not limited to wetlands, riparian areas, ponds, springs, creeks, streams, rivers, lakes, estuaries, tidal areas, bays, ocean, etc) or alteration of surface water quality, including but not limited to temperature, dissolved oxygen, turbidity, or thermal water pollution?		X			
e. Alterations to the course or flow of flood water or need for private or public flood control projects?			X		
f. Exposure of people or property to water related hazards such as flooding (placement of project in 100 year flood plain), accelerated runoff or tsunamis, sea level rise, or seawater intrusion?			X		
g. Alteration of the direction or rate of flow of groundwater?			X		
h. Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or recharge interference?			X		
i. Overdraft or over-commitment of any groundwater basin? Or, a significant increase in the existing overdraft or over-commitment of any groundwater basin?			X		
j. The substantial degradation of groundwater quality including saltwater intrusion?			X		
k. Substantial reduction in the amount of water otherwise available for public water supplies?			X		
l. Introduction of storm water pollutants (e.g., oil, grease, pesticides, nutrients, sediments, pathogens, etc.) into groundwater or surface water?		X			

Existing Setting:

Physical: A seasonal ephemeral drainage (tributary to the Santa Ynez River) bisects the subject parcel in a northerly to southerly direction. The subject property is located within the Santa Ynez Uplands Groundwater Basin. According to the Santa Barbara County Public Works Department Water Resources Division groundwater report dated May 1, 2012,The Santa Ynez Uplands Groundwater Basin is currently in a slight state of overdraft.

Figure 4.16-1: Jurisdictional Delineation (Source: Jurisdictional Delineation Report, July 2013)



Regulatory:

Water Quality Thresholds: A project is determined to have a significant effect on water resources if it would exceed established threshold values which have been set for each over drafted groundwater basin. According to the Santa Barbara County Thresholds and Guidelines Manual, the applied threshold of significance for the Santa Ynez Uplands Groundwater Basin is 61 Acre Feet Per Year (AFY). These values were determined based on an estimation of a basin's remaining life of available water storage. If the project's net new consumptive water use [total consumptive demand adjusted for recharge less discontinued historic use] exceeds the threshold adopted for the basin, the project's impacts on water resources are considered significant. A project is also deemed to have a significant effect on water resources if a net increase in pumpage from a well would substantially affect production or quality from a nearby well.

A significant water quality impact is presumed to occur if the project:

- Is located within an urbanized area of the county and the project construction or redevelopment individually or as a part of a larger common plan of development or sale would disturb one (1) or more acres of land;
- Increases the amount of impervious surfaces on a site by 25% or more;
- Results in channelization or relocation of a natural drainage channel;
- Results in removal or reduction of riparian vegetation or other vegetation (excluding non-native vegetation removed for restoration projects) from the buffer zone of any streams, creeks or wetlands;
- Is an industrial facility that falls under one or more of categories of industrial activity regulated under the NPDES Phase I industrial storm water regulations (facilities with effluent limitation; manufacturing; mineral, metal, oil and gas, hazardous waste, treatment or disposal facilities; landfills; recycling facilities; steam electric plants; transportation facilities; treatment works; and light industrial activity);
- Discharges pollutants that exceed the water quality standards set forth in the applicable NPDES permit, the Regional Water Quality Control Board's (RWQCB) Basin Plan or otherwise impairs the beneficial uses[2] of a receiving water body;
- Results in a discharge of pollutants into an "impaired" water body that has been designated as such by the State Water Resources Control Board or the RWQCB under Section 303 (d) of the Federal Water Pollution Prevention and Control Act (i.e., the Clean Water Act); or
- Results in a discharge of pollutants of concern to a receiving water body, as identified by the RWQCB.

Impact Discussion

(a) Less than significant impact. The proposed project includes a total of 109,741gross sq. ft. of structural development as follows: 1) Two-story assisted living/memory care facility of approximately 36,991 gross sq. ft. in size with a building height of 27 feet; 2) Two-story independent living/senior ~~daycare/~~community center & administrative offices building of approximately 48,067 gross sq. ft. with a

[2] Beneficial uses for Santa Barbara County are identified by the Regional Water Quality Control Board in the Water Quality Control Plan for the Central Coastal Basin, or Basin Plan, and include (among others) recreation, agricultural supply, groundwater recharge, fresh water habitat, estuarine habitat, support for rare, threatened or endangered species, preservation of biological habitats of special significance.

maximum height of 29 feet, and 3) Two-story low income employee/family apartments (~~28~~ 27 units totaling 24,442 sq. ft.) with a maximum height of 24 feet.

A seasonal ephemeral drainage (tributary to the Santa Ynez River) bisects the subject parcel in a northerly to southerly direction. A Jurisdictional Delineation Report (Brett D. Hartman, PhD, July 22, 2013) was prepared to document the location and extent of wetlands and Waters of the U.S. as defined by the Clean Water Act (Section 404). The report included an analysis of water features that qualify as waters of the state as defined by the Porter-Cologne Water Quality Control Act, and riparian vegetation and streambeds as defined by the California Department of Fish and Wildlife, and wetlands as defined by the County of Santa Barbara.

Results of the report found that the vegetative community within the swale meets the Corps criterion for hydrophytic vegetation. Since there is also evidence of water flows, the swale in the north-central portion of the subject parcel is considered to meet the Santa Barbara County definition of a wetland. This includes a total of 310 linear feet and 0.078-acres in the north central portion of the parcel. A total of 598 linear feet and 0.017-acres of Regional Water Quality Control Board jurisdiction exists on site.

According to a Preliminary Drainage Report (Eda Design Professionals, dated November 21, 2012 and updated by Civil Design Studio, March 13, 2013) prepared for the proposed project, onsite storm water runoff would be directed to two proposed onsite detention basins. The easterly portion of the project site would drain to a proposed basin on the east side of the existing drainage swale, and the westerly portion of the project site and some offsite drainage from Hwy 246, would drain to a basin on the west side of the existing drainage swale. The proposed drainage basins would serve two purposes. First, the basins would have metered outlets to maintain the runoff in the post development conditions equal to or less than the existing conditions. Second, the basins would allow a portion of the drainage to have additional contact time with the soil to allow for infiltration of drainage into the soil. The drainage report concludes that the proposed drainage basins would retard the drainage flow of the basins so that the post-development flows leaving the site would be the same as or less than the existing peak flow from the pre-development conditions.

Based on the conclusions reached in the preliminary drainage report, the proposed project would not cause a change in currents or the course of direction of water movements of the onsite drainage, and would not significantly change the percolation rates, drainage patterns, or the rate and amount of surface runoff currently occurring on the parcel. The proposed project has been designed to accommodate all of the surface runoff occurring from the proposed project, in addition to a portion of the run-off from the parcel located to the north across Hwy 246.

The proposed project description includes a bio-treatment area which is designed to improve and enhance the existing swale and constructed drainage. The proposed grading plan would maintain the swale and constructed drainage in its current location. The plan for the bio-treatment area would consist of establishing native wetland species in the vegetated swale, and establishing an adjacent upland area on the 3:1 side slopes.

The water quality treatment and infiltration functions would be enhanced in the central vegetated swale by: 1) maintaining the natural substrate and installing a series of low check dams made from ornamental stone, or 2) placing an engineered soil (e.g. 80% sand and 20% organic matter) covered in a layer of non-floatable mulch. The swale would then be vegetated with native species that are adapted to the low water flow conditions within the swale, are confirmed present within Santa Barbara County, are drought tolerant and will provide dense cover that will trap sediments and provide a substrate for water quality treatment. The vegetated swale would consist of approximately 0.17-acre in the northern section, and 0.007 –acre in the southern section. This is a total of 0.18-acre of wetland creation and enhancement. Impacts to the drainage would be **less than significant.**

(b, d, l) Less than significant impact with mitigation. The proposed project would create 120,307 sq. ft. (2.76- acres) of impervious surfaces, consisting of hardscape, parking lots, and roads. This impervious area would create storm water runoff that could contain chemicals such as petroleum products. The increase in impervious surface on the lot would be 37%, which is greater than the threshold of 25 %.

Central Coast Regional Water Quality Control Board and County regulations require new development to incorporate Low Impact Development (LID) standards if new development exceeds 2,500 sq. ft. of impervious surfaces. Since the proposed project would create 2.67-acres of impervious surfaces, LID standards have been incorporated into the proposed project design. Specifically, the project incorporates three primary LID mechanisms that address water runoff and water quality. These consist of (1) six bio-retention basins designed to prevent and provide retention/infiltration of water volume, (2) landscaped areas which prevents runoff during most storm events, (3) infiltration facilities designed to absorb and filter storm water runoff from paved areas, and 4) a detention basin that reduces peak run-off and provides additional vegetation for storm water quality treatment.

Construction activities such as grading could also potentially create temporary runoff and erosion problems. The project would be required to adhere to standard County grading, erosion, and drainage-control measures upon grading permit issuance. In order to mitigate the proposed project's potential impacts from runoff and to water quality, Mitigation Measures 9 through 17 require the re-vegetation of graded areas, a designated construction equipment washout area for construction activities, a storm water retention-biofiltration system described in a storm water control plan (SCP). In addition, all trash container areas must divert drainage form adjoining paved areas and be protected and regularly maintained. With application of these measures, impacts would be **less than significant.**

(c, e) Less than significant impacts. According to a Preliminary Drainage Report completed by Eda Design Professionals, dated November 21, 2012, and updated by Civil Design Studio, March 13, 2013, onsite storm water runoff would be directed to two proposed onsite detention basins. The easterly portion of the project site would drain to a proposed basin on the east side of the existing drainage swale, and the westerly portion of the project site and some offsite drainage from Hwy 246, would drain to a basin on the west side of the existing drainage swale. The proposed drainage basins would serve two purposes. First, the basins would have metered outlets to maintain the peak rate of runoff in the post development conditions equal to or less than the existing conditions. Second, the basins would allow a portion of the drainage to have additional contact time with the soil to allow for infiltration of drainage into the soil. The drainage report concludes that the proposed drainage basins would retard the drainage flow of the basins so that the post-development flows leaving the site would be the same as or less than the existing peak flow from the pre-development conditions. Impacts would be **less than significant**.

(f, g) Less than significant impact. The proposed project would not expose people or property to water related hazards such as flooding (placement of project in 100 year flood plain), accelerated runoff or tsunamis, sea level rise, or seawater intrusion, and would not alter the direction or rate of flow of groundwater. Impacts would be **less than significant**.

(h, i, k) Less than significant impacts. Water for the project would be supplied from the Santa Ynez River Water Conservation District – Improvement District #1, which receives its water from the Santa Ynez Uplands Groundwater Basin. According to the Santa Barbara County Public Works Water Resources Division Groundwater Report dated May 1, 2012,The Santa Ynez Uplands Groundwater Basin is currently in a slight state of overdraft.

Table 4.16-1: Project Water Demand

Land Use Type	Water Demand Factor	Quantity	Total Water Demand (Acre Feet Per Year)
Memory Care & Community Center (Institutional)	0.17 AFY/1,000 sq. ft.[3]	36,991 sq. ft.	6.29 AFY
Senior Independent Living Center ~~with Senior Day Care~~ (Senior Assisted Living)	0.15 AFY/Unit[4]	60 Units	9.00 AFY
Employee/Family Housing (Multi-Family Residential)	0.26 AFY/Unit[5]	27~~8~~ Units	7.02~~28~~ AFY
Landscaping	7,920 gallons per day; 30 gallons per minute (gpm); 900 gallons per 30 min. cycle[6].	135,539 sq. ft. of landscaped area	8.87 AFY
			31.18~~44~~ AFY

According to Table 4.16-1 above, the proposed project would result in a total water demand of 31.44 AFY. Since the volume of water extracted annually from the groundwater basin does not exceed the threshold of significance of 61 AFY, the proposed project would not substantially reduce the amount of water otherwise available for public water supplies. Therefore, the project's impact on water supplies would be **less than significant.**

(j) Less than significant impact. Sanitary services would be provided by the Santa Ynez Community Services District. No septic disposal systems are proposed. Therefore, the proposed project would not substantially degrade groundwater quality or introduce saltwater. Impacts would be **less than significant.**

Cumulative Impacts:

The County's Environmental Thresholds were developed, in part, to define the point at which a project's contribution to a regionally significant impact constitutes a significant effect at the project level. In this instance, the project has been found not to exceed a threshold of significance for water resources. Therefore, the project's contribution to the regionally significant issues of water supplies and water quality is not considerable, and is less than significant.

Mitigation and Residual Impact:

10. **WatCons-01 Water Conservation-Outdoor.** To improve water conservation, the Owner/Applicant shall include the following in Landscape and Irrigation Plans to be approved by P&D:

    1. Landscaping that reduces water use:
        a. Landscape with primarily native/drought tolerant species.
        b. Group plant material by water needs.
        c. Turf shall constitute less than 20% of the total landscaped area.
        d. No turf shall be allowed on slopes of over 4%.
        e. Extensive mulching (2" minimum) shall be used in all landscaped areas to reduce evaporation.

    2. Irrigation that reduces water use:
        a. Install drip irrigation or other water-conserving irrigation.

[3] Demand factor per City of Santa Barbara Water Demand Factor Update Report, October 2009.
[4] Demand factor per the Santa Barbara County Thresholds and Guidelines Manual, 2003.
[5] Demand factor per the Santa Barbara County Thresholds and Guidelines Manual, 2003.
[6] Source: Arcadia Studio, Inc.

b. Install soil moisture sensing devices to prevent unnecessary irrigation.
c. Install separate landscape meters (plumbing permit required).
d. Use reclaimed water for all irrigation;

PLAN REQUIREMENTS: The Owner/Applicant shall submit a landscape and irrigation plan to P&D for review and approval prior to issuance of zoning clearance permit. **TIMING:** The Owner/Applicant shall implement all aspects of the landscape and irrigation plan in accordance with the Landscape and Performance Security Conditions.

MONITORING: The Owner/Applicant shall demonstrate to P&D compliance monitoring staff that all required conserving landscape and irrigation features are installed prior to Final Building Inspection Clearance and landscape and irrigation are maintained per approved landscape plans. Any part of irrigation plan requiring a plumbing permit shall be inspected by building inspectors.

11. **NPDES-21 Storm Water Retention-Parking Area Cleaning.** To reduce storm water runoff, allow for infiltration, reduce pollutants and minimize degradation of storm water quality from development, parking lots and other paved surfaces the Owner/Applicant shall develop and implement a parking lot cleaning program. The program shall include the following elements: removal of litter; spot cleaning of oil, fuel, and other automotive leaks; vacuum sweeping on a monthly basis; inspection and cleaning of storm drain inlets and catch basins before November 1 and in January of each year; and posting of signs prohibiting littering, oil changing, and other automotive repairs. Debris removed from the catch basins shall be analyzed and disposed of accordingly. **PLAN REQUIREMENTS/TIMING:** The Applicant shall submit the parking lot clean-up program to P&D for review and approval prior to zoning clearance issuance.

MONITORING: P&D compliance monitoring staff shall site inspect for installation and periodically inspect for maintenance throughout the life of the project. The Owner is responsible for annual maintenance inspections of the parking lot clean-up program. The Owner shall keep records of such inspections and provide them as requested to the County. The Owner shall make the site available to P&D for periodic inspections for the life of the project and transfer of this responsibility is required for any subsequent sale of the property. The condition of transfer shall include a provision that the property owners conduct maintenance inspection at least once/year, retain proof of inspections, submit proof to the County upon request and allow the County access to the property to inspect to ensure compliance.

12. **NPDES-22 Storm Water Retention-Parking Area BMPs.** The parking area and associated driveways shall be designed to minimize degradation of storm water quality. Best Management Practices (BMPs) such as landscaped areas for infiltration (vegetated filter strips, bioswales, or bioretention areas), designed in accordance with the Santa Barbara County Storm Water Technical Guide or other approved method shall be installed to intercept and remove pollutants and retain run-off prior to discharging to the storm drain system. The BMPs selected shall be maintained in working order. The landowner is responsible for the maintenance and operation of all storm water controls, and shall maintain annual maintenance records. The BMPs shall be described and detailed in the Storm Water Control Plan and on the site, grading and drainage and landscape plans, and depicted graphically. A maintenance program shall be specified in an inspection and maintenance plan and include maintenance inspections at least once/year. Long term maintenance shall be the responsibility of the Landowner. A maintenance program shall be specified in the CC&Rs or in a maintenance program submitted by the landowner and recorded with the Clerk of the Board. The plans and a copy of the long-term maintenance program shall be submitted to P&D and Public Works, Water Resources Division staff, for review prior to approval of zoning clearance. BMP maintenance is required for the life of the project and transfer of this responsibility is required for any subsequent sale of the property. The condition of transfer shall include a provision that the property owners conduct maintenance inspection at least once/year and retain proof of inspections. **PLAN REQUIREMENTS:** The location and type of

BMP shall be shown on the site, building and grading plans. **TIMING:** The plans and maintenance program shall be submitted to P&D for approval prior to zoning clearance.

MONITORING: P&D compliance monitoring staff shall site inspect for installation prior to Final Building Inspection Clearance. The landowner shall make annual maintenance records available for review by P&D upon request.

13. **NPDES-26 NPDES-Trash Container Req.** To meet NPDES requirements, all trash container areas must (1) divert drainage from adjoining paved areas, and (2) be protected and regularly maintained to prevent off-site transport of trash. **PLAN REQUIREMENTS:** The Owner/Applicant shall incorporate these trash container area requirements into project design and depict on plans, including detail plans as needed. **TIMING:** P&D planners shall ensure plan compliance prior to issuance of zoning clearance. The Owner shall maintain these requirements for the life of the project.

MONITORING: The Owner/Applicant shall demonstrate to compliance monitoring staff that the trash enclosure was constructed consistent with NPDES requirements prior to Final Building Inspection Clearance. P&D compliance monitoring staff and Public Works-Water Resources Division staff will periodically inspect thereafter to ensure proper maintenance. The Owner shall make the site available to P&D for periodic inspections of the trash areas for the life of the project and transfer of this responsibility is required for any subsequent sale of the property. The condition of transfer shall include a provision that the property owners conduct maintenance inspection at least once/year, retain proof of inspections, submit proof to the County upon request and allow the County access to the property to inspect to ensure compliance.

14. **WatConv-01 Sediment and Contamination Containment.** The Owner/Applicant shall prevent water contamination during construction by implementing the following construction site measures:

    1. All entrances/exits to the construction site shall be stabilized using methods designed to reduce transport of sediment off site. Stabilizing measures may include but are not limited to use of gravel pads, steel rumble plates, temporary paving, etc. Any sediment or other materials tracked off site shall be removed the same day as they are tracked using dry cleaning methods. Entrances/exits shall be maintained until graded areas have been stabilized by structures, long-term erosion control measures or landscaping.
    2. Apply concrete, asphalt, and seal coat only during dry weather.
    3. Cover storm drains and manholes within the construction area when paving or applying seal coat, slurry, fog seal, etc.
    4. Store, handle and dispose of construction materials and waste such as paint, mortar, concrete slurry, fuels, etc. in a manner which minimizes the potential for storm water contamination.

    PLAN REQUIREMENTS: The Owner/Applicant shall ensure all above construction site measures are printed as notes on plans. **TIMING:** Stabilizing measures shall be in place prior to commencement of construction. Other measures shall be in place throughout construction.

    MONITORING: The Owner/Applicant shall demonstrate compliance with these measures to P&D compliance monitoring staff as requested during construction.

15. **WatConv-03 Erosion and Sediment Control Re-vegetation.** Within 30 days of completion of grading activities, the Owner/Applicant shall use hydro-seed, straw blankets, geotextile binding fabrics or other P&D approved methods as necessary to hold slope soils until landscape vegetation is established. P&D may require the reseeding of surfaces graded for the placement

of structures if construction does not commence within 30 days of grading. **PLAN REQUIREMENTS:** Include this measure as a note on all grading and building plans. **TIMING:** The Owner/Applicant shall use hydro-seed, straw blankets, geotextile binding fabrics or other P&D approved methods as necessary within 30 days of completion of grading activities.

MONITORING: The Owner/Applicant shall demonstrate compliance to grading and building inspectors in the field

16. **WatConv-04 Equipment Storage-Construction.** The Owner/Applicant shall designate a construction equipment filling and storage area(s) to contain spills, facilitate clean-up and proper disposal and prevent contamination from discharging to the storm drains, street, drainage ditches, creeks, or wetlands. The areas shall be no larger than 50 x 50 foot unless otherwise approved by P&D and shall be located at least 100 feet from any storm drain, water body or sensitive biological resources. **PLAN REQUIREMENTS:** The Owner/Applicant shall designate the P&D approved location on all plans for zoning clearance, grading and building permits. **TIMING:** The Owner/Applicant shall install the area prior to commencement of construction.

MONITORING: P&D compliance monitoring staff shall ensure compliance prior to and throughout construction.

17. **WatConv-05 Equipment Washout-Construction.** The Owner/Applicant shall designate a washout area(s) for the washing of concrete trucks, paint, equipment, or similar activities to prevent wash water from discharging to the storm drains, street, drainage ditches, creeks, or wetlands. Note that polluted water and materials shall be contained in this area and removed from the site daily. The area shall be located at least 100 feet from any storm drain, water body or sensitive biological resources. **PLAN REQUIREMENTS:** The Owner/Applicant shall designate the P&D approved location on all zoning clearance, grading and building permits. **TIMING:** The Owner/Applicant shall install the area prior to commencement of construction.

MONITORING: P&D compliance monitoring staff shall ensure compliance prior to and throughout construction.

18. **WatConv-07 SWPPP.** The Owner/Applicant shall submit proof of exemption or a copy of the Notice of Intent to obtain coverage under the Construction General Permit of the National Pollutant Discharge Elimination System issued by the California Regional Water Quality Control Board.

TIMING: Prior to issuance of land use permits/zoning clearance for grading and construction activities, the Owner/Applicant shall submit proof of exemption or a copy of the Notice of Intent and shall provide a copy of the required Storm Water Pollution Prevention Plan (SWPPP) to P&D. The Owner/Applicant shall keep a copy of the SWPPP on the project site during grading and construction activities.

MONITORING: P&D permit processing planner shall review the documentation prior to issuance of land use permits or zoning clearance for grading and construction activities. P&D compliance monitoring staff shall site inspect during construction for compliance with the SWPPP.

5.0 INFORMATION SOURCES

5.1 County Departments Consulted

Police, Fire, Public Works, Flood Control, Parks, Environmental Health, Special Districts, Regional Programs, Other : _____

5.2 Comprehensive Plan

X	Seismic Safety/Safety Element	X	Conservation Element
	Open Space Element	X	Noise Element
	Coastal Plan and Maps	X	Circulation Element
	ERME		
X	Santa Ynez Valley Community Plan		

5.3 Other Sources

X	Field work		Ag Preserve maps
X	Calculations	X	Flood Control maps
X	Project plans	X	Other technical references (reports, survey, etc.)
X	Traffic studies		
X	Records	X	Planning files, maps, reports
X	Grading plans	X	Zoning maps
X	Elevation, architectural renderings	X	Soils maps/reports
X	Published geological map/reports	X	Plant maps
X	Topographical maps	X	Archaeological maps and reports
			Other

6.0 PROJECT SPECIFIC *(short- and long-term)* AND CUMULATIVE IMPACT SUMMARY

I. Project-specific impacts which that are of unknown significance levels (Class I): None

II. Project Specific Impacts that are potentially significant but can be mitigated to less than significant levels (Class II): Aesthetics / Visual Resources, Biological Resources, Geologic Processes, Noise, Public Facilities and Water Resources / Flooding.

III. Potentially significant adverse cumulative impacts: None

7.0 MANDATORY FINDINGS OF SIGNIFICANCE

Will the proposal result in:	Poten. Signif.	Less than Signif. with Mitigation	Less Than Signif.	No Impact	Reviewed Under Previous Document
1. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, contribute significantly to greenhouse gas emissions or significantly increase energy consumption, or eliminate important examples of the major periods of California history or prehistory?		X			
2. Does the project have the potential to achieve short-term to the disadvantage of long-term environmental goals?			X		
3. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects and the effects of probable future projects.)			X		
4. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X		
5. Is there disagreement supported by facts, reasonable assumptions predicated upon facts and/or expert opinion supported by facts over the significance of an effect which would warrant investigation in an EIR ?			X		

8.0 Project Alternatives

Review of project alternatives is not applicable for Negative Declarations.

9.0 INITIAL REVIEW OF PROJECT CONSISTENCY WITH APPLICABLE SUBDIVISION, ZONING AND COMPREHENSIVE PLAN REQUIREMENTS

Zoning

Upon approval of the proposed General Plan Amendment and Rezone, the proposed project is consistent with the requirements of the Santa Barbara County Land Use and Development Code Inland Zoning Ordinance.

Comprehensive Plan

The project will be subject to all applicable requirements and policies of the County's Comprehensive Plan, including the Santa Ynez Valley Community Plan. This analysis will be provided in the forthcoming Staff Report. These policies include but are not limited to the following:

1. Land Use Development Policy #4
2. Hillside & Watershed Protection Policies # 1,2,3,5,6,7
3. Historical and Archaeological Policies # 2, 3,5
4. Visual Resources Policies # 2,5
5. Santa Ynez Valley Community Plan policies and development standards

10.0 RECOMMENDATION BY P&D STAFF

On the basis of the Initial Study, the staff of Planning and Development:

____ Finds that the proposed project WILL NOT have a significant effect on the environment and, therefore, recommends that a Negative Declaration (ND) be prepared.

__X__ Finds that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures incorporated into the REVISED PROJECT DESCRIPTION would successfully mitigate the potentially significant impacts. Staff recommends the preparation of an ND. The ND finding is based on the assumption that mitigation measures will be acceptable to the applicant; if not acceptable a revised Initial Study finding for the preparation of an EIR may result.

____ Finds that the proposed project MAY have a significant effect on the environment, and recommends that an EIR be prepared.

____ Finds that from existing documents (previous EIRs, etc.) that a subsequent document (containing updated and site-specific information, etc.) pursuant to CEQA Sections 15162/15163/15164 should be prepared.

Potentially significant unavoidable adverse impact areas:

__X__ With Public Hearing _____ Without Public Hearing

PREVIOUS DOCUMENT: N/A

PROJECT EVALUATOR: Dana Eady, Planner **DATE:** April 25, 2014

11.0 DETERMINATION BY ENVIRONMENTAL HEARING OFFICER

__X__ I agree with staff conclusions. Preparation of the appropriate document may proceed.
____ I DO NOT agree with staff conclusions. The following actions will be taken:
____ I require consultation and further information prior to making my determination.

SIGNATURE: _____ **INITIAL STUDY DATE:** March 14 , 2014

SIGNATURE: _____ **NEGATIVE DECLARATION DATE:** March 24, 2014

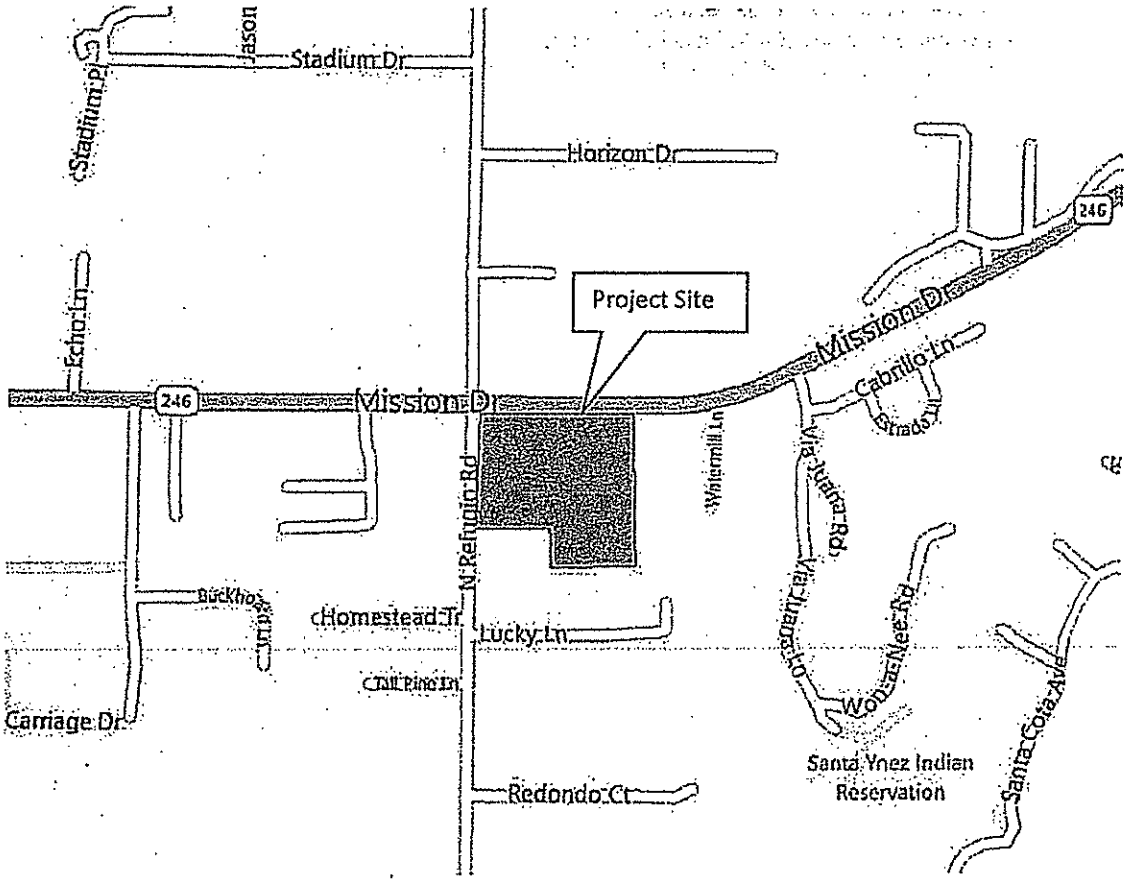
SIGNATURE: _____ **REVISION DATE:** April 25, 2014

SIGNATURE: _____ **FINAL NEGATIVE DECLARATION DATE:** _____

12.0 ATTACHMENTS

1. Vicinity Map
2. Project Plans (Site, Floor, Elevations, Preliminary Grading/Drainage, Landscaping)
3. CalEEMod Air Emissions Calculations
4. *Environmental Noise Study*, Dudek, November 6, 2012
5. *Traffic, Circulation, and Parking Study*, ATE, October 15, 2013
6. Comments received:
   a. Environmental Health Services, dated March 31, 2014
   b. Department of Transportation, dated April 7, 2014
   c. Agricultural Commissioner's Office dated April 1, 2014

Attachment 1 - Golden Inn Vicinity Map



The Golden Inn Santa Ynez, California

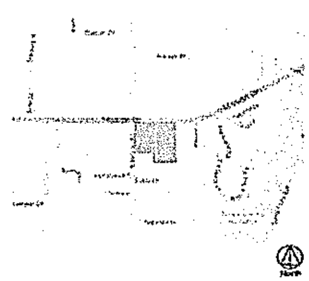
Building Areas

Lot Coverage / Parcel Sizes

Project Description

Site Data

Vicinity Map



Parking

Sheet Index

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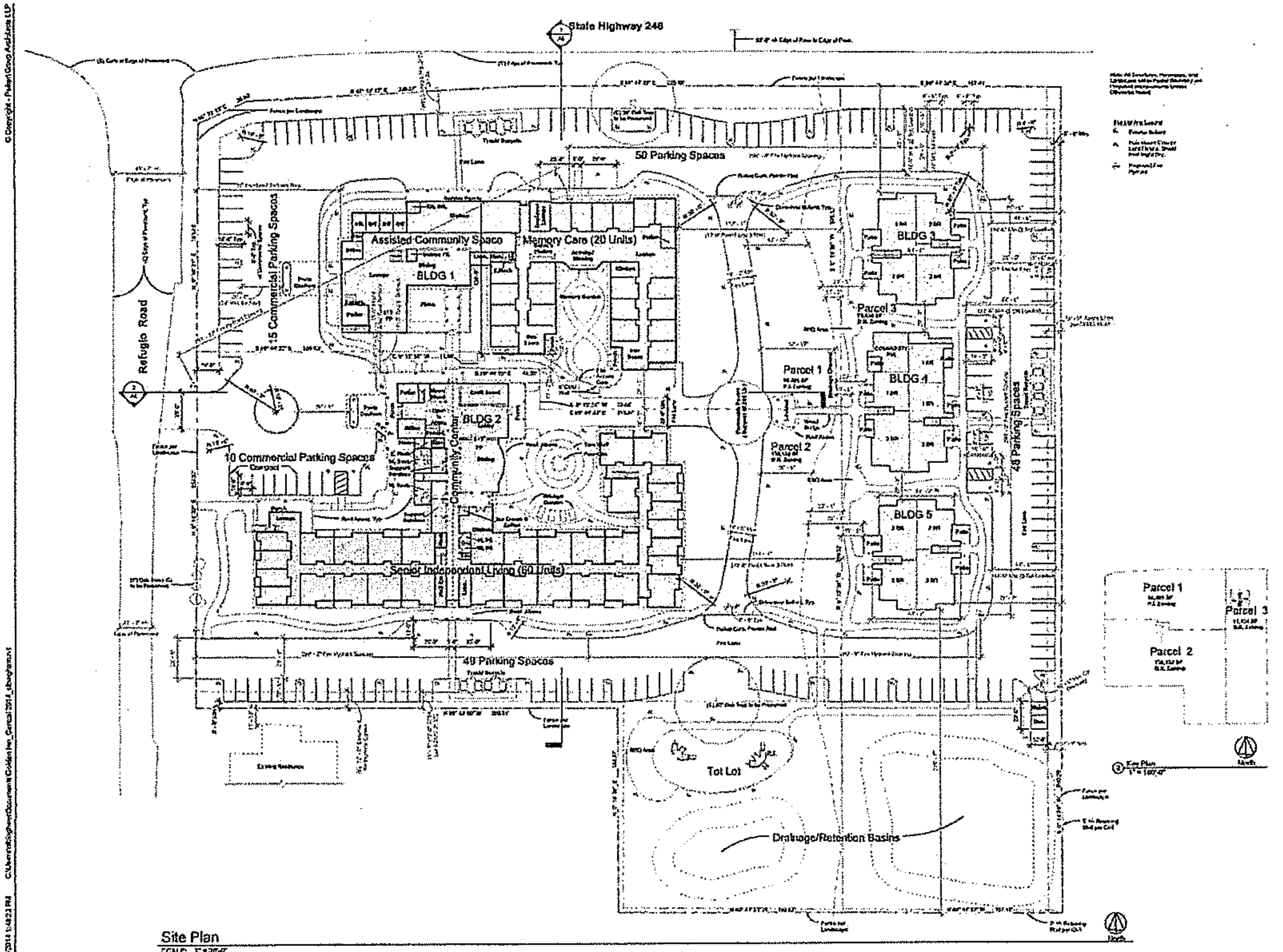
Santa Ynez, CA.

Cover Sheet

A1



Site Plan
SCALE: 1" = 30'-0"

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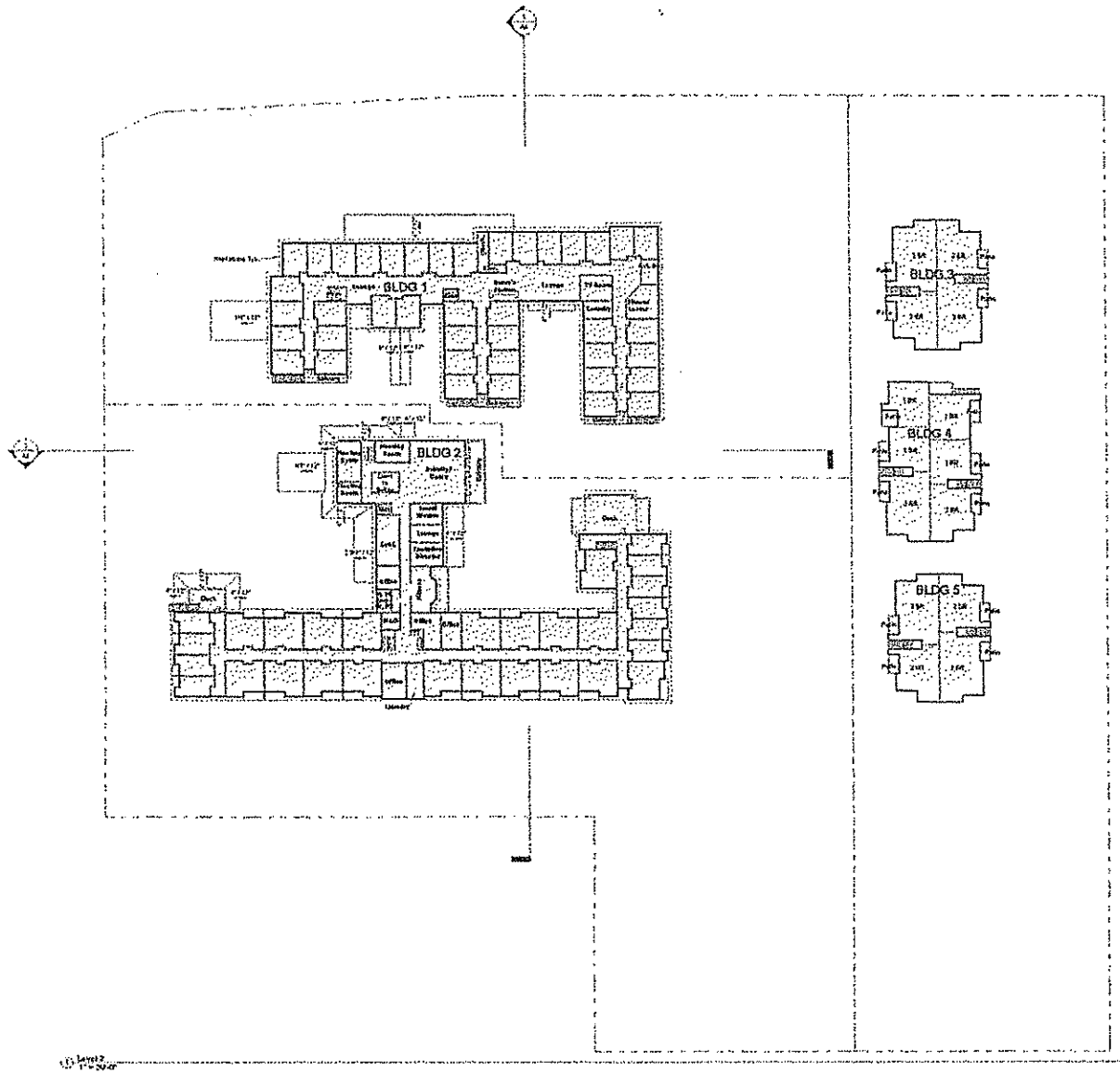
10/09/2013

Site Plan

A2



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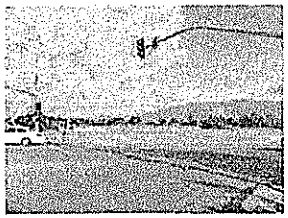
Second Floor Site Plan

A3

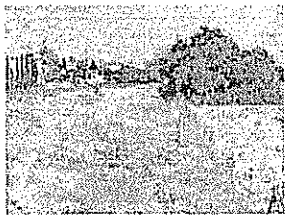


1 Looking Southest at Site from 246 & Refugio
N.T.S.

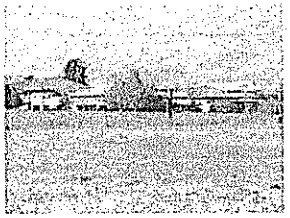
2 Looking Southeast at Site from 246 & Refugio
N.T.S.

3 View Looking South along Refugio
N.T.S.

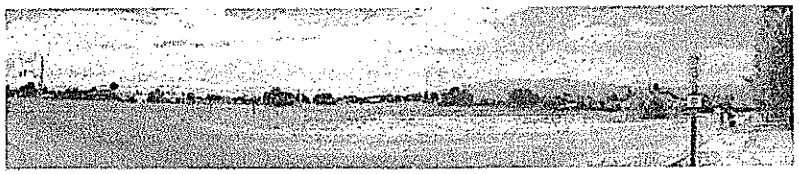
4 House to South of Site
N.T.S.



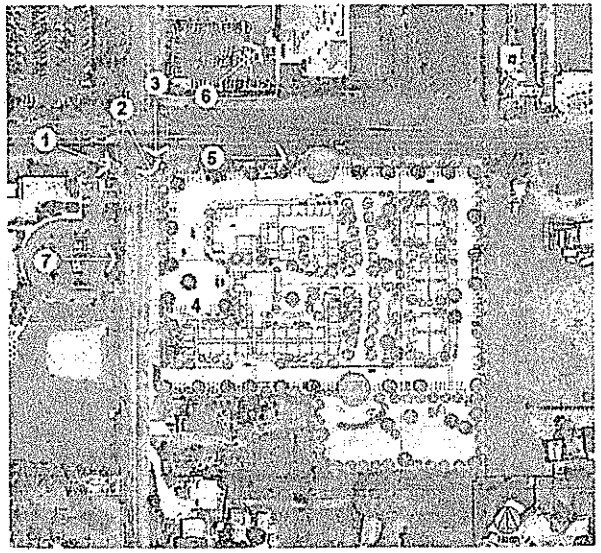
5 Frontage along Hwy 246
N.T.S.



6 Uses to North of Site
N.T.S.



7 Panoramic View from Refugio Road - Looking East at Site
N.T.S.



Key Plan - Photos
SCALE: 1" = 100'-0"

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Project Name
The Golden Inn

Hwy. 246 & Refugio Rd.
Santa Ynez, CA.

Construction

Planning

9.30.2013

Revisions
1
2
3

Sheet Title
Site Views

Sheet No.
A4

Exterior Colors & Materials Legend

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Project Name
The Golden Inn

Hwy. 246 & Refugio Rd.
Santa Ynez, CA.

Consultant

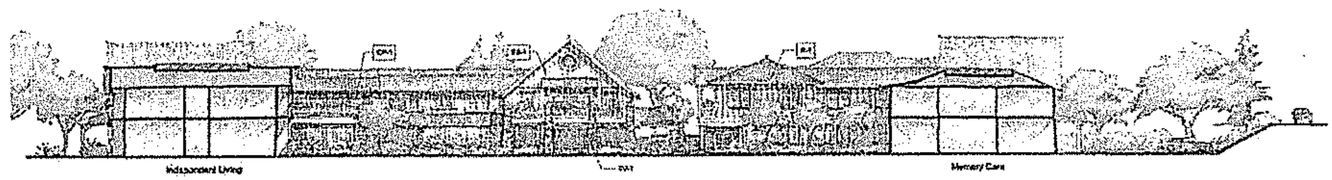
Mark

9.20.2013

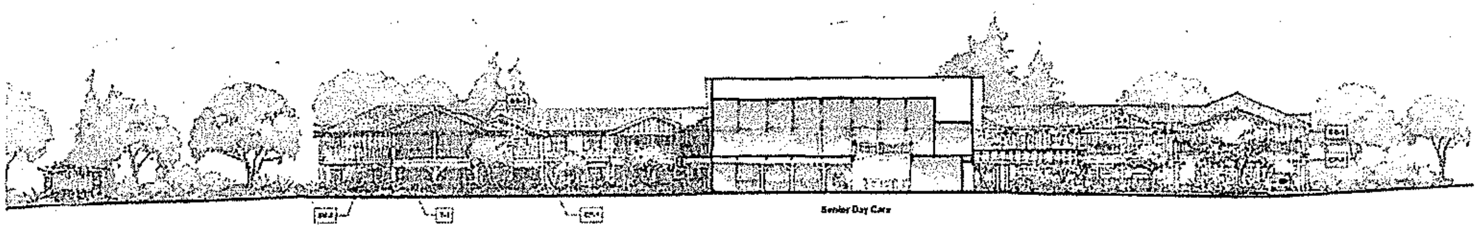
Revisions

Sheet Title
Site Elevations

Sheet No.
A5



1 North South Site Section
1/16" = 1'-0"



2 East West Site Section
1/16" = 1'-0"

Exterior Colors & Materials Legend

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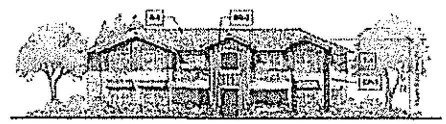
Santa Ynez, CA.

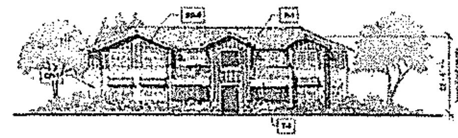
Site Sections

A6



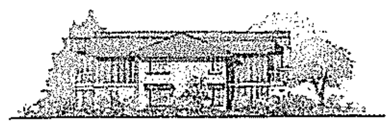
7 Bldg. 3 (2 & 3 BR) Front and Rear Elevation
1/16" = 1'-0"

3 Bldg. 4 West Elevation
1/16" = 1'-0"



1 Bldg. 5 (2 & 3 BR) Front & Rear Elevation
1/16" = 1'-0"

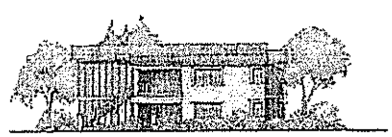
8 Bldg. 3 (2 & 3 BR) Side Elevation
1/16" = 1'-0"



4 Bldg. 4 South Elevation
1/16" = 1'-0"

2 Bldg. 5 (2 & 3 BR) Side Elevation
1/16" = 1'-0"

5 Bldg. 4 East Elevation
1/16" = 1'-0"



6 Bldg. 4 North Elevation
1/16" = 1'-0"

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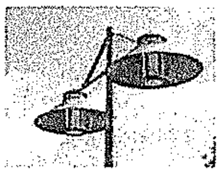
Santa Ynez, CA.

9.30.2013

Elevations

A7

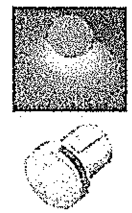
VEHICULAR PATH



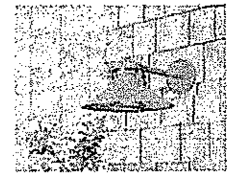
SEATING AREAS

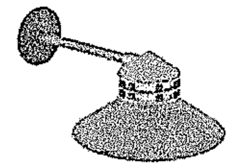
Benches

STAIRS

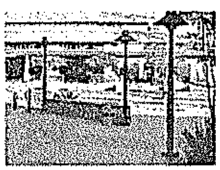


PRIVATE BUILDING ENTRANCES



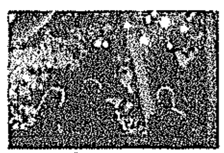


PEDESTRIAN PATH



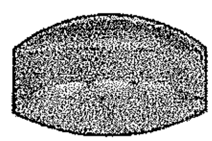
FEATURES

Fountain



COMMON BUILDING ENTRANCES

Downlights at Building Entrance Columns



NARRATIVE

Fixtures shall be compatible with Agricultural/Rural Architectural Style

Lighting Shall provide safety & comfort for Aging residents
- Even Illumination
- Slower Adaptive Response time - Not too bright
- Use Lighting as a Wayfinding tool

Preserve dark starry night sky & Retain Community Character
- Direct Light Downward
- Use Full Cut Off or Fully Shielded where possible
- Minimize height of fixtures

Limit Light crossing Property Lines/Light Trespass

Conserve Natural Resources
- Low wattage, Energy Efficient lighting
- Use Motion Sensors and/or timers so that lights are only on when needed
- Minimize Lighting to extent necessary to meet Safety purposes

Honor the Oaks
- Use shielded "moonlights" (pendants) to celebrate the trees being preserved

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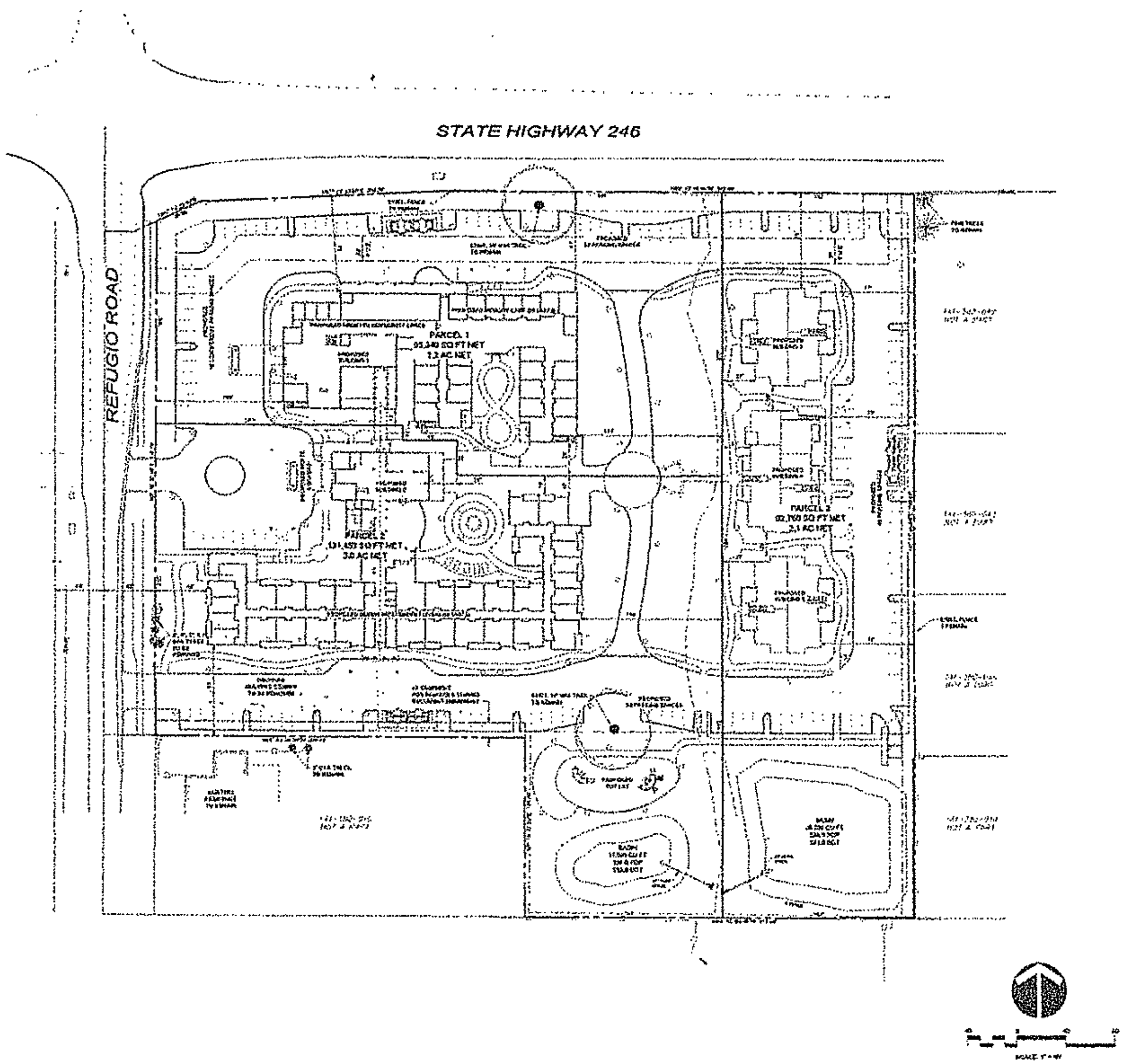
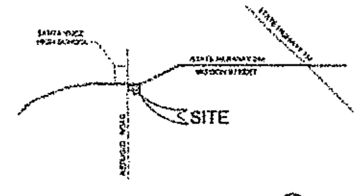
Dark Sky Lighting Plan

A8





VICINITY MAP

PARCEL MAP XX-XXX

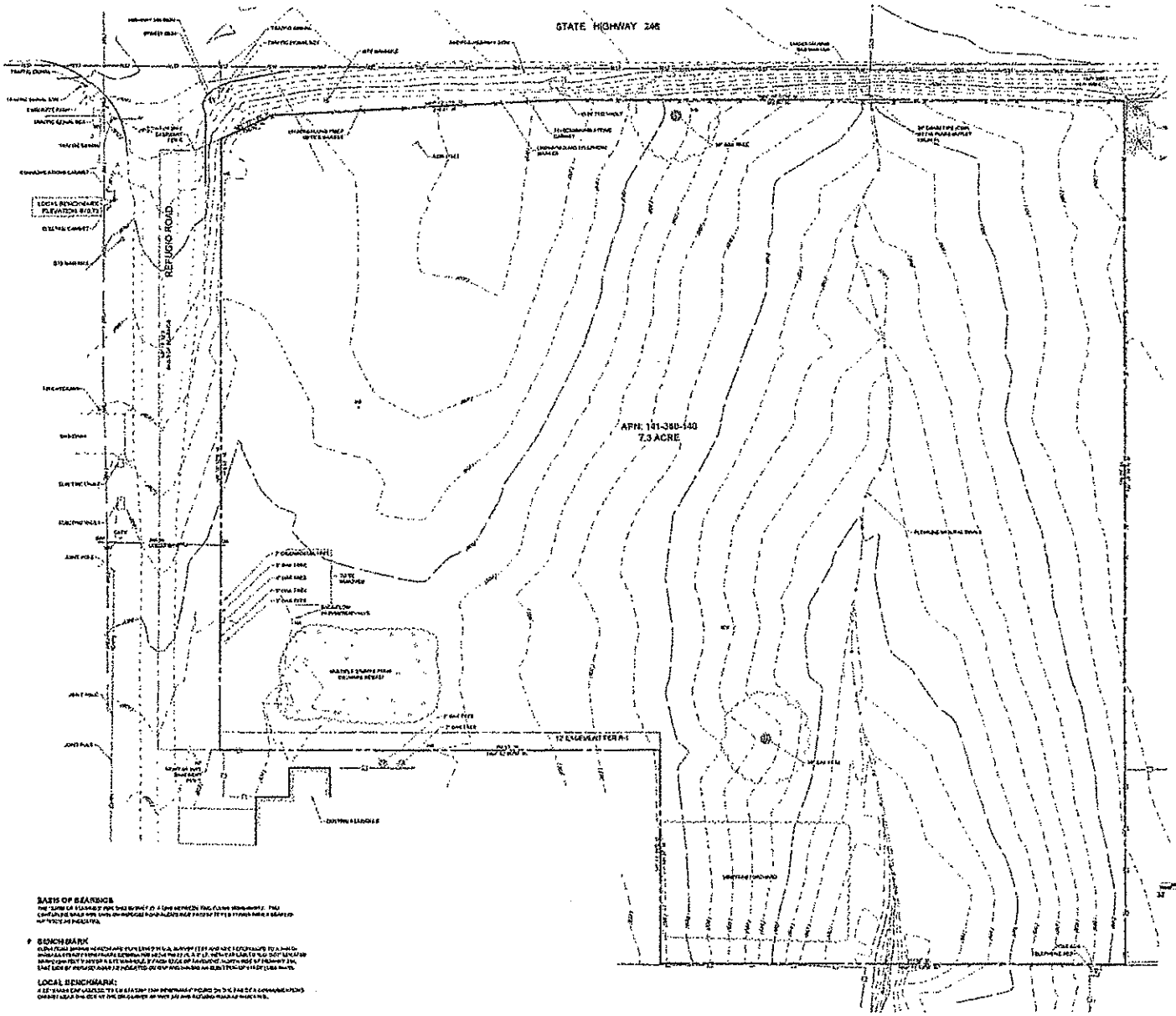
SANTA YNEZ - HWY 246 & REFUGIO RD

PREPARED FOR:

PREPARED BY:

CIVIL DESIGN STUDIO

PREPARED 10-04-2013



BASIS OF BEARINGS

BENCH MARK

LOCAL BENCHMARK:

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The Golden Inn

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Santa Ynez, CA.

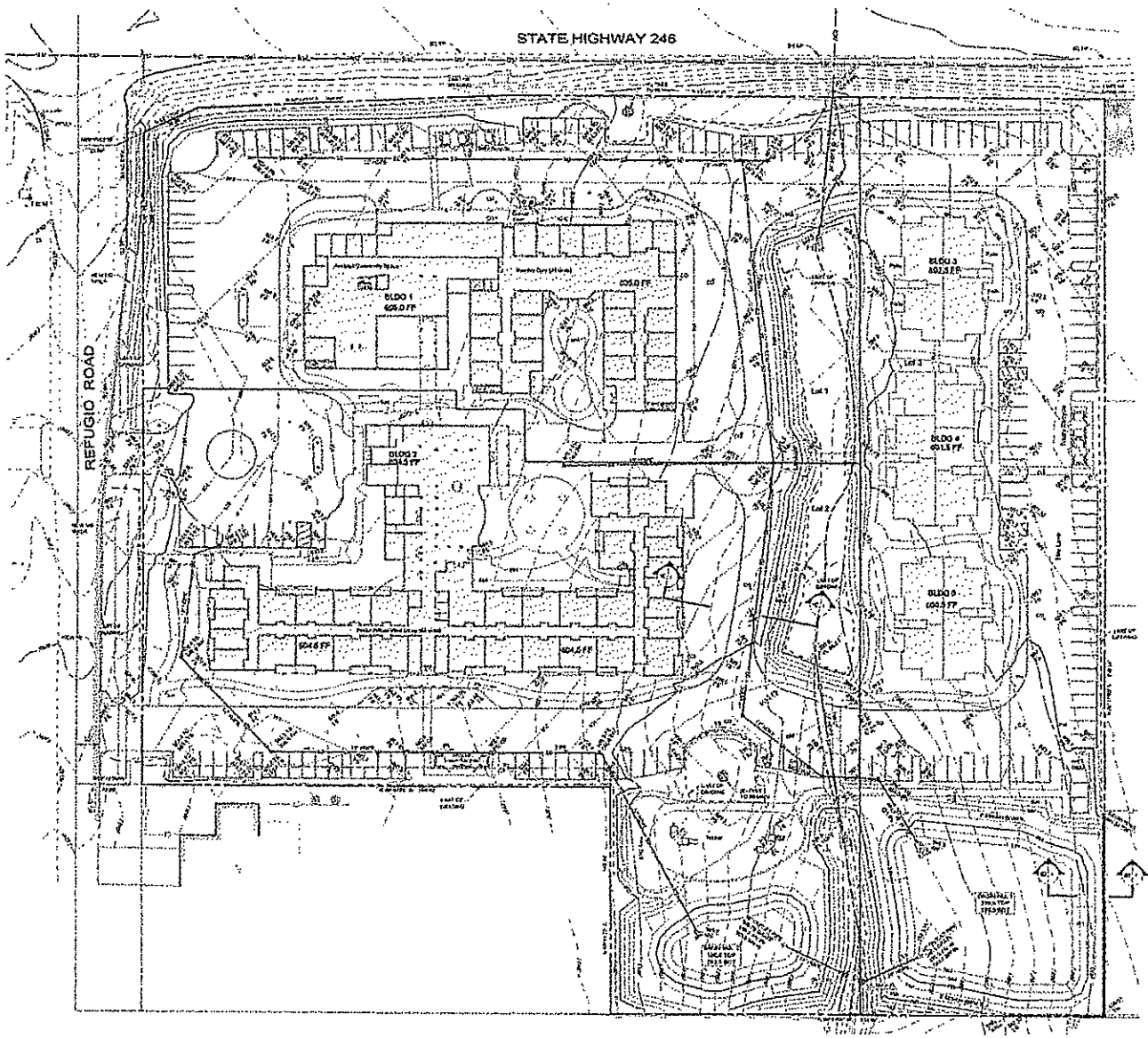
Rona Barrett

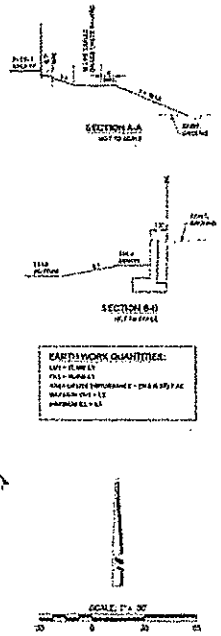
CIVIL DESIGN STUDIO

Project Status 09.04.2013

PRELIMINARY TOPOGRAPHY & SITE PLAN

C-1





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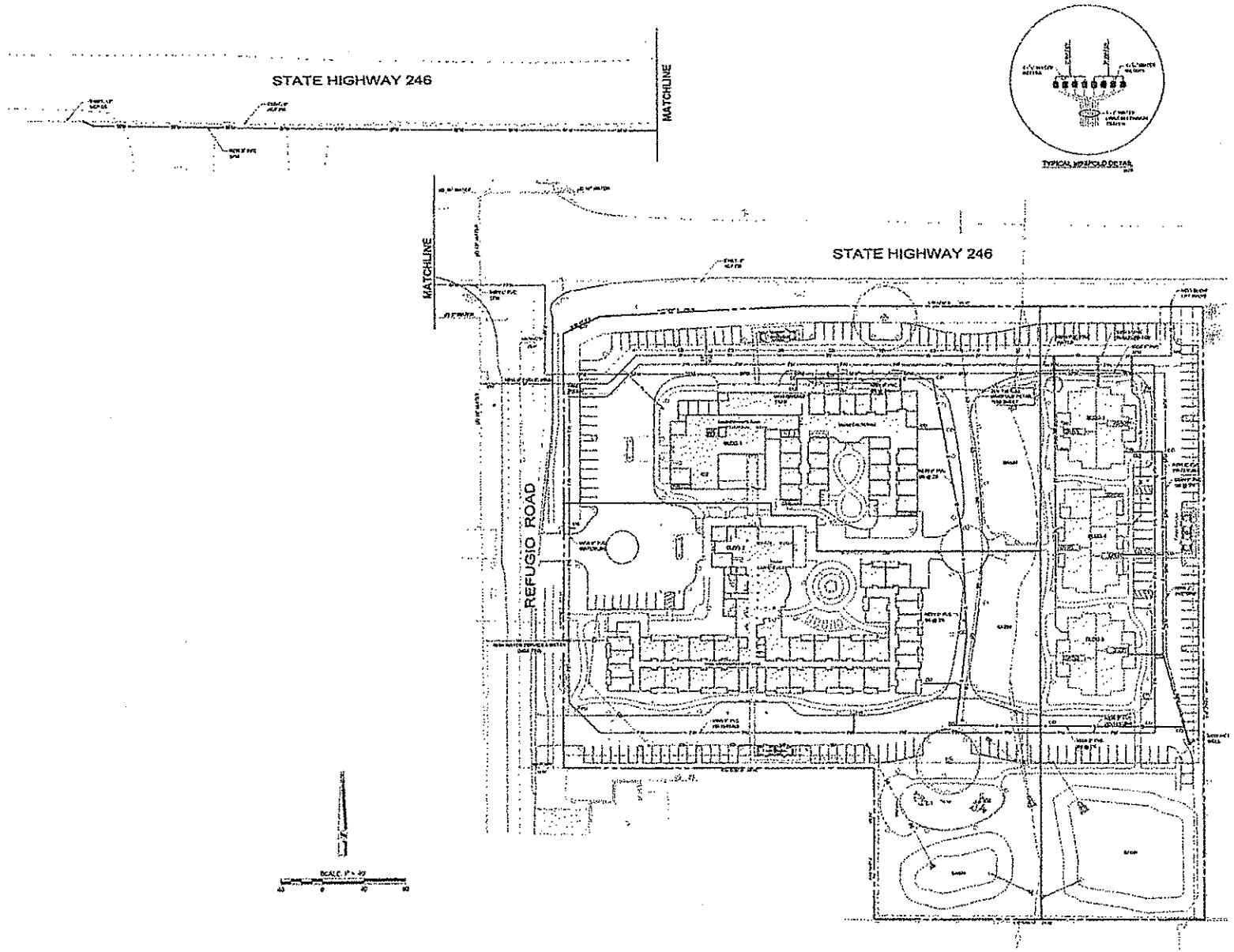
CIVIL DESIGN STUDIO

Project Status 04.04.2013

PRELIMINARY GRADING AND DRAINAGE PLAN

C-2



Peikert Group Architects, LLP

RONA BARRETT FOUNDATION

Housing Authority of the County of Santa Barbara

The Golden Inn

Hwy. 246 & Refugio Rd.
Santa Ynez, CA.

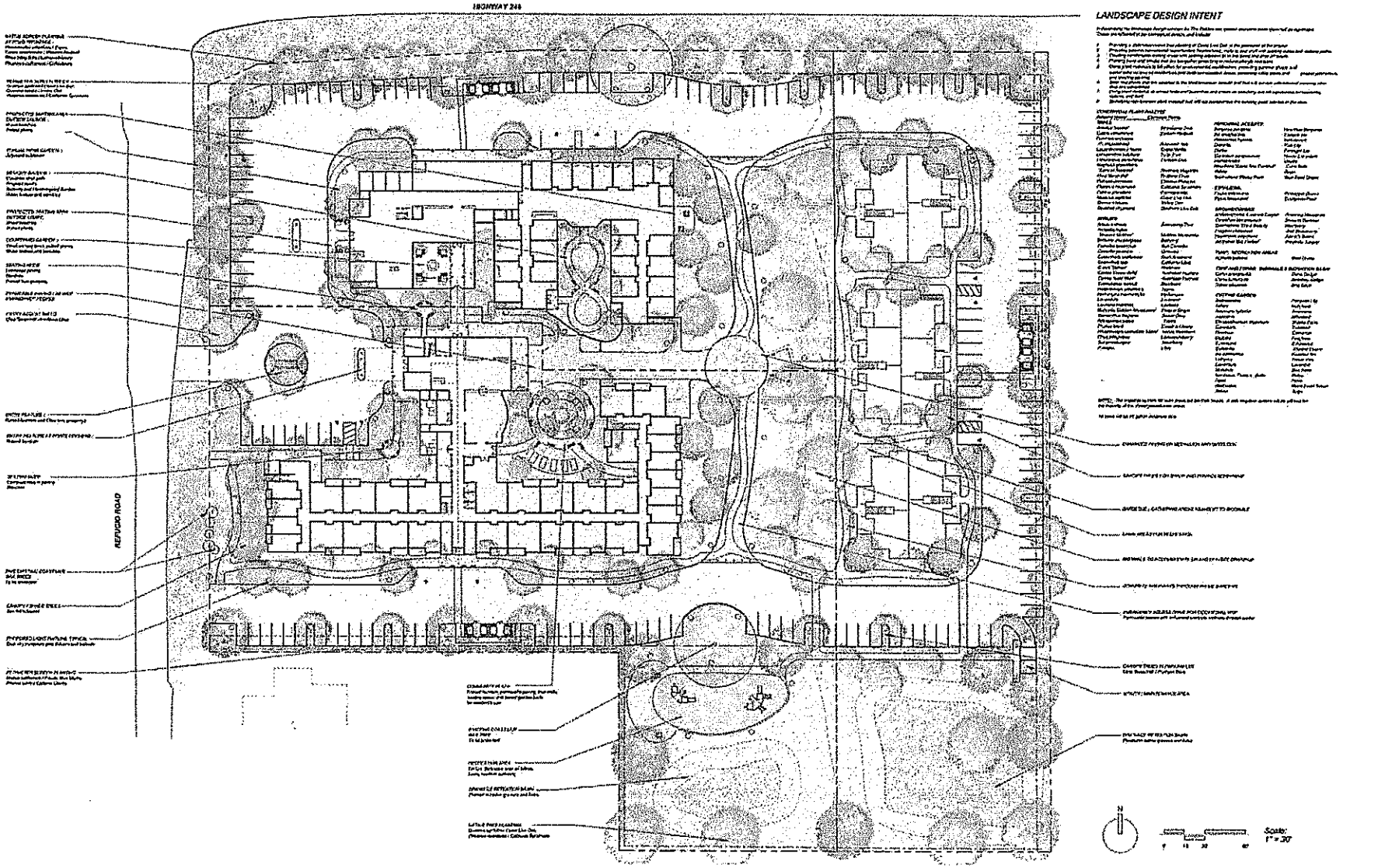
Rona Barrett

CIVIL DESIGN STUDIO

Project Status 05.04.2013

PRELIMINARY UTILITY PLAN

C-3



PRELIMINARY LANDSCAPE PLAN

GOLDEN INN

Hwy. 246 & Refugio Road Santa Ynez, California

The Golden Inn

Santa Barbara-North of Santa Ynez County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Low Rise	28.00	Dwelling Unit	2.10	22,736.00	76
Congregate Care (Assisted Living)	60.00	Dwelling Unit	2.20	36,328.00	163
Retirement Community	60.00	Dwelling Unit	3.00	46,477.00	163
User Defined Residential	1.00	Dwelling Unit	0.00	0.00	3

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.1	**Precipitation Freq (Days)**	37
Climate Zone	4			**Operational Year**	2014
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Lot Acreage and Square Footage revised to reflect project specific data.

Vehicle Trips - Traffic data updated to reflect project specific data contained in ATE Traffic Analysis dated 10-15-13.

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	28,000.00	22,736.00
tblLandUse	LandUseSquareFeet	60,000.00	36,328.00
tblLandUse	LandUseSquareFeet	60,000.00	46,477.00
tblLandUse	LotAcreage	1.75	2.10
tblLandUse	LotAcreage	3.75	2.20

tblLandUse	LotAcreage	12.00	3.00
tblVehicleTrips	ST_TR	7.16	5.00
tblVehicleTrips	ST_TR	2.20	2.66
tblVehicleTrips	ST_TR	2.81	3.44
tblVehicleTrips	ST_TR	0.00	152.00
tblVehicleTrips	SU_TR	6.07	5.00
tblVehicleTrips	SU_TR	2.44	2.66
tblVehicleTrips	SU_TR	2.81	3.44
tblVehicleTrips	SU_TR	0.00	152.00
tblVehicleTrips	WD_TR	6.59	5.00
tblVehicleTrips	WD_TR	2.74	2.66
tblVehicleTrips	WD_TR	2.81	3.44
tblVehicleTrips	WD_TR	0.00	152.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2015	5.3473	57.0228	43.8828	0.0414	18.2346	3.0897	21.3243	9.9753	2.8425	12.8178	0.0000	4,269.7115	4,269.7115	1.2380	0.0000	4,295.7100
2016	165.5544	30.3780	27.0288	0.0402	1.0674	1.9909	3.0584	0.2844	1.8700	2.1544	0.0000	3,821.6423	3,821.6423	0.7196	0.0000	3,836.7541
Total	170.9017	87.4008	70.9115	0.0816	19.3021	5.0806	24.3827	10.2697	4.7125	14.9723	0.0000	8,091.3538	8,091.3538	1.9576	0.0000	8,132.4641

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2015	5.3473	57.0228	43.8828	0.0414	18.2346	3.0897	21.3243	9.9753	2.8425	12.8178	0.0000	4,269.7115	4,269.7115	1.2380	0.0000	4,295.7100
2016	165.5544	30.3780	27.0288	0.0402	1.0674	1.9909	3.0584	0.2844	1.8700	2.1544	0.0000	3,821.6423	3,821.6423	0.7196	0.0000	3,836.7541
Total	170.9017	87.4008	70.9115	0.0816	19.3021	5.0806	24.3827	10.2597	4.7125	14.9723	0.0000	8,091.3538	8,091.3538	1.9576	0.0000	8,132.4641

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.5739	0.1493	12.5930	6.5000e-004		0.0669	0.0669		0.0669	0.0669	0.0000	22.1343	22.1343	0.0236	0.0000	22.6299
Energy	0.0579	0.4944	0.2104	3.1600e-003		0.0400	0.0400		0.0400	0.0400		631.1088	631.1088	0.0121	0.0116	634.9496
Mobile	3.0310	6.5389	30.2579	0.0398	2.9583	0.0855	3.0438	0.7907	0.0784	0.8691		3,657.5406	3,657.5406	0.2168		3,662.0943
Total	6.6627	7.1826	43.0612	0.0436	2.9583	0.1923	3.1506	0.7907	0.1852	0.9759	0.0000	4,310.7837	4,310.7837	0.2525	0.0116	4,319.6738

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day										lb/day					
Area	3.5739	0.1493	12.5930	6.5000e-004		0.0669	0.0669		0.0669	0.0669	0.0000	22.1343	22.1343	0.0236	0.0000	22.6299
Energy	0.0579	0.4944	0.2104	3.1600e-003		0.0400	0.0400		0.0400	0.0400		631.1088	631.1088	0.0121	0.0116	634.9496
Mobile	3.0310	6.5389	30.2579	0.0398	2.9583	0.0855	3.0438	0.7907	0.0784	0.8691		3,657.5406	3,657.5406	0.2168		3,662.0943
Total	6.6627	7.1826	43.0612	0.0436	2.9583	0.1923	3.1506	0.7907	0.1852	0.9759	0.0000	4,310.7837	4,310.7837	0.2525	0.0116	4,319.6738

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2015	1/28/2015	5	20	
2	Site Preparation	Site Preparation	1/29/2015	2/11/2015	5	10	
3	Grading	Grading	2/12/2015	3/11/2015	5	20	
4	Building Construction	Building Construction	3/12/2015	1/27/2016	5	230	
5	Paving	Paving	1/28/2016	2/24/2016	5	20	
6	Architectural Coating	Architectural Coating	2/25/2016	3/23/2016	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 0

Residential Indoor: 213,721; Residential Outdoor: 71,240; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48

Demolition	Excavators	3	8.00	162	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	1	8.00	162	0.38
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	125	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	174	0.41
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Paving Equipment	2	8.00	130	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	12.30	4.60	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	12.30	4.60	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	12.30	4.60	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	107.00	16.00	0.00	12.30	4.60	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	12.30	4.60	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	21.00	0.00	0.00	12.30	4.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.5083	48.3629	36.0738	0.0399		2.4508	2.4508		2.2858	2.2858		4,127.1934	4,127.1934	1.1188		4,150.6886
Total	4.5083	48.3629	36.0738	0.0399		2.4508	2.4508		2.2858	2.2858		4,127.1934	4,127.1934	1.1188		4,150.6886

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0720	0.1110	1.0425	1.5300e-003	0.1403	1.1500e-003	0.1415	0.0372	1.0400e-003	0.0383		131.6393	131.6393	8.7500e-003		131.8230
Total	0.0720	0.1110	1.0425	1.5300e-003	0.1403	1.1500e-003	0.1415	0.0372	1.0400e-003	0.0383		131.6393	131.6393	8.7500e-003		131.8230

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Off-Road	4.5083	48.3629	36.0738	0.0399		2.4508	2.4508		2.2858	2.2858	0.0000	4,127.1934	4,127.1934	1.1188		4,150.6886
Total	4.5083	48.3629	36.0738	0.0399		2.4508	2.4508		2.2858	2.2858	0.0000	4,127.1934	4,127.1934	1.1188		4,150.6886

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0720	0.1110	1.0425	1.5300e-003	0.1403	1.1500e-003	0.1415	0.0372	1.0400e-003	0.0383		131.6393	131.6393	8.7500e-003		131.8230
Total	0.0720	0.1110	1.0425	1.5300e-003	0.1403	1.1500e-003	0.1415	0.0372	1.0400e-003	0.0383		131.6393	131.6393	8.7500e-003		131.8230

3.3 Site Preparation - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	5.2609	56.8697	42.6318	0.0391		3.0883	3.0883		2.8412	2.8412		4,111.7444	4,111.7444	1.2275		4,137.5225
Total	5.2609	56.8697	42.6318	0.0391	18.0663	3.0883	21.1545	9.9307	2.8412	12.7719		4,111.7444	4,111.7444	1.2275		4,137.5225

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0864	0.1332	1.2510	1.8300e-003	0.1684	1.3900e-003	0.1698	0.0447	1.2500e-003	0.0459		157.9671	157.9671	0.0105		158.1876
Total	0.0864	0.1332	1.2510	1.8300e-003	0.1684	1.3900e-003	0.1698	0.0447	1.2500e-003	0.0459		157.9671	157.9671	0.0105		158.1876

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	5.2609	56.8897	42.6318	0.0391		3.0883	3.0883		2.8412	2.8412	0.0000	4,111.7444	4,111.7444	1.2275		4,137.5224
Total	5.2609	56.8897	42.6318	0.0391	18.0663	3.0883	21.1545	9.9307	2.8412	12.7719	0.0000	4,111.7444	4,111.7444	1.2275		4,137.5224

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0864	0.1332	1.2510	1.8300e-003	0.1684	1.3900e-003	0.1698	0.0447	1.2500e-003	0.0459		157.9671	157.9671	0.0105		158.1876
Total	0.0864	0.1332	1.2510	1.8300e-003	0.1684	1.3900e-003	0.1698	0.0447	1.2500e-003	0.0459		157.9671	157.9671	0.0105		158.1876

3.4 Grading - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	3.8327	40.4161	26.6731	0.0298		2.3284	2.3284		2.1421	2.1421		3,129.0158	3,129.0158	0.9341		3,148.6328
Total	3.8327	40.4161	26.6731	0.0298	6.5523	2.3284	8.8807	3.3675	2.1421	5.5096		3,129.0158	3,129.0158	0.9341		3,148.6328

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0720	0.1110	1.0425	1.5300e-003	0.1403	1.1500e-003	0.1415	0.0372	1.0400e-003	0.0383		131.6393	131.6393	8.7500e-003		131.8230
Total	0.0720	0.1110	1.0425	1.5300e-003	0.1403	1.1500e-003	0.1415	0.0372	1.0400e-003	0.0383		131.6393	131.6393	8.7500e-003		131.8230

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	3.8327	40.4161	26.6731	0.0298		2.3284	2.3284		2.1421	2.1421	0.0000	3,129.0158	3,129.0158	0.9341		3,148.6328
Total	3.8327	40.4161	26.6731	0.0298	6.5523	2.3284	8.8807	3.3675	2.1421	5.5096	0.0000	3,129.0158	3,129.0158	0.9341		3,148.6328

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0720	0.1110	1.0425	1.5300e-003	0.1403	1.1500e-003	0.1415	0.0372	1.0400e-003	0.0383		131.6393	131.6393	8.7500e-003		131.8230
Total	0.0720	0.1110	1.0425	1.5300e-003	0.1403	1.1500e-003	0.1415	0.0372	1.0400e-003	0.0383		131.6393	131.6393	8.7500e-003		131.8230

3.5 Building Construction - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day										lb/day				
Off-Road	3.6591	30.0299	18.7446	0.0268		2.1167	2.1167		1.9904	1.9904		2,689.5771	2,689.5771	0.6748		2,703.7483
Total	3.6591	30.0299	18.7446	0.0268		2.1167	2.1167		1.9904	1.9904		2,689.5771	2,689.5771	0.6748		2,703.7483

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1865	1.3335	2.2330	2.4800e-003	0.0665	0.0202	0.0867	0.0189	0.0185	0.0375		249.3262	249.3262	2.3700e-003		249.3759
Worker	0.5136	0.7917	7.4365	0.0109	1.0009	8.2400e-003	1.0092	0.2655	7.4500e-003	0.2729		939.0268	939.0268	0.0624		940.3371
Total	0.7001	2.1251	9.6695	0.0134	1.0674	0.0284	1.0958	0.2844	0.0260	0.3104		1,188.3530	1,188.3530	0.0648		1,189.7130

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.6591	30.0299	18.7446	0.0268		2.1167	2.1167		1.9904	1.9904	0.0000	2,689.5771	2,689.5771	0.6748		2,703.7483
Total	3.6591	30.0299	18.7446	0.0268		2.1167	2.1167		1.9904	1.9904	0.0000	2,689.5771	2,689.5771	0.6748		2,703.7483

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1865	1.3335	2.2330	2.4800e-003	0.0665	0.0202	0.0867	0.0189	0.0185	0.0375		249.3262	249.3262	2.3700e-003		249.3759
Worker	0.5136	0.7917	7.4365	0.0109	1.0009	8.2400e-003	1.0092	0.2655	7.4500e-003	0.2729		939.0268	939.0268	0.0624		940.3371
Total	0.7001	2.1251	9.6695	0.0134	1.0674	0.0284	1.0958	0.2844	0.0260	0.3104		1,188.3530	1,188.3530	0.0648		1,189.7130

3.5 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485		2,669.2864	2,669.2864	0.6620		2,683.1890
Total	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485		2,669.2864	2,669.2864	0.6620		2,683.1890

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day											lb/day				
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1623	1.1772	2.0352	2.4800e-003	0.0665	0.0160	0.0825	0.0189	0.0147	0.0336		246.6557	246.6557	2.0600e-003		246.6989
Worker	0.4414	0.6944	6.4870	0.0109	1.0009	7.5900e-003	1.0085	0.2655	6.9000e-003	0.2724		905.7002	905.7002	0.0555		906.8662
Total	0.6037	1.8716	8.5221	0.0134	1.0674	0.0236	1.0910	0.2844	0.0216	0.3060		1,152.3559	1,152.3559	0.0576		1,153.5651

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485	0.0000	2,669.2864	2,669.2864	0.6620		2,683.1890
Total	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485	0.0000	2,669.2864	2,669.2864	0.6620		2,683.1890

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1623	1.1772	2.0352	2.4800e-003	0.0665	0.0160	0.0825	0.0189	0.0147	0.0336		246.6557	246.6557	2.0600e-003		246.6989
Worker	0.4414	0.6944	6.4870	0.0109	1.0009	7.5900e-003	1.0085	0.2655	6.9000e-003	0.2724		905.7002	905.7002	0.0555		906.8662

Total	0.6037	1.8716	8.5221	0.0134	1.0674	0.0236	1.0910	0.2844	0.0216	0.3060		1,152.3559	1,152.3559	0.0576		1,153.5651

3.6 Paving - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0898	22.3859	14.8176	0.0223		1.2610	1.2610		1.1601	1.1601		2,316.3767	2,316.3767	0.6987		2,331.0495
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.0898	22.3859	14.8176	0.0223		1.2610	1.2610		1.1601	1.1601		2,316.3767	2,316.3767	0.6987		2,331.0495

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0619	0.0974	0.9094	1.5300e-003	0.1403	1.0600e-003	0.1414	0.0372	9.7000e-004	0.0382		126.9673	126.9673	7.7800e-003		127.1308
Total	0.0619	0.0974	0.9094	1.5300e-003	0.1403	1.0600e-003	0.1414	0.0372	9.7000e-004	0.0382		126.9673	126.9673	7.7800e-003		127.1308

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0898	22.3859	14.8176	0.0223		1.2610	1.2610		1.1601	1.1601	0.0000	2,316.3767	2,316.3767	0.6987		2,331.0495
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.0898	22.3859	14.8176	0.0223		1.2610	1.2610		1.1601	1.1601	0.0000	2,316.3767	2,316.3767	0.6987		2,331.0495

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0619	0.0974	0.9094	1.5300e-003	0.1403	1.0600e-003	0.1414	0.0372	9.7000e-004	0.0382		126.9673	126.9673	7.7800e-003		127.1308
Total	0.0619	0.0974	0.9094	1.5300e-003	0.1403	1.0600e-003	0.1414	0.0372	9.7000e-004	0.0382		126.9673	126.9673	7.7800e-003		127.1308

3.7 Architectural Coating - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	165.0993					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3685	2.3722	1.8839	2.9700e-003		0.1966	0.1966		0.1966	0.1966		281.4481	281.4481	0.0332		282.1449

Total	165.4677	2.3722	1.8839	2.9700e-003		0.1966	0.1966		0.1966	0.1966		281.4481	281.4481	0.0332		282.1449

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0866	0.1363	1.2731	2.1400e-003	0.1964	1.4900e-003	0.1979	0.0521	1.3500e-003	0.0535		177.7543	177.7543	0.0109		177.9831
Total	0.0866	0.1363	1.2731	2.1400e-003	0.1964	1.4900e-003	0.1979	0.0521	1.3500e-003	0.0535		177.7543	177.7543	0.0109		177.9831

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	165.0993					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3685	2.3722	1.8839	2.9700e-003		0.1966	0.1966		0.1966	0.1966	0.0000	281.4481	281.4481	0.0332		282.1449
Total	165.4677	2.3722	1.8839	2.9700e-003		0.1966	0.1966		0.1966	0.1966	0.0000	281.4481	281.4481	0.0332		282.1449

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0866	0.1363	1.2731	2.1400e-003	0.1964	1.4900e-003	0.1979	0.0521	1.3500e-003	0.0535		177.7543	177.7543	0.0109		177.9831
Total	0.0866	0.1363	1.2731	2.1400e-003	0.1964	1.4900e-003	0.1979	0.0521	1.3500e-003	0.0535		177.7543	177.7543	0.0109		177.9831

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.0310	6.5389	30.2579	0.0398	2.9583	0.0855	3.0438	0.7907	0.0784	0.8691		3,657.5406	3,657.5406	0.2168		3,662.0943
Unmitigated	3.0310	6.5389	30.2579	0.0398	2.9583	0.0855	3.0438	0.7907	0.0784	0.8691		3,657.5406	3,657.5406	0.2168		3,662.0943

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	140.00	140.00	140.00	386,278	386,278
Congregate Care (Assisted Living)	159.60	159.60	159.60	440,357	440,357
Retirement Community	206.40	206.40	206.40	569,485	569,485
User Defined Residential	152.00	152.00	152.00		
Total	658.00	658.00	658.00	1,396,120	1,396,120

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	12.30	5.90	6.40	37.50	15.00	47.50	86	11	3
Congregate Care (Assisted	12.30	5.90	6.40	37.50	15.00	47.50	86	11	3
Retirement Community	12.30	5.90	6.40	37.50	15.00	47.50	86	11	3
User Defined Residential	12.30	5.90	6.40	37.50	15.00	47.50	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.488075	0.036412	0.211835	0.156683	0.050322	0.007577	0.018890	0.013241	0.001898	0.002223	0.008073	0.001639	0.003134

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0579	0.4944	0.2104	3.1600e-003		0.0400	0.0400		0.0400	0.0400		631.1088	631.1088	0.0121	0.0116	634.9496
NaturalGas Unmitigated	0.0579	0.4944	0.2104	3.1600e-003		0.0400	0.0400		0.0400	0.0400		631.1088	631.1088	0.0121	0.0116	634.9496

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Land Use	kBTU/yr	lb/day											lb/day				
Apartments Low Rise	827.072	8.9200e-003	0.0762	0.0324	4.9000e-004		6.1600e-003	6.1600e-003		6.1600e-003	6.1600e-003		97.3026	97.3026	1.8600e-003	1.7800e-003	97.8947
Congregate Care (Assisted Living)	1336.05	0.0144	0.1231	0.0524	7.9000e-004		9.9500e-003	9.9500e-003		9.9500e-003	9.9500e-003		157.1820	157.1820	3.0100e-003	2.8800e-003	158.1386
Retirement Community	3201.31	0.0345	0.2950	0.1255	1.8800e-003		0.0239	0.0239		0.0239	0.0239		376.6242	376.6242	7.2200e-003	6.9000e-003	378.9163
User Defined Residential	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0579	0.4944	0.2104	3.1600e-003		0.0400	0.0400		0.0400	0.0400		631.1088	631.1088	0.0121	0.0116	634.9496

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Congregate Care (Assisted Living)	1.33605	0.0144	0.1231	0.0524	7.9000e-004		9.9500e-003	9.9500e-003		9.9500e-003	9.9500e-003		157.1820	157.1820	3.0100e-003	2.8800e-003	158.1386
Retirement Community	3.20131	0.0345	0.2950	0.1255	1.8800e-003		0.0239	0.0239		0.0239	0.0239		376.6242	376.6242	7.2200e-003	6.9000e-003	378.9163
User Defined Residential	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Apartments Low Rise	0.827072	8.9200e-003	0.0762	0.0324	4.9000e-004		6.1600e-003	6.1600e-003		6.1600e-003	6.1600e-003		97.3026	97.3026	1.8600e-003	1.7800e-003	97.8947
Total		0.0579	0.4944	0.2104	3.1600e-003		0.0400	0.0400		0.0400	0.0400		631.1088	631.1088	0.0121	0.0116	634.9496

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day										lb/day					
Mitigated	3.5739	0.1493	12.5930	6.5000e-004		0.0669	0.0669		0.0669	0.0669	0.0000	22.1343	22.1343	0.0236	0.0000	22.6299
Unmitigated	3.5739	0.1493	12.5930	6.5000e-004		0.0669	0.0669		0.0669	0.0669	0.0000	22.1343	22.1343	0.0236	0.0000	22.6299

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.9047					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.2586					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.4107	0.1493	12.5930	6.5000e-004		0.0669	0.0669		0.0669	0.0669		22.1343	22.1343	0.0236		22.6299
Total	3.5739	0.1493	12.5930	6.5000e-004		0.0669	0.0669		0.0669	0.0669	0.0000	22.1343	22.1343	0.0236	0.0000	22.6299

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.9047					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.2586					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Landscaping	0.4107	0.1493	12.5930	6.5000e-004		0.0669	0.0669		0.0669	0.0669		22.1343	22.1343	0.0236		22.6299
Total	3.5739	0.1493	12.5930	6.5000e-004		0.0669	0.0669		0.0669	0.0669	0.0000	22.1343	22.1343	0.0236	0.0000	22.6299

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

DUDEK

621 CHAPALA STREET
SANTA BARBARA, CALIFORNIA 93101
T 805.963.0651 F 805.963.2074

November 6, 2012 7503-01

John Polanskey
The Housing Authority of the County of Santa Barbara
815 W. Ocean St.
Lompoc, Ca 93436-6526

SUBJECT: The Golden Inn Senior Housing Project
Refugio Road at State Route 246, Santa Ynez, California
Environmental Noise Study

Dear Mr. Polanskey:

This report contains our assessment of the future traffic-related noise environment at the proposed Golden Inn Senior Housing project, located at the southeast corner of the Intersection of State Route 246 (SR 246) and Refugio Road, in the unincorporated community of Santa Ynez in Santa Barbara County. The proposed project consists of a range of senior housing opportunities, including assisted living, memory care, independent living, and on-site housing for facility employees. This noise analysis is based upon the Site Plan from Peikert Group Architects, LLP (September 2012), and Preliminary Grading Plan and Topographic Survey from eda Design (October 17, 2012).

The assessment has been conducted in conformance with the County of Santa Barbara's requirement that the Community Noise Equivalent Level (CNEL) not exceed 65 dB within any dedicated outdoor living spaces of the project (i.e., exterior courtyard, patio, deck, balcony, etc). The report also contains a rudimentary analysis of interior noise levels based upon the conceptual building designs, for comparison with the County's 45 dB CNEL residential interior noise criterion, which also applies to in-patient (in-resident) health care facilities.

The project would provide exterior courtyard area for the assisted living component, secure exterior courtyard area for the memory care unit, and ground-level attached patios and dedicated common exterior courtyard area for the independent living apartments. Ground-level outdoor patio areas would also be provided for each of the employee housing units. Within the proposed dedicated outdoor living areas, the future noise levels from Year 2032 traffic volumes on SR 246 and Refugio Road are calculated to be less than 62 dB CNEL. These exterior noise levels would be well within the acceptable range for new residences and in-resident medical care facilities, and therefore no mitigation would be required for exterior noise exposure.

1.0 BACKGROUND

1.1 Project Description

The proposed project is located on an approximately 7.5 acre parcel located along the south side of SR 246 and along the east side of Refugio Road. *Figure 1* illustrates the regional setting for the project site, while *Figure 2* illustrates the local vicinity of the project. Valley Christian Academy is across Refugio Road to the west of the project site; rural residences abut the property on the south and east; SR 246 and the Santa Ynez Valley YMCA are located along the north side of the project site.

Please refer to *Figure* 3 for a site plan that graphically illustrates the proposed development. As seen in *Figure 3,* one building is proposed to house assisted living and memory care functions, and has a long axis parallel to SR 246. Wings of the building extending southward create exterior courtyard areas which are shielded by the building massing from SR-246 noise sources. This approximately 250 long building also effectively shields courtyard and patio areas proposed for the southerly adjacent independent living apartment building. Three structures are proposed in a north-south row along the eastern portion of the property, which would contain employee residences. These structures have ground-level patio areas; the closest patio to the southern edge of SR 246 is approximately 135 feet away. The distance separation of proposed patio areas from SR 246 is the chief protection against unacceptable traffic noise levels.

As part of the application review process by the County of Santa Barbara, an acoustical study is required. The analysis is based on the Site Plan by Peikert Architects, and the grading plan and topographic survey by eda, for the Golden Inn Senior Housing project.

1.3 County Noise Criteria

The County of Santa Barbara requires that the noise level within dedicated outdoor living spaces for new residential and health care facilities not exceed 65 dB CNEL (County of Santa Barbara, 2009). Interior noise levels for multi-family residences and hospitals are not to exceed 45 dB CNEL (County of Santa Barbara, 2009).

All sound levels discussed in this report are A-weighted. The acoustical terminology used in this report is defined in *Attachment 1.*

2.0 EXISTING CONDITIONS

The SR 246 Highway corridor is adjacent to the northern property boundary for the subject parcel, while Refugio Road forms the western property boundary. Vehicle traffic along SR 246 is the primary contributor to the existing ambient noise environment on the subject property, Refugio Road traffic is a secondary contributor.

SR 246 east of Refugio Road carries a current volume of approximately 14,400 average daily trips (ADT), according to Associated Transportation Engineers (ATE 2012). Refugio Road carries a current volume of 2,000 ADT (ATE 2012).

Ambient Noise Monitoring

Noise measurements were conducted adjacent to SR 246 on the subject property, to determine the existing noise level resulting from traffic on SR 246. Noise measurements were also conducted adjacent to Refugio Road on the property, to determine the existing noise level resulting from Refugio Road traffic at the project site.

The measurements were made using a calibrated Larson-Davis Laboratories Model 820 (S.N. 1534) integrating sound level meter equipped with a Type 2551 ½-inch pre-polarized condenser microphone with pre-amplifier. When equipped with this microphone, the sound level meter meets the current American National Standards Institute standard for a Type 1 precision sound level meter. The sound level meter was positioned at a height of approximately five feet above the ground.

Table 1 shows the measured noise levels and concurrent traffic volumes on the two roadways.

The noise measurement locations are depicted as M1 and M2 on *Figure 4*. M1 is approximately 70 feet from the center line of SR 246 and M2 is approximately 30 feet from the center line of Refugio Road. The measured average noise level was 63 dB at M1 and 61 dB at M2.

Table 1 Measured Average Sound Level							
Site	Description	Date/Time	L_{eq}[1]	Street	Cars	MT[2]	HT[3]
M1	Approximately 70 ft. to center line of SR 246	9/26/2012 12:00 p.m. to 12:20 p.m	63 dB	State Route 246	312	7	9
M2	Approximately 30 ft. to center line of Refugio Road.	9/26/2012 12:35 p.m. to 12:55 p.m	61 dB	Refugio Road	113	2	1

Notes: [1] Equivalent Continuous Sound Level (Time-Average Sound Level)
[2] Medium Trucks
[3] Heavy Trucks
General Notes: Temperature 78 degrees, clear, calm wind.

Traffic Noise Modeling

The Federal Highway Administration (FHWA) TNM 2.5 transportation noise model was calibrated first, before using the model to evaluate existing and future noise levels from traffic. The same traffic volume and vehicle composition ratios counted during the noise measurements were used to calibrate the model and verify the input used in the noise model. The modeled existing traffic speed was 45 mph along SR 246 in accordance with observation of traffic speed during the noise measurements (the average speed of the highway adjacent to the project site is below the posted speed limit, due to the presence of a traffic signal at the SR 246 / Refugio Road intersection). The posted speed limit of 35 mph along Refugio Road was used for model calibration, consistent with observed conditions.

The modeled L_{eq} for M1 and for M2 are within one dB of the measured noise levels. This result generally confirms the assumptions used in the noise model.

Based upon input from the project traffic engineer (ATE 2012), a vehicle mix of 5 percent medium trucks and 1.5 percent heavy trucks was employed in the model for evaluation of existing and future anticipated noise levels from the adjacent segment of SR 246. A vehicle mix of 3 percent medium trucks and 1 percent heavy trucks was used in the model for Refugio

Road, based upon input from the project traffic engineer (ATE 2012). In order to account for periods of free-flowing conditions on SR 246, with no vehicles present on Refugio Road to activate the traffic signal, the modeling of noise from future traffic conditions employs the posted speed limit of 55 MPH for SR 246. 35 MPH was used as the vehicle speed for Refugio Road in all of the analyses.

The modeled existing noise level is 65 dB CNEL at M1 and 59 dB CNEL at M2. It should be noted that these noise levels are in terms of the CNEL and not the L_{eq} as shown in Table 1. The existing CNEL is determined using documented current ADT volumes on each roadway, and often differs from the L_{eq} value obtained during the short-term measurements for noise model calibration purposes.

3.0 ANALYSIS

SR 246 is classified as a highway in the County's Comprehensive Plan Circulation Element. SR 246 will continue to be the primary noise source at the project site in the future. In the year 2032, SR 246 east of Refugio Road will carry approximately 22,700 ADT (ATE 2012). Refugio Road is classified as a Major Arterial in the County's Circulation Element and will continue to be a secondary noise source at the project site in the future. In the year 2032, Refugio Road south of SR 246 will carry approximately 3,365 ADT (ATE 2012).

Exterior Noise

Dudek modeled the future exterior noise levels at the project site from Year 2032 traffic carried by SR 246 and Refugio Road adjacent to the subject property. Typically, the analysis of future noise exposure is based upon the "build-out" planning horizon adopted by the local planning agency for the community. The current planning horizon is 20 years, or through 2032.

The TNM model allows the evaluation of future noise levels at specified locations (receptors). By locating receptor points within representative exterior living areas, the model will determine if future noise exposure levels would be in compliance with the established criterion for maximum allowable noise exposure. For Santa Barbara County, the maximum allowable exterior exposure level is 65 dB CNEL.

In order to assess key exterior living areas, receptor locations include the assisted living courtyard, the memory care courtyard, each of the patio areas for the employee housing

structure closest to SR 246 (Building 3), and the independent apartments patio closest to Refugio Road & SR 246. *Table 2* provides the calculated future noise levels within these exterior living areas.

Table 2
Calculated Future Noise Levels

Exterior Location	Calculated Noise Level (CNEL)	Complies with Exterior Criterion?
Assisted Living Courtyard	47	Yes
Memory Care Courtyard	47	Yes
Bld. 3 Northwest Patio	61	Yes
Bld. 3 Southwest Patio	60	Yes
Bld. 3 Northeast Patio	61	Yes
Bld. 3 Southeast Patio	60	Yes
Senior Independent Patio	58	Yes

As can be seen in *Table 2*, the proposed assisted living and memory care structure provides excellent noise shielding from SR 246 for exterior areas south of the structure. The courtyard area for the independent senior building would have future noise levels below 47 dB CNEL due to the shielding from the assisted living building, and additional distance from SR 246.

The model results also confirm the closest patio areas for the employee residences would have future noise exposure levels within acceptable limits (i.e., less than 65 dB CNEL). The patios for the remaining employee housing units would be further from SR 246, and would therefore each have future noise exposure less than 60 dB CNEL.

The patio at the west end of the senior independent living building, and at the north end of this building façade, has the worst-case exposure to combined traffic noise from Refugio Road and SR 246. The calculated future noise exposure level within this patio area is 58 dB CNEL. The other patios for this building are shielded from SR 246 noise sources by the assisted living building, and a further distance from Refugio Road. Therefore future noise levels in the remaining patio areas would be less than 58 dB CNEL.

Consequently, future noise levels within dedicated exterior living areas of the project would in no case be greater than 61 dB CNEL, and would therefore be well within the County's adopted exterior noise criteria of 65 dB CNEL maximum.

Interior Noise

A detailed interior noise analysis was not conducted at this preliminary project design phase. However, the following discussion is provided for interior noise concerns.

Standard construction materials and techniques for new residential multi-family development and health care facilities normally result in a minimum exterior to interior noise attenuation of 15 – 20 dB. Therefore, an exterior noise exposure not exceeding 65 dB CNEL would result in interior noise levels of 45 dB CNEL or less.

Exterior noise levels at facades of the proposed development are not expected to exceed 62 dB CNEL. Construction materials and building components consistent with Title 24 energy conservation standards should therefore be adequate for the proposed development to achieve compliance with the interior residential and hospital (health care) noise standard of 45 dB CNEL.

Construction Noise

There are existing rural residences that abut the subject property to the south and east. These residences are considered noise-sensitive land uses for the purposes of construction-related noise impact assessment. The County of Santa Barbara does not have an adopted criterion with a specific threshold for construction related noise, but does have a standard limitation for construction project schedules within areas containing residential uses.

The noise levels generated by construction equipment would vary greatly depending upon factors such as the type and specific model of the equipment, the operation being performed and the condition of the equipment. Based on typical construction operations involving pneumatic drivers, electric saws, generators, etc., peak noise levels of 95 dB measured 50 feet from the noise source could be produced during demolition and construction of the project.

Construction noise in a well-defined area typically attenuates at approximately six dB per doubling of distance. Therefore, at a distance of 100 feet the maximum noise level would be approximately six dB less (or 89 dB). This assumes a direct line-of-sight from the receiver to

the construction area. Intervening buildings would limit the noise level for residential properties not immediately adjacent to the subject property boundary.

When construction equipment is operating, existing residences surrounding the project site could be disturbed by the activities. Because of the relatively short-term to moderate duration of construction activities, the County's existing restrictions on periods when construction can occur, and the common incorporation of routine construction noise controls, potential noise impacts upon adjacent existing residences are considered adverse, but not significant. However, a strict construction schedule which adheres to the County's adopted standard schedule should be enforced for the project development.

Construction activities would also generate short-term traffic as workers, equipment and materials are brought to the site. The daily transportation is expected to cause short-term traffic-related noise increases along the project roadways. However, this traffic would not be a significant percentage of the daily volumes in the area and would not increase the noise levels by more than three dB CNEL. Therefore, the construction-related traffic noise impacts are considered to be less than significant. A mitigation to minimize non-significant construction-related noise is provided in the mitigation discussion.

4.0 MITIGATION

Exterior Noise

The designated primary exterior living area for each unit would be within the County's exterior noise criterion of 65 dB CNEL without any need for mitigation.

Construction Noise

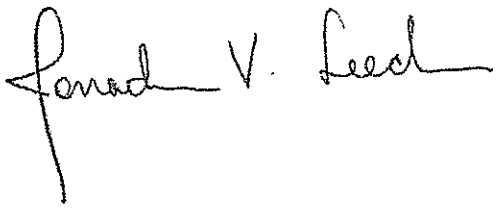
To avoid nuisance noise impacts, the following adopted County of Santa Barbara construction schedule limitation shall be incorporated into all construction contracts for the project, and posted at the site:

> Construction activity for site preparation and for future development shall be limited to the hours between 7:00 a.m. and 4:00 p.m., Monday through Friday. No construction shall occur on State holidays (e.g., Thanksgiving, Labor Day). Construction equipment maintenance shall be limited to the same hours. Non-noise generating construction activities such as interior painting are not subject to these restrictions.

This concludes our noise assessment, if you have any questions please call me.

Very truly yours,

DUDEK



Jonathan V. Leech, INCE
Acoustician

att.: Figures 1-4

REFERENCES

Associated Transportation Engineers, 2012, *Golden Inn Senior Housing Project, Traffic, Circulation, and Parking Study, November.*

California Department of Transportation (Caltrans), 1987, *California Vehicle Noise Emission Levels, (FHWA/CA/TL-87/03).*

California Department of Transportation (Caltrans), 1980, *Fundamentals and Abatement of Highway Traffic Noise, September.*

County of Santa Barbara, 2009. *County of Santa Barbara Noise Element.*

Federal Highway Administration (FHWA), 2004, *Traffic Noise Model Version 2.5 (TNM 2.5)*

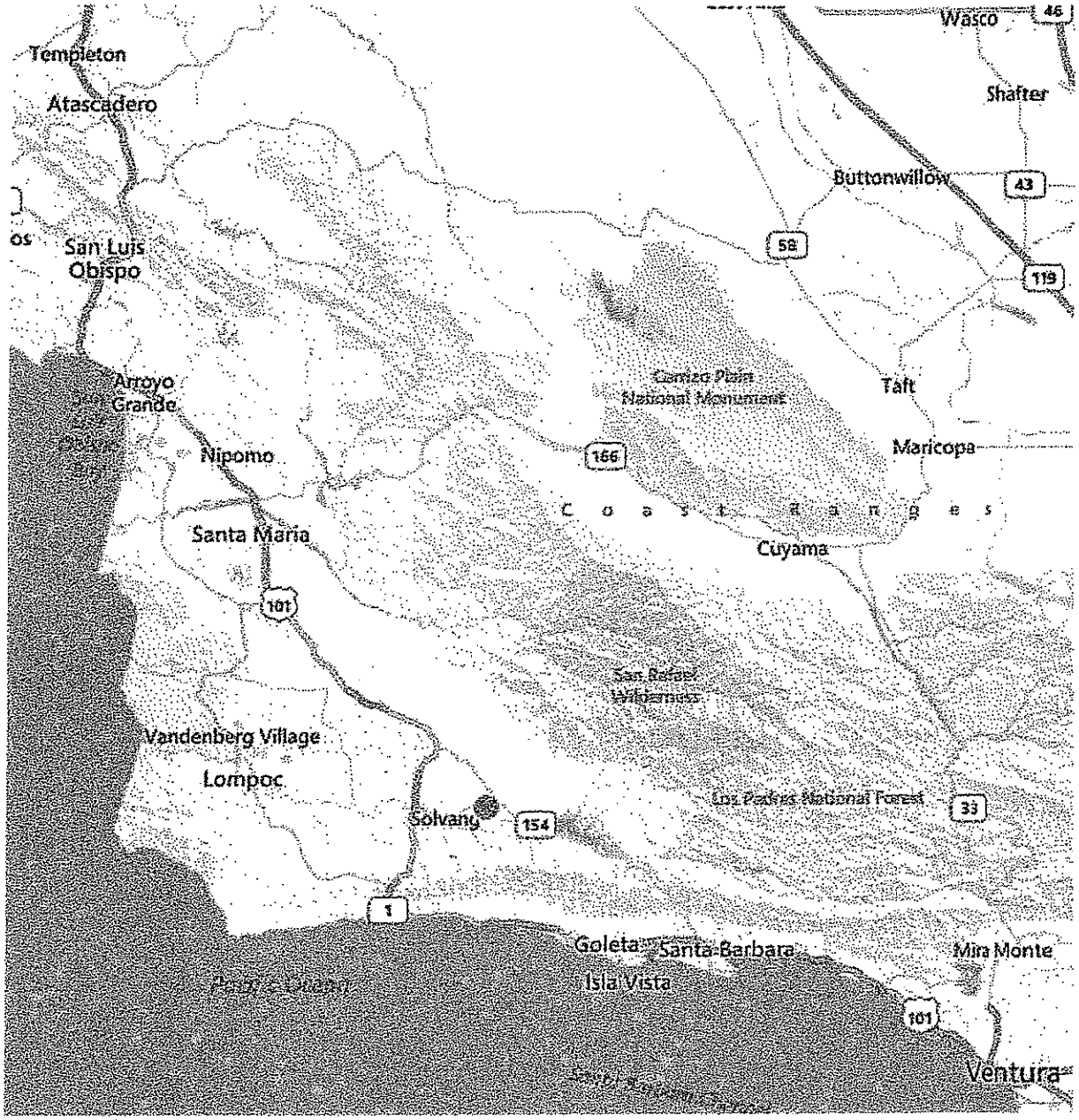


Figure 1

Regional Location

The Golden Inn Senior Housing Development Noise Report

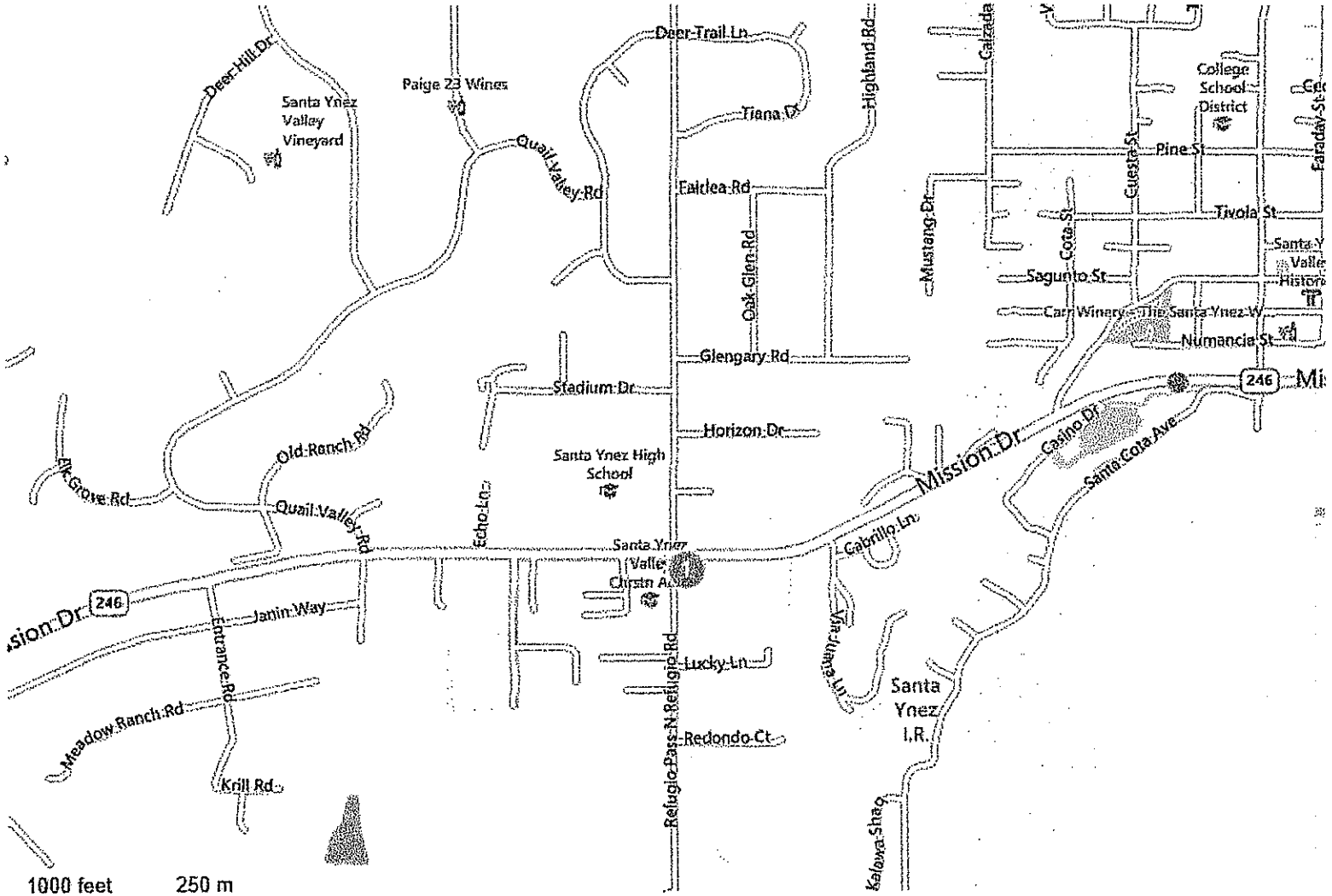
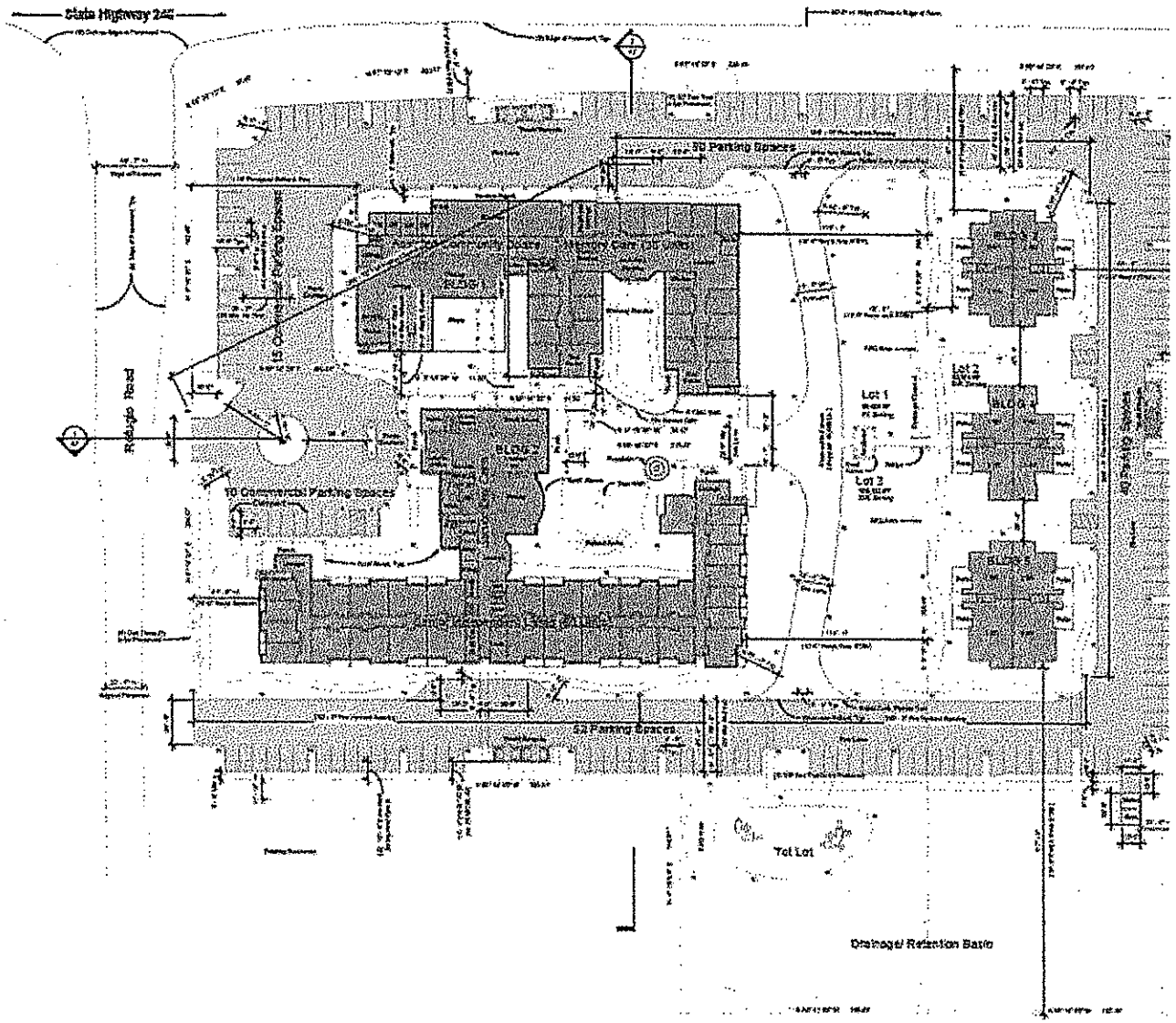


Figure 2

Project Vicinity

The Golden Inn Senior Housing Development Noise Report

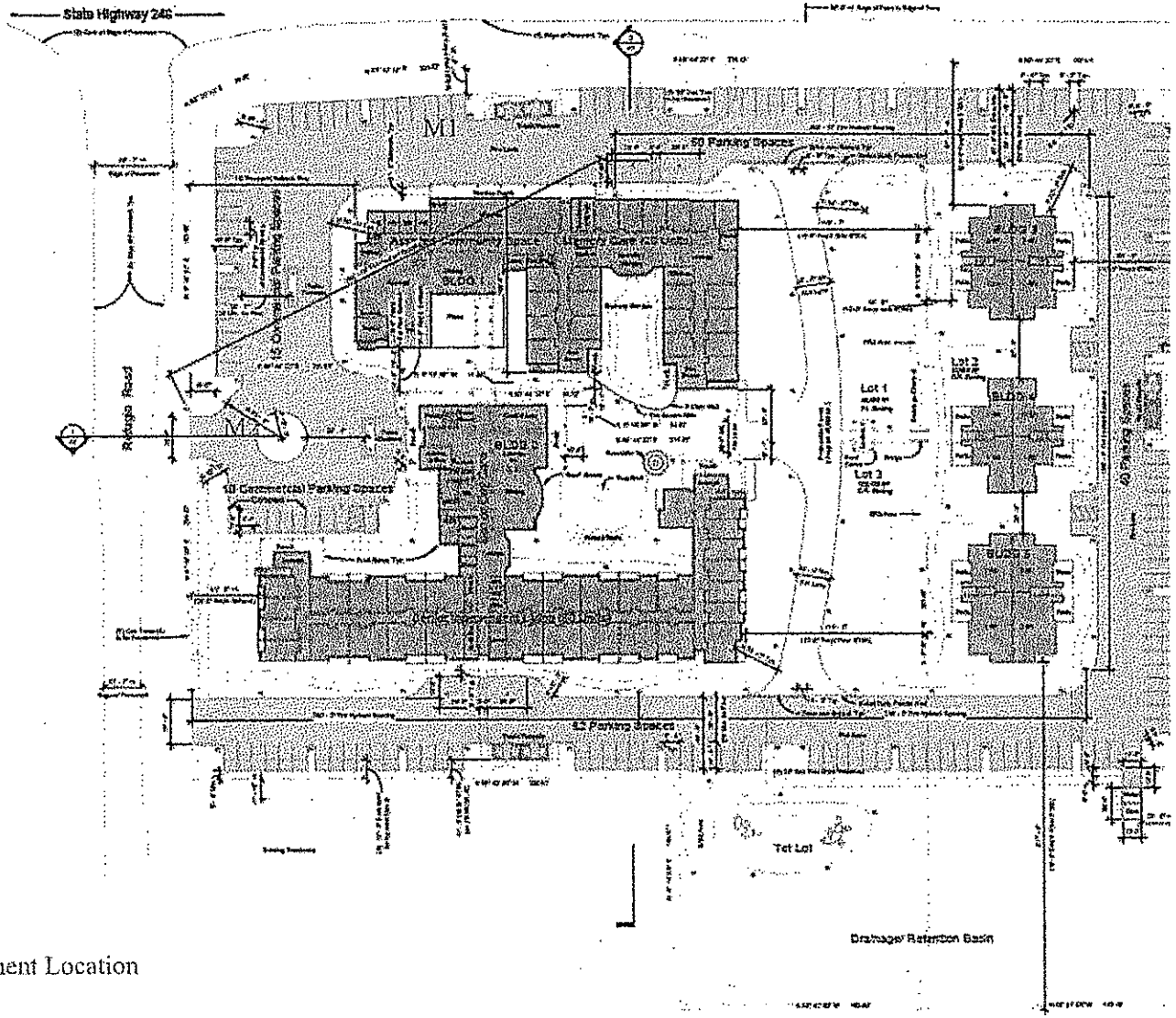


SOURCE: PEIKERT GROUP ARCHITECTS, SEPT 2011

Figure 3

Site Plan

The Golden Inn Senior Housing Development Noise Report



Legend

M# Measurement Location

SOURCE: PEIKERT GROUP ARCHITECTS, SEPT 2011

Figure 4

Noise Measurement Locations

The Golden Inn Senior Housing Development Noise Report

ATTACHMENT 1
DEFINITIONS

Term	Definition
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
A-Weighted Sound Level, (dB[A])	The sound pressure level in decibels as measured on a sound level meter using the A-weighted filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Community Noise Equivalent Level, (CNEL)	CNEL is the A-weighted equivalent continuous sound exposure level for a 24-hour period with a ten dB adjustment added to sound levels occurring during nighttime hours (10 pm to 7 am) and a five dB adjustment added to the sound levels occurring during the evening hours (7 pm to 10 pm).
Decibel, (dB)	A unit for measuring sound pressure level, equal to 10 times the logarithm to the base 10 of the ratio of the measured sound pressure squared to a reference pressure, which is 20 micropascals.
Time-Average Sound Level, (TAV)	The sound level corresponding to a steady state sound level and containing the same total energy as a time varying signal over a given sample period. TAV is designed to average all of the loud and quiet sound levels occurring over a specific time period.
Sound Transmission Class, (STC)	A single number rating of the noise reduction of a building element.

ATTACHMENT 2

Noise Calculations

RESULTS: SOUND LEVELS <Project Name?>

HACSB 6 November 2012
JVL TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: <Project Name?>
RUN: Golden_Inn Existing
BARRIER DESIGN: INPUT HEIGHTS
Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.
ATMOSPHERICS: 68 deg F, 50% RH

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
M1	1	1	0.0	65.2	66	65.2	10	---	65.2	0.0	8	-8.0
M2	2	1	0.0	59.2	66	59.2	10	---	59.2	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min dB	Avg dB	Max dB
All Selected	2	0.0	0.0	0.0
All Impacted	0	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

HACSB					6 November 2012						
JVL					TNM 2.5						
INPUT: ROADWAYS							Average pavement type shall be used unless				
PROJECT/CONTRACT:	<Project Name?>						a State highway agency substantiates the use				
RUN:	Golden_Inn Existing						of a different type with the approval of FHWA				
Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
SR 246 WB	12.0	East End \	1	900.0	654.0	610.00				Average	
		EB 2	2	800.0	654.0	610.00				Average	
		EB 3	3	700.0	654.0	610.00				Average	
		EB 4	4	600.0	654.0	610.00				Average	
		EB 5	5	500.0	654.0	610.00				Average	
		EB 6	6	400.0	654.0	610.00				Average	
		EB 7	7	300.0	654.0	610.00				Average	
		EB 8	8	200.0	654.0	610.00				Average	
		EB 9	9	100.0	654.0	610.00				Average	
		EB 10	10	0.0	654.0	610.00				Average	
		EB 11	11	-100.0	654.0	610.00				Average	
		EB12	12	-200.0	654.0	610.00					
SR 246 EB	12.0	West End	13	-200.0	630.0	610.00				Average	
		point14	14	-100.0	630.0	610.00				Average	
		point15	15	0.0	630.0	610.00				Average	
		point16	16	100.0	630.0	610.00				Average	
		point17	17	200.0	630.0	610.00				Average	
		point18	18	300.0	630.0	610.00				Average	
		point19	19	400.0	630.0	610.00				Average	
		point20	20	500.0	630.0	610.00				Average	
		point21	21	600.0	630.0	610.00				Average	
		point22	22	700.0	630.0	610.00				Average	
		point23	23	800.0	630.0	610.00				Average	
		point24	24	900.0	630.0	610.00					
Refugio SB	12.0	Refugio N	25	0.0	614.0	610.00				Average	

		RSB1	26	0.0	500.0	609.00				Average	
		RSB2	27	0.0	400.0	608.00				Average	
		RSB3	28	0.0	300.0	607.00				Average	
		RSB4	29	0.0	200.0	605.00				Average	
		RSB5	30	0.0	100.0	604.00				Average	
		RSB6	31	0.0	0.0	603.00				Average	
		RSB7	32	0.0	-100.0	603.00					
Refugio NB	12.0	Refugio S	33	12.0	-100.0	0.00				Average	
		RNB1	34	12.0	0.0	0.00				Average	
		RNB2	35	12.0	100.0	0.00				Average	
		RNB3	36	12.0	200.0	0.00				Average	
		RNB4	37	12.0	300.0	0.00				Average	
		RNB5	38	12.0	400.0	0.00				Average	
		RNB6	39	12.0	500.0	0.00				Average	
		RNB7	40	12.0	614.0	0.00					

HACSB				6 November 2012								
JVL				TNM 2.5								
INPUT: TRAFFIC FOR LAeq1h Volumes												
PROJECT/CONTRACT:	<Project Name?>											
RUN:	Golden_Inn Existing											
Roadway	Points											
Name	Name	No.	Segment									
			Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
SR 246 WB	East End WB	1	673	45	36	45	11	45	0	0	0	0
	EB 2	2	673	45	36	45	11	45	0	0	0	0
	EB 3	3	673	45	36	45	11	45	0	0	0	0
	EB 4	4	673	45	36	45	11	45	0	0	0	0
	EB 5	5	673	45	36	45	11	45	0	0	0	0
	EB 6	6	673	45	36	45	11	45	0	0	0	0
	EB 7	7	673	45	36	45	11	45	0	0	0	0
	EB 8	8	673	45	36	45	11	45	0	0	0	0
	EB 9	9	673	45	36	45	11	45	0	0	0	0
	EB 10	10	673	45	36	45	11	45	0	0	0	0
	EB 11	11	673	45	36	45	11	45	0	0	0	0
	EB12	12										
SR 246 EB	West End EB	13	673	45	36	45	11	45	0	0	0	0
	point14	14	673	45	36	45	11	45	0	0	0	0
	point15	15	673	45	36	45	11	45	0	0	0	0
	point16	16	673	45	36	45	11	45	0	0	0	0
	point17	17	673	45	36	45	11	45	0	0	0	0
	point18	18	673	45	36	45	11	45	0	0	0	0
	point19	19	673	45	36	45	11	45	0	0	0	0
	point20	20	673	45	36	45	11	45	0	0	0	0
	point21	21	673	45	36	45	11	45	0	0	0	0
	point22	22	673	45	36	45	11	45	0	0	0	0

	point23	23	673	45	36	45	11	45	0	0	0	0
	point24	24										
Refugio SB	Refugio North	25	96	35	3	35	1	35	0	0	0	0
	RSB1	26	96	35	3	35	1	35	0	0	0	0
	RSB2	27	96	35	3	35	1	35	0	0	0	0
	RSB3	28	96	35	3	35	1	35	0	0	0	0
	RSB4	29	96	35	3	35	1	35	0	0	0	0
	RSB5	30	96	35	3	35	1	35	0	0	0	0
	RSB6	31	96	35	3	35	1	35	0	0	0	0
	RSB7	32										
Refugio NB	Refugio South	33	96	35	3	35	1	35	0	0	0	0
	RNB1	34	96	35	3	35	1	35	0	0	0	0
	RNB2	35	96	35	3	35	1	35	0	0	0	0
	RNB3	36	96	35	3	35	1	35	0	0	0	0
	RNB4	37	96	35	3	35	1	35	0	0	0	0
	RNB5	38	96	35	3	35	1	35	0	0	0	0
	RNB6	39	96	35	3	35	1	35	0	0	0	0
	RNB7	40										

INPUT: RECEIVERS <Project Name?>

HACSB						6 November 2012					
JVL						TNM 2.5					
INPUT: RECEIVERS											
PROJECT/CONTRACT:	<Project Name?>										
RUN:	Golden_Inn Existing										
Receiver											
Name	No.	#DUs	Coordinates (ground)			Height	Input Sound Levels and Criteria				Active
			X	Y	Z	above	Existing	Impact Criteria		NR	In
						Ground	LAeq1h	LAeq1h	Sub'l	Goal	Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
M1	1	1	224.0	565.0	604.00	4.92	0.00	66	10.0	8.0	Y
M2	2	1	36.0	320.0	607.00	4.92	0.00	66	10.0	8.0	Y

RESULTS: SOUND LEVELS <Project Name?>

HACSB 6 November 2012
JVL TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: <Project Name?>
RUN: Golden_Inn Future
BARRIER DESIGN: INPUT HEIGHTS
Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

ATMOSPHERICS: 68 deg F, 50% RH

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
M1	1	1	0.0	69.7	66	69.7	10	Snd Lvl	69.7	0.0	8	-8.0
M2	2	1	0.0	62.0	66	62.0	10	---	62.0	0.0	8	-8.0
AL_Courtyard	3	1	0.0	46.5	66	46.5	10	---	46.5	0.0	8	-8.0
MC_Courtyard	4	1	0.0	47.1	66	47.1	10	---	47.1	0.0	8	-8.0
Bld3 NW Patio	5	1	0.0	61.5	66	61.5	10	---	61.5	0.0	8	-8.0
Bld3 SW Patio	6	1	0.0	60.2	66	60.2	10	---	60.2	0.0	8	-8.0
Bld3 NE Patio	7	1	0.0	60.8	66	60.8	10	---	60.8	0.0	8	-8.0
Bld3 SE Patio	8	1	0.0	59.5	66	59.5	10	---	59.5	0.0	8	-8.0
Sl NW Patio	9	1	0.0	58.1	66	58.1	10	---	58.1	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	9	0.0	0.0	0.0
All Impacted	1	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

HACSB					6 November 2012							
JVL					TNM 2.5							
INPUT: ROADWAYS							Average pavement type shall be used unless					
PROJECT/CONTRACT:	<Project Name?>						a State highway agency substantiates the use					
RUN:	Golden_Inn Future						of a different type with the approval of FHWA					
Roadway		Points										
Name	Width	Name	No.	Coordinates (pavement)			Flow Control				Segment	
				X	Y	Z	Control	Speed	Percent		Pvmt	On
							Device	Constraint	Vehicles		Type	Struct?
									Affected			
	ft			ft	ft	ft		mph	%			
SR 246 WB	12.0	East End \	1	900.0	654.0	610.00					Average	
		EB 2	2	800.0	654.0	610.00					Average	
		EB 3	3	700.0	654.0	610.00					Average	
		EB 4	4	600.0	654.0	610.00					Average	
		EB 5	5	500.0	654.0	610.00					Average	
		EB 6	6	400.0	654.0	610.00					Average	
		EB 7	7	300.0	654.0	610.00					Average	
		EB 8	8	200.0	654.0	610.00					Average	
		EB 9	9	100.0	654.0	610.00					Average	
		EB 10	10	0.0	654.0	610.00					Average	
		EB 11	11	-100.0	654.0	610.00					Average	
		EB12	12	-200.0	654.0	610.00						
SR 246 EB	12.0	West End	13	-200.0	630.0	610.00					Average	
		point14	14	-100.0	630.0	610.00					Average	
		point15	15	0.0	630.0	610.00					Average	
		point16	16	100.0	630.0	610.00					Average	
		point17	17	200.0	630.0	610.00					Average	
		point18	18	300.0	630.0	610.00					Average	
		point19	19	400.0	630.0	610.00					Average	
		point20	20	500.0	630.0	610.00					Average	
		point21	21	600.0	630.0	610.00					Average	
		point22	22	700.0	630.0	610.00					Average	
		point23	23	800.0	630.0	610.00					Average	
		point24	24	900.0	630.0	610.00						
Refugio SB	12.0	Refugio N	25	0.0	614.0	610.00					Average	

		RSB1	26	0.0	500.0	609.00				Average	
		RSB2	27	0.0	400.0	608.00				Average	
		RSB3	28	0.0	300.0	607.00				Average	
		RSB4	29	0.0	200.0	605.00				Average	
		RSB5	30	0.0	100.0	604.00				Average	
		RSB6	31	0.0	0.0	603.00				Average	
		RSB7	32	0.0	-100.0	603.00					
Refugio NB	12.0	Refugio S(	33	12.0	-100.0	0.00				Average	
		RNB1	34	12.0	0.0	0.00				Average	
		RNB2	35	12.0	100.0	0.00				Average	
		RNB3	36	12.0	200.0	0.00				Average	
		RNB4	37	12.0	300.0	0.00				Average	
		RNB5	38	12.0	400.0	0.00				Average	
		RNB6	39	12.0	500.0	0.00				Average	
		RNB7	40	12.0	614.0	0.00					

HACSB				6 November 2012									
JVL				TNM 2.5									
INPUT: TRAFFIC FOR LAeq1h Volumes													
PROJECT/CONTRACT:	<Project Name?>												
RUN:	Golden_Inn Future												
Roadway	Points												
Name	Name	No.	Segment										
			Autos		MTrucks		HTrucks		Buses		Motorcycles		
			V	S	V	S	V	S	V	S	V	S	
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	
SR 246 WB	East End WB	1	1061	55	57	55	17	55	0	0	0	0	
	EB 2	2	1061	55	57	55	17	55	0	0	0	0	
	EB 3	3	1061	55	57	55	17	55	0	0	0	0	
	EB 4	4	1061	55	57	55	17	55	0	0	0	0	
	EB 5	5	1061	55	57	55	17	55	0	0	0	0	
	EB 6	6	1061	55	57	55	17	55	0	0	0	0	
	EB 7	7	1061	55	57	55	17	55	0	0	0	0	
	EB 8	8	1061	55	57	55	17	55	0	0	0	0	
	EB 9	9	1061	55	57	55	17	55	0	0	0	0	
	EB 10	10	1061	55	57	55	17	55	0	0	0	0	
	EB 11	11	1061	55	57	55	17	55	0	0	0	0	
	EB12	12											
SR 246 EB	West End EB	13	1061	55	57	55	17	55	0	0	0	0	
	point14	14	1061	55	57	55	17	55	0	0	0	0	
	point15	15	1061	55	57	55	17	55	0	0	0	0	
	point16	16	1061	55	57	55	17	55	0	0	0	0	
	point17	17	1061	55	57	55	17	55	0	0	0	0	
	point18	18	1061	55	57	55	17	55	0	0	0	0	
	point19	19	1061	55	57	55	17	55	0	0	0	0	
	point20	20	1061	55	57	55	17	55	0	0	0	0	
	point21	21	1061	55	57	55	17	55	0	0	0	0	
	point22	22	1061	55	57	55	17	55	0	0	0	0	

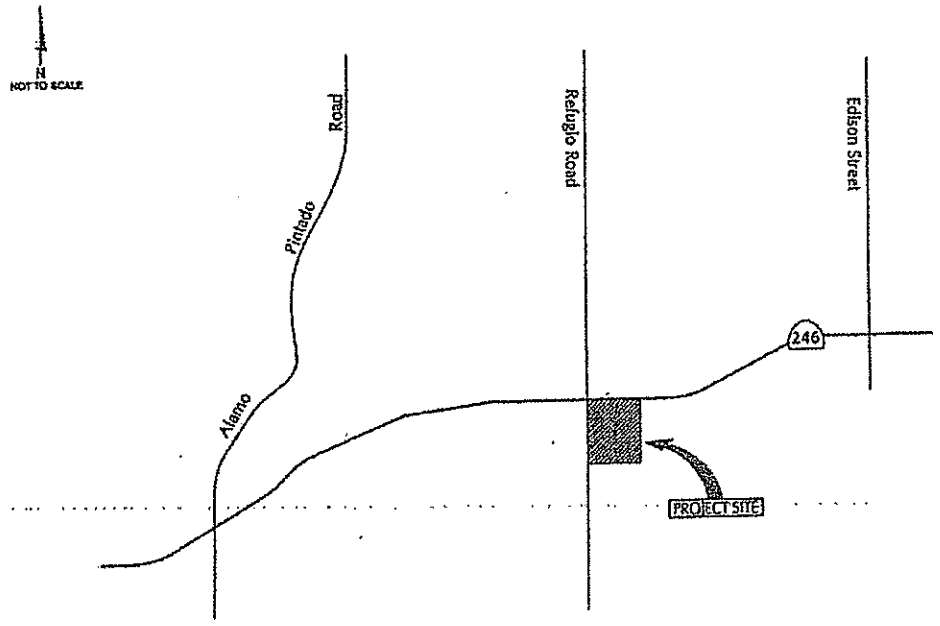
	point23	23	1061	55	57	55	17	55	0	0	0	0
	point24	24										
Refugio SB	Refugio North	25	161	35	5	35	2	35	0	0	0	0
	RSB1	26	161	35	5	35	2	35	0	0	0	0
	RSB2	27	161	35	5	35	2	35	0	0	0	0
	RSB3	28	161	35	5	35	2	35	0	0	0	0
	RSB4	29	161	35	5	35	2	35	0	0	0	0
	RSB5	30	161	35	5	35	2	35	0	0	0	0
	RSB6	31	161	35	5	35	2	35	0	0	0	0
	RSB7	32										
Refugio NB	Refugio South	33	161	35	5	35	2	35	0	0	0	0
	RNB1	34	161	35	5	35	2	35	0	0	0	0
	RNB2	35	161	35	5	35	2	35	0	0	0	0
	RNB3	36	161	35	5	35	2	0	0	0	0	0
	RNB4	37	161	35	5	35	2	35	0	0	0	0
	RNB5	38	161	35	5	35	2	35	0	0	0	0
	RNB6	39	161	35	5	35	2	35	0	0	0	0
	RNB7	40										

HACSB						6 November 2012					
JVL						TNM 2.5					
INPUT: RECEIVERS											
PROJECT/CONTRACT:	<Project Name?>										
RUN:	Golden_Inn Future										
Receiver Name	No.	#DUs	Coordinates (ground)			Height above Ground	Input Sound Levels and Criteria				Active in Calc.
			X	Y	Z		Existing LAeq1h	Impact Criteria LAeq1h	Sub'l	NR Goal	
			ft	ft	ft	ft	dBA	dBA	dB	dB	
M1	1	1	224.0	565.0	604.00	4.92	0.00	66	10.0	8.0	Y
M2	2	1	36.0	320.0	607.00	4.92	0.00	66	10.0	8.0	Y
AL_Courtyard	3	1	207.0	430.0	605.00	4.92	0.00	66	10.0	8.0	Y
MC_Courtyard	4	1	320.0	420.0	605.00	4.92	0.00	66	10.0	8.0	Y
Bld3 NW Patio	5	1	528.0	478.0	603.00	4.92	0.00	66	10.0	8.0	Y
Bld3 SW Patio	6	1	528.0	458.0	603.00	4.92	0.00	66	10.0	8.0	Y
Bld3 NE Patio	7	1	597.0	478.0	603.00	4.92	0.00	66	10.0	8.0	Y
Bld3 SE Patio	8	1	597.0	458.0	603.00	4.92	0.00	66	10.0	8.0	Y
SI NW Patio	9	1	90.0	260.0	604.00	4.92	0.00	66	10.0	8.0	Y

HACSB					6 November 2012																
JVL					TNM 2.6																
INPUT: BARRIERS																					
PROJECT/CONTRACT:	<Project Name?>																				
RUN:	Golden_Inn Future																				
Barrier										Points											
Name	Type	Height		If Wall	If Berm			Add'tnl		Name	No.	Coordinates (bottom)			Height	Segment					
		Min	Max	$ per	$ per	Top	Run:Rise	$ per				X	Y	Z	at	Seg Ht	Perturbs		On	Important	
				Unit	Unit	Width		Unit							Point	Incre-	#Up	#Dn	Struct?	Reflec-	
				Area	Vol.			Length								ment				tions?	
		ft	ft	$/sq ft	$/cu yd	ft	ft:ft	$/ft				ft	ft	ft	ft	ft					
AL_MC Building	W	0.00	99.99	0.00				0.00		point1	1	150.0	503.0	605.00	12.00	0.00	0	0			
										point2	2	150.0	410.0	605.00	12.00	0.00	0	0			
										point3	3	195.0	410.0	605.00	12.00	0.00	0	0			
										point4	4	195.0	445.0	605.00	12.00	0.00	0	0			
										point5	5	255.0	445.0	605.00	12.00	0.00	0	0			
										point6	6	255.0	400.0	605.00	12.00	0.00	0	0			
										point7	7	300.0	400.0	605.00	12.00	0.00	0	0			
										point8	8	300.0	445.0	605.00	12.00	0.00	0	0			
										point9	9	340.0	445.0	605.00	12.00	0.00	0	0			
										point10	10	340.0	390.0	605.00	12.00	0.00	0	0			
										point11	11	390.0	390.0	605.00	12.00	0.00	0	0			
										point12	12	390.0	503.0	605.00	12.00	0.00	0	0			
										point13	13	150.0	503.0	605.00	12.00						
Building 3	W	0.00	99.99	0.00				0.00		point14	14	535.0	503.0	603.00	12.00	0.00	0	0			
										point15	15	535.0	433.0	603.00	12.00	0.00	0	0			
										point16	16	590.0	433.0	603.00	12.00	0.00	0	0			
										point17	17	590.0	503.0	603.00	12.00	0.00	0	0			
										point18	18	535.0	503.0	603.00	12.00						

GOLDEN INN SENIOR HOUSING PROJECT
SANTA BARBARA COUNTY, CALIFORNIA

TRAFFIC, CIRCULATION, AND PARKING STUDY



October 15, 2013

ATE #12082

Prepared For:

Housing Authority of the County of Santa Barbara
815 West Ocean Avenue
Lompoc, CA 93436-6526

ASSOCIATED TRANSPORTATION ENGINEERS
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Since 1978

Richard L. Pool, P.E.
Scott A. Schell, AICP, PTP

October 15, 2013

12082R02.WP

John Polanskey
Housing Authority of the County of Santa Barbara
815 West Ocean Avenue
Lompoc, CA 93436-6526

TRAFFIC, CIRCULATION, AND PARKING STUDY FOR THE GOLDEN INN SENIOR HOUSING PROJECT - COUNTY OF SANTA BARBARA

Associated Transportation Engineers (ATE) has prepared the following traffic, circulation, and parking study for the Golden Inn Senior Housing Project, proposed in the Santa Ynez area of Santa Barbara County. It is understood that the traffic study will be submitted to the County of Santa Barbara as part of the project's application package.

Associated Transportation Engineers

Scott A. Schell, AICP, PTP
Principal Transportation Planner

CONTENTS

INTRODUCTION 1

PROJECT DESCRIPTION 1

EXISTING CONDITIONS 1
- Street Network 1
- Existing Roadway Operations 4
- Existing Intersection Operations 4

THRESHOLDS OF SIGNIFICANCE 7

PROJECT-SPECIFIC ANALYSIS 8
- Project Trip Generation 8
- Project Trip Distribution 9
- Existing + Project Roadway Operations 11
- Existing + Project Intersection Operations 13
- SR 246/Refugio Road Intersection - Mid Afternoon Operations 13

SITE ACCESS AND CIRCULATION 14

PARKING ANALYSIS 16

CUMULATIVE ANALYSIS 17
- Cumulative Traffic Forecasts 17
- Cumulative + Project Roadway Operations 17
- Cumulative + Project Intersection Operations 17

STATE HIGHWAY 246 OPERATIONS 20
- Caltrans Level of Service Standards 20
- State Highway Operations 20

GENERAL PLAN BUILDOUT ANALYSIS 21
- 20-Year Buildout + Project Roadway Operations 24
- 20-Year Buildout + Project Intersection Operations 24

SR 246 CORRIDOR IMPROVEMENTS 25

CONGESTION MANAGEMENT PROGRAM ANALYSIS 26
- Impact Guidelines 26
- Potential Impacts 27

STUDY PARTICIPANTS AND REFERENCES 28

TECHNICAL APPENDIX 29

TABLES

Table 1	Existing Roadway Operations	4
Table 2	Existing Intersection Operations	7
Table 3	Project Trip Generation Estimates	9
Table 4	Project Trip Distribution	11
Table 5	Existing + Project Roadway Operations	11
Table 6	Existing + Project A.M. Peak Hour Intersection Operations	13
Table 7	Existing + Project P.M. Peak Hour Intersection Operations	13
Table 8	Existing + Project Afternoon Peak Hour Intersection Operations	14
Table 9	Peak Hour Driveway Operations	14
Table 10	Santa Barbara County Zoning Ordinance Parking Requirements	16
Table 11	Cumulative + Project Roadway Operations	17
Table 12	Cumulative + Project A.M. Peak Hour Intersection Operations	20
Table 13	Cumulative + Project P.M. Peak Hour Intersection Operations	20
Table 14	State Highway 246 A.M. Peak Hour Operations	21
Table 15	State Highway 246 P.M. Peak Hour Operations	21
Table 16	20-Year Buildout + Project Roadway Operations	24
Table 17	20-Year Buildout + Project A.M. Peak Hour Intersection Operations	24
Table 18	20-Year Buildout + Project P.M. Peak Hour Intersection Operations	25

FIGURES

Figure 1	Project Site Location/Existing Street Network	2
Figure 2	Project Site Plan	3
Figure 3	Existing Traffic Volumes	5
Figure 4	Existing Lane Geometries and Traffic Controls	6
Figure 5	Project Trip Distribution and Assignment	10
Figure 6	Existing + Project Traffic Volumes	12
Figure 7	Peak Hour Driveway Volumes	15
Figure 8	Cumulative Traffic Volumes	18
Figure 9	Cumulative + Project Traffic Volumes	19
Figure 10	20-Year Buildout Traffic Volumes	22
Figure 11	20-Year Buildout + Project Traffic Volumes	23

INTRODUCTION

The following study contains an analysis of the potential traffic and circulation impacts associated with the Golden Inn Senior Housing Project. The report provides information relative to existing and future traffic conditions within the project study-area. The study evaluates the potential traffic impacts associated with the project based on County and Caltrans thresholds and identifies improvements where appropriate. A review of the project's site access, circulation, and parking plans is included in the report. The report also contains an analysis of the project's potential impacts to the Congestion Management Program facilities in the project vicinity.

PROJECT DESCRIPTION

The project is proposing to construct a senior care facility on a vacant parcel located at the southeast corner of the State Route (SR) 246/Refugio Road intersection in the Santa Ynez area of Santa Barbara County. Figure 1 presents the location of the project site. The development would consist of 60 affordable senior apartments, an assisted living facility with 60 units (40 units of assisted living + 20 units of memory care), a senior day care/community center with limited services (i.e hair and nail salon) and 28 affordable family/employee apartments. Access to the site would be provided via two new driveway connections to Refugio Road. A total of 172 parking spaces would be provided on-site in surface level parking areas. Figure 2 presents the project site plan.

EXISTING CONDITIONS

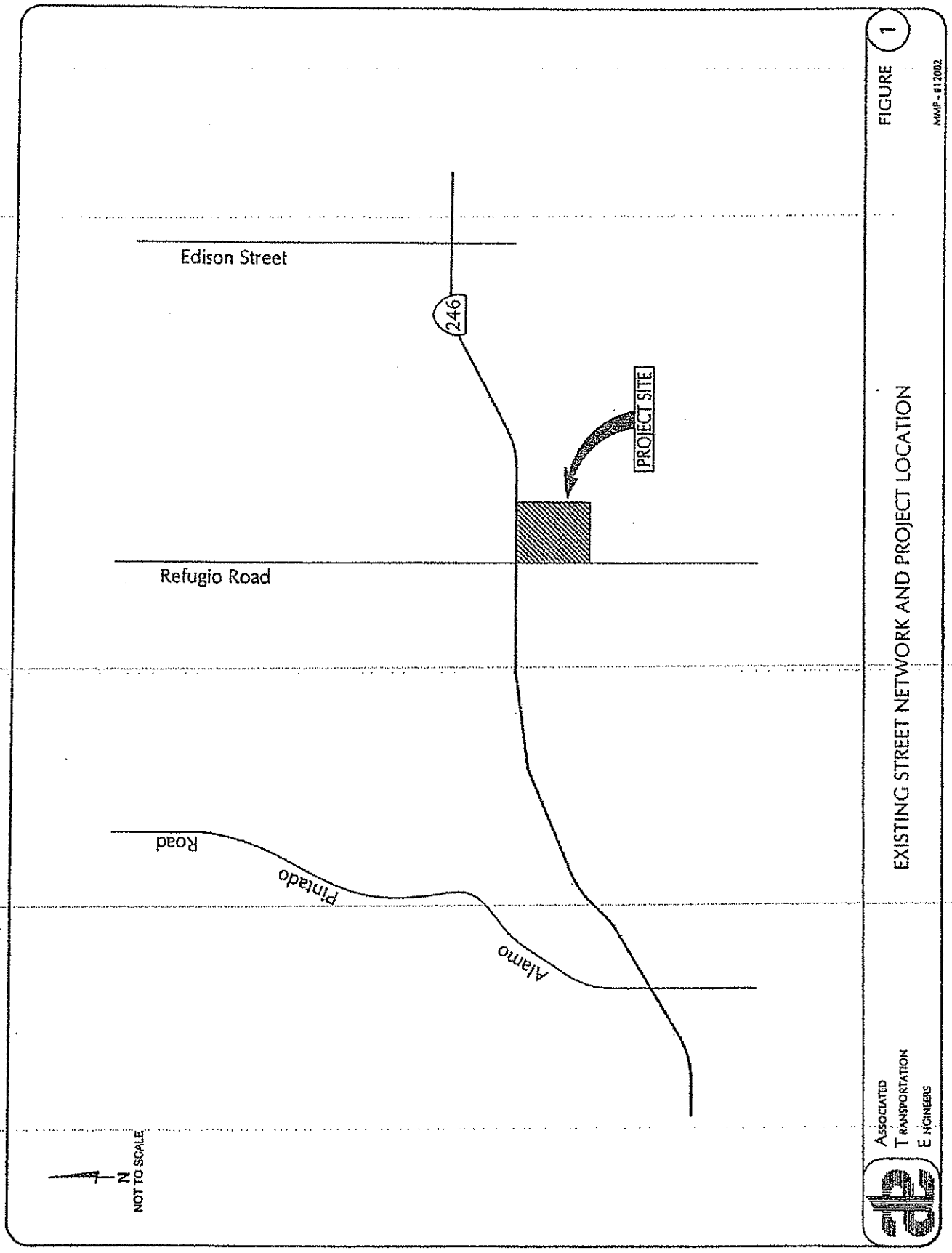
Street Network

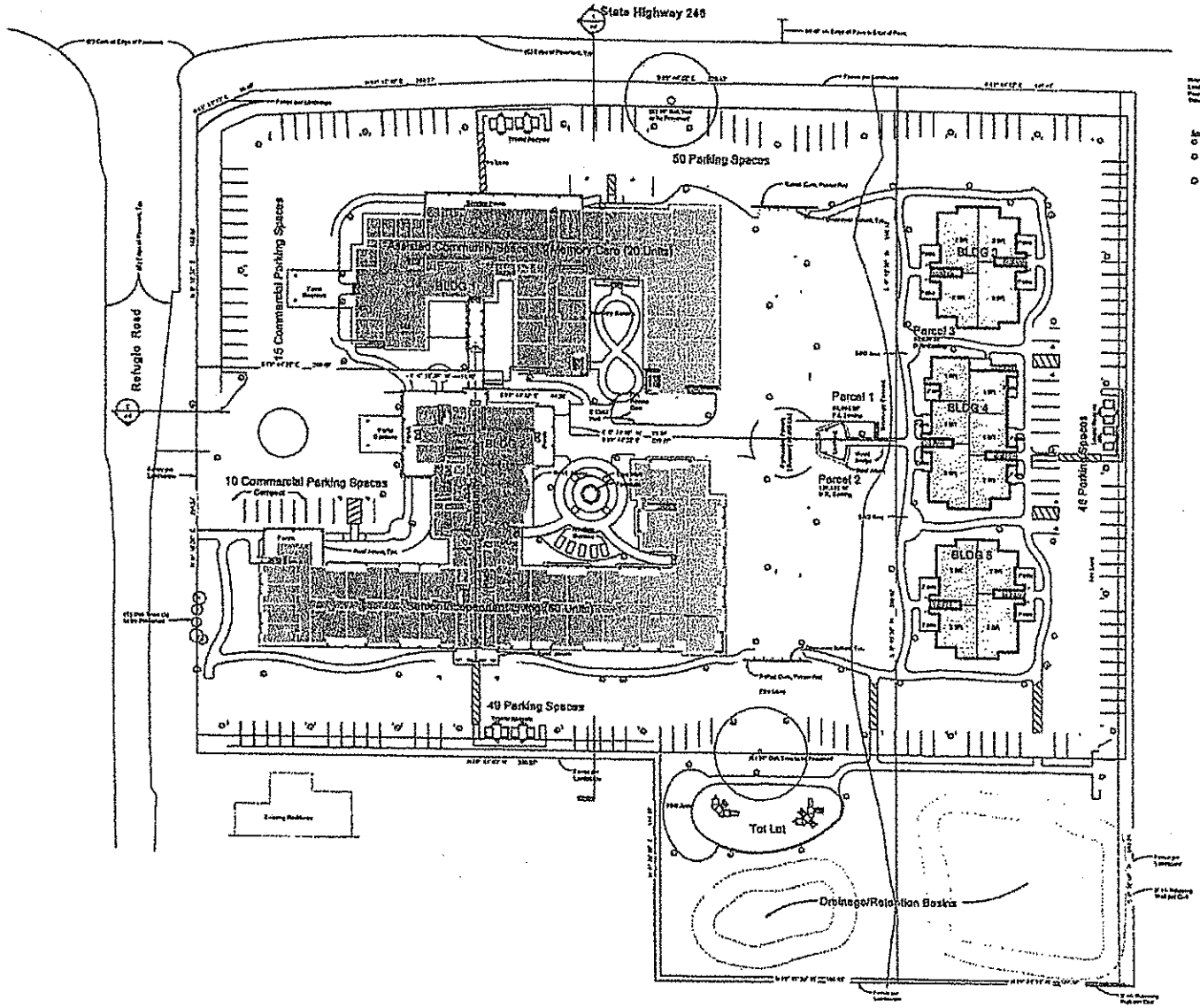
The project site is served by a network of arterial streets and collector streets, as illustrated in Figure 1. The following text provides a brief discussion of the major components of the study-area street network.

State Route 246 (Mission Drive), located along the project's northern frontage, is a two-lane state highway that serves as a major east/west route through the Santa Ynez Valley area. SR 246 provides access between the City of Lompoc and U.S. Highway 1 to the west; and SR 154 to the east. SR 246 is used by a significant number of local drivers as an intra-community route within the area.

Refugio Road, located along the project's western frontage, is a two-lane roadway that extends south from Roblar Avenue, in the Los Olivos area, through the township of Santa Ynez where it connects with SR 246. South of SR 246, Refugio Road extends as a rural roadway to U.S. Highway 101 at the Gaviota Coast.

Alamo Pintado Road, located west of the project site, is a two-lane roadway that extends from Santa Barbara Avenue south of the township of Los Olivos to SR 246 in the Solvang area.


Edison Street
246
PROJECT SITE
Refugio Road
Road
Pintado
Alamo
N
NOT TO SCALE
FIGURE 1
EXISTING STREET NETWORK AND PROJECT LOCATION
MMP - #12002
ASSOCIATED TRANSPORTATION ENGINEERS



ASSOCIATED TRANSPORTATION ENGINEERS

PROJECT SITE PLAN

FIGURE 2

MMF - #12082

Edison Street, located east of the project site, is a two-lane roadway that extends south from SR 154 through the township of Santa Ynez to it's terminus at SR 246.

Existing Roadway Operations

The roadway analysis focuses on the County roadways. Operations for SR 246, which is under Caltrans jurisdiction, is contained in a separate section of this report. Existing average daily traffic (ADT) volumes were collected for the study-area roadways in September 2012 for this study (count data is contained in the Technical Appendix). Figure 3 presents the Existing ADT volumes. The operational characteristics of the study-area roadways were analyzed based on the roadway design capacities adopted in the Santa Ynez Valley Community Plan.[1] Table 1 shows the existing ADT volumes and the acceptable capacity thresholds for the key roadways in the study area.

Table 1
Existing Roadway Operations

Roadway Segment	Roadway Classification	Geometry	Acceptable Capacity (a)	ADT
Refugio Road n/o SR 246	S-1	2-Lane	8,120	5,800
Refugio Road s/o SR 246	S-3	2-Lane	5,530	2,000

(a) Equates to LOS B operations.

The data presented in Table 1 show that the study-area roadways currently carry volumes that are within their Acceptable Capacity ratings.

Existing 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. Figure 3 shows the Existing A.M. and P.M. peak hour traffic volumes for the key intersections identified for analysis. Figure 4 presents the existing lane geometries and traffic controls for the study-area intersections. Traffic volumes for the study-area intersections were collected in March 2012 (traffic count data is contained in the Technical Appendix).

[1] Santa Ynez Valley Community Plan Final EIR, County of Santa Barbara, September 2009.

Edison Street
Refugio Road
Alamo Pintado Road
246
PROJECT SITE
5,800
14,400
17,200
2,000
1
2
3
188(131)
18(7)
359(194)
(156)181
(459)574
(8)8
264(230)
563(591)
28(15)
(6)23
(8)34
(6)37
52(109)
13(37)
159(191)
(52)86
(318)584
(28)23
173(140)
546(423)
28(47)
(37)20
(28)16
(49)32
42(62)
58(51)
190(120)
(19)72
(137)308
(52)71
194(121)
179(213)
19(14)
(15)72
(26)56
(8)37
LEGEND
XX - (A.M./P.M. Peak Hour Volume
X - Average Daily Traffic Volume
N
NOT TO SCALE
ASSOCIATED TRANSPORTATION ENGINEERS
EXISTING TRAFFIC VOLUMES
FIGURE 3
AMF - #120B2

Edison Street
246
PROJECT SITE
Refugio Road
Alamo Pintado Road
3
2
1
SR 246
Sanja Cota
Edison Street
Refugio Road
Alamo Pintado
LEGEND
- Lane Geometry
- Signalized Intersection
N
NOT TO SCALE
ASSOCIATED TRANSPORTATION ENGINEERS
STUDY-AREA INTERSECTIONS - EXISTING LANE GEOMETRIES AND TRAFFIC CONTROLS
FIGURE 4
MMF - #12082

"Levels of Service" (LOS) A through F are used to rate intersection operations, 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).

Levels of service were calculated for the study-area intersections using the County's "Intersection Capacity Utilization" (ICU) methodology (calculation worksheets are contained in the Technical Appendix). Table 2 presents the Existing A.M. and P.M. peak hour levels of service for the study-area intersections.

Table 2
Existing Intersection Operations

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		ICU	LOS	ICU	LOS
SR 246/Alamo Pintado Road	Signal	0.62	LOS B	0.78	LOS C
SR 246/ Refugio Road	Signal	0.54	LOS A	0.70	LOS B
SR 246/Edison Street	Signal	0.42	LOS A	0.69	LOS B

As shown in Table 2, the study-area intersections currently operate at LOS C or better during the peak periods.

THRESHOLDS OF SIGNIFICANCE

The County's thresholds of significance for traffic impacts were used to assess the project's potential to generate project-specific and/or cumulative traffic impacts. The County's thresholds are listed below.

A. An impact is considered significant if the addition of project traffic to an intersection increases the volume to capacity (V/C) ratio by the following values:

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 adds 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 LOS (A-C) 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 intersections 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 operating at anything lower.

Caltrans Impact Thresholds

The segment of SR 246 within the Santa Ynez Valley is owned and maintained by Caltrans. As outlined in the EIR prepared for the Santa Ynez Valley Community Plan (SYVCP), LOS D is the minimum level of service for roadways and intersections under the jurisdiction of Caltrans. The County's project-specific and cumulative impact thresholds outlined in the SYVCP are therefore applied to SR 246.

PROJECT-SPECIFIC ANALYSIS

Project Trip Generation

Trip generation estimates were developed for the proposed uses based on rates presented in the Institute of Transportation Engineers (ITE)Trip Generation report [2]. The ITE rates used to forecast the trip generation estimates for the individual project uses are outlined below.

Senior Apartments. The ITE average rates for Senior Adult Housing- Attached (ITE Land Use #252) were used to forecast the traffic generated by the senior apartments.

Senior Daycare/Community Center. The ITE manual does not provide rates for senior community centers. Trip generation estimates for this component were developed based on operational data provided by the applicant. The operational data indicates that the center would accommodate 50 daily visitors and that 25% of the daily visitors would be on-site residents and 75% of the daily visitors would arrive from off-site. The trip generation forecasts assume that the visitors would be dropped off and picked up individually, and that 10% of the off-site visitors would arrive/depart during the peak hour periods.

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

Assisted Living and Memory Care Facilities. The ITE average rates for Assisted Living (ITE Land Use #254) were used to forecast the traffic generated by the assisted living and memory care units.

Apartments. The ITE average rates for Apartments (ITE Land-Use #220) were used to forecast the traffic generated by the proposed family apartments. Based on data provided by the applicant, it is assumed that 12 apartments (43% of total units) would be rented out to Golden Inn employees. The trip generation estimates for the apartment units were therefore reduced by 25% in order to account for the employee trips that would remain on-site.

Table 3 presents the trip generation estimates for the proposed project.

Table 3
Project Trip Generation Estimates

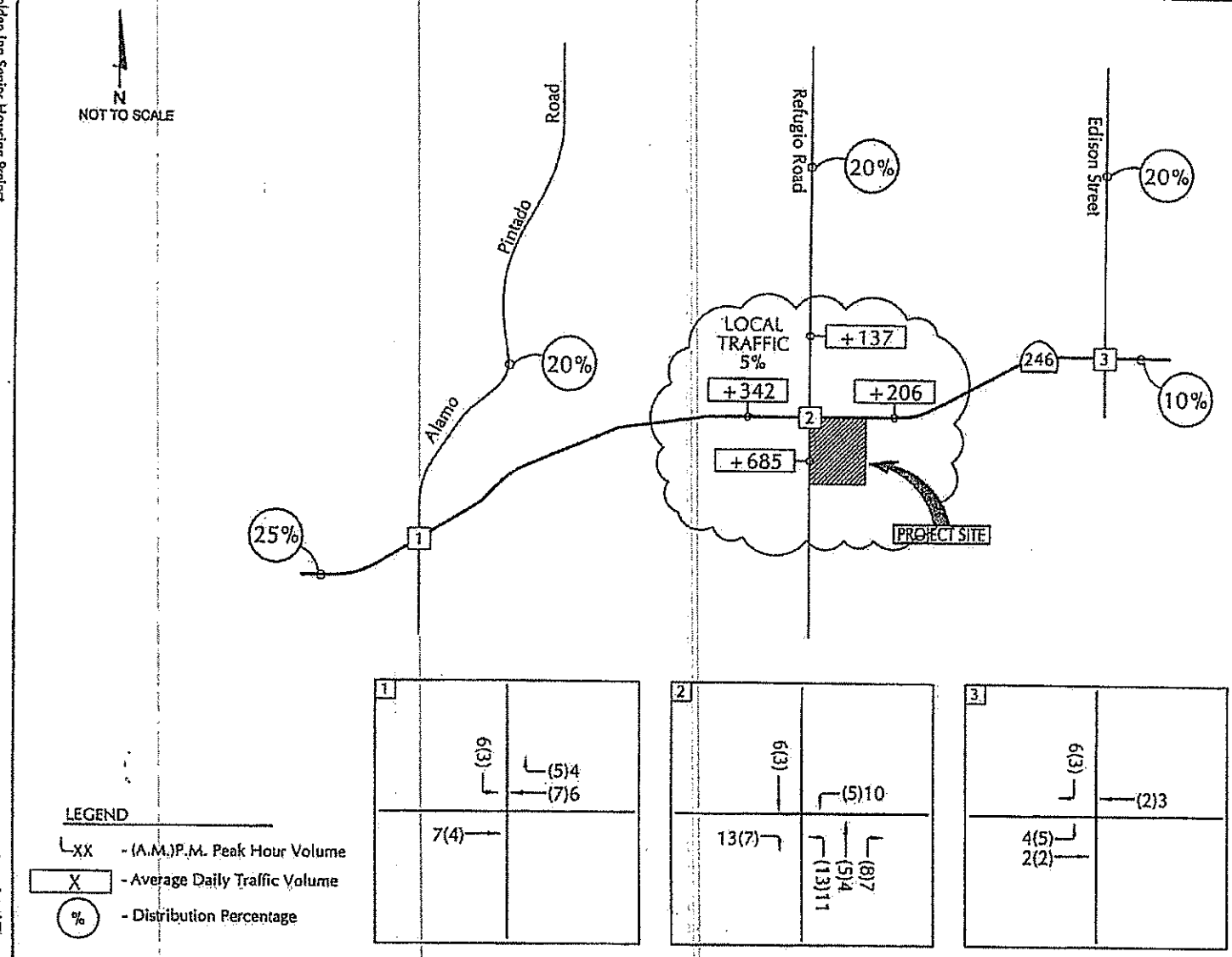
Land Use	Size	Average Daily		A.M. Peak Hour		P.M. Peak Hour	
		Rate	Trips	Rate	Trips	Rate	Trips
Senior Housing	60 Units	3.44	206	0.20	12	0.25	15
Senior Daycare/Community Center (a)	38 Visitors	4.00	152	N/A	8	N/A	8
Assisted Living/Memory Care	60 Beds	2.66	160	0.14	8	0.22	13
Apartments	28 Units	6.65	186	0.51	14	0.62	17
-25% Reduction (b)			-46		-3		-4
Sub-Total			*140*		*11*		*13*
Total			658		39		49

(a) Assumes 50 daily visitors. 75% of daily visitors dropped-off and picked up from off-site. 10% of off-site visitors arrive/depart during peak periods.
(b) Assumes 25% reduction in trips to account for employee housing.

The data presented in Table 3 show that the project is forecast to generate 658 average daily trips, 39 A.M. peak hour trips, and 49 P.M. peak hour trips.

Project Trip Distribution

Trip distribution percentages were developed for the project based on consideration of the surrounding commercial areas, existing traffic flows, and general knowledge of traffic patterns within the project vicinity. The project trip distribution percentages are presented in Table 4 and on Figure 5. The assignment of project-added trips to the study-area roadways and intersections is also shown on Figure 5.



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PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

FIGURE 5

MMF - #12082

Table 4
Project Trip Distribution

Origin/Destination	Direction	Distribution %
SR 246	East West	10% 25%
Alamo Pintado Road	North	20%
Refugio Road	North	20%
Edison Street	North	20%
Local Area	-	5%
Total		**100%**

Existing + Project Roadway Operations

The Existing + Project roadway volumes are shown on Figure 6. Table 5 compares the Existing and Existing + Project roadway volumes to the County's Acceptable Capacity standards for roadways.

Table 5
Existing + Project Roadway Operations

Roadway Segment	ADT				Project Impact?
	Acceptable Capacity	Existing ADT	Project Added	Existing + Project	
Refugio Road n/o SR 246	8,120	5,800	+132	5,932	No
Refugio Road s/o SR 246	5,530	2,000	+658	2,658	No

As shown, the study-area roadways are forecast to carry volumes within their Acceptable Capacity ratings under Existing + Project conditions. The Golden Inn Senior Housing Project would not significantly impact roadway operations within the Santa Ynez community based on County thresholds.

FIGURE 6
EXISTING + PROJECT TRAFFIC VOLUMES
ASSOCIATED TRANSPORTATION ENGINEERS
MMF - #12082
N
NOT TO SCALE
LEGEND
XX - (A.M./P.M. Peak Hour Volume
X - Average Daily Traffic Volume
Edison Street
Refugio Road
Alamo
Pintado
Road
PROJECT SITE
246
5,932
14,613
17,513
2,658
1
2
3
264(230)
570(595)
28(15)
193(134)
18(7)
359(194)
(161)185
(465)580
(8)8
(6)23
(8)34
(6)37
173(140)
546(423)
41(54)
52(109)
18(40)
159(191)
(52)86
(318)584
(33)32
(44)27
(33)20
(61)43
198(126)
181(215)
19(14)
42(62)
58(51)
195(123)
(19)72
(139)311
(52)71
(15)72
(26)56
(8)37

Existing+Project Intersection Operations

Levels of service were calculated for the study-area intersections assuming the Existing+Project traffic volumes presented on Figure 6 in order to assess the impacts of the Golden Inn Senior Housing Project. Tables 6 and 7 compare the Existing and Existing+Project levels of service and identify project-specific impacts based on County thresholds.

Table 6
Existing+Project A.M. Peak Hour Intersection Operations

Intersection	ICU/LOS		Project-Added		Project Impact?
	Existing	Existing+Project	Trips	V/C	
SR 246/Alamo Pintado Road	0.62/LOS B	0.63/LOS B	18	0.006	No
SR 246/ Refugio Road	0.54/LOS A	0.55/LOS A	39	0.009	No
SR 246/Edison Street	0.42/LOS A	0.42/LOS A	12	0.002	No

Table 7
Existing+Project P.M. Peak Hour Intersection Operations

Intersection	ICU/LOS		Project-Added		Project Impact?
	Existing	Existing+Project	Trips	V/C	
SR 246/Alamo Pintado Road	0.78/LOS C	0.78/LOS C	22	0.007	No
SR 246/ Refugio Road	0.70/LOS B	0.71/LOS C	49	0.010	No
SR 246/Edison Street	0.69/LOS B	0.69/LOS B	14	0.006	No

As shown in Tables 6 and 7, the study-area intersections are forecast to operate at LOS C or better under Existing+Project conditions. The Golden Inn Senior Housing Project would not generate project-specific impacts to the study-area intersections based on County thresholds.

SR 246/Refugio Road Intersection - Mid Afternoon Operations

Traffic counts were conducted at the SR246/Refugio Road intersection during the early afternoon period (2:00 P.M. - 4:00 P.M.) to evaluate intersection operations when the adjacent schools (Santa Ynez Valley Union High School and Santa Ynez Valley Christian Academy) are let out. Level of service were calculated for the Existing and Existing+Project scenarios. The Project's P.M. peak hour traffic additions were assumed as a worst-case scenario for the

analysis. Table 8 compares the Existing and Existing+Project levels of service for the SR 246/Refugio Road intersection during the afternoon peak period and identifies potential impacts based on the County's thresholds.

Table 8
Existing+Project Afternoon Peak Hour Intersection Operations

Intersection	ICU/LOS		Project-Added		Project Impact?
	Existing	Existing+Project	Trips	V/C	
SR 246/ Refugio Road	0.66/LOS B	0.67/LOS B	49	0.010	No

The data presented in Table 8 show that the project would not generate a significant impact to the SR 246/Refugio Road intersection during the early afternoon period when the adjacent schools are let out.

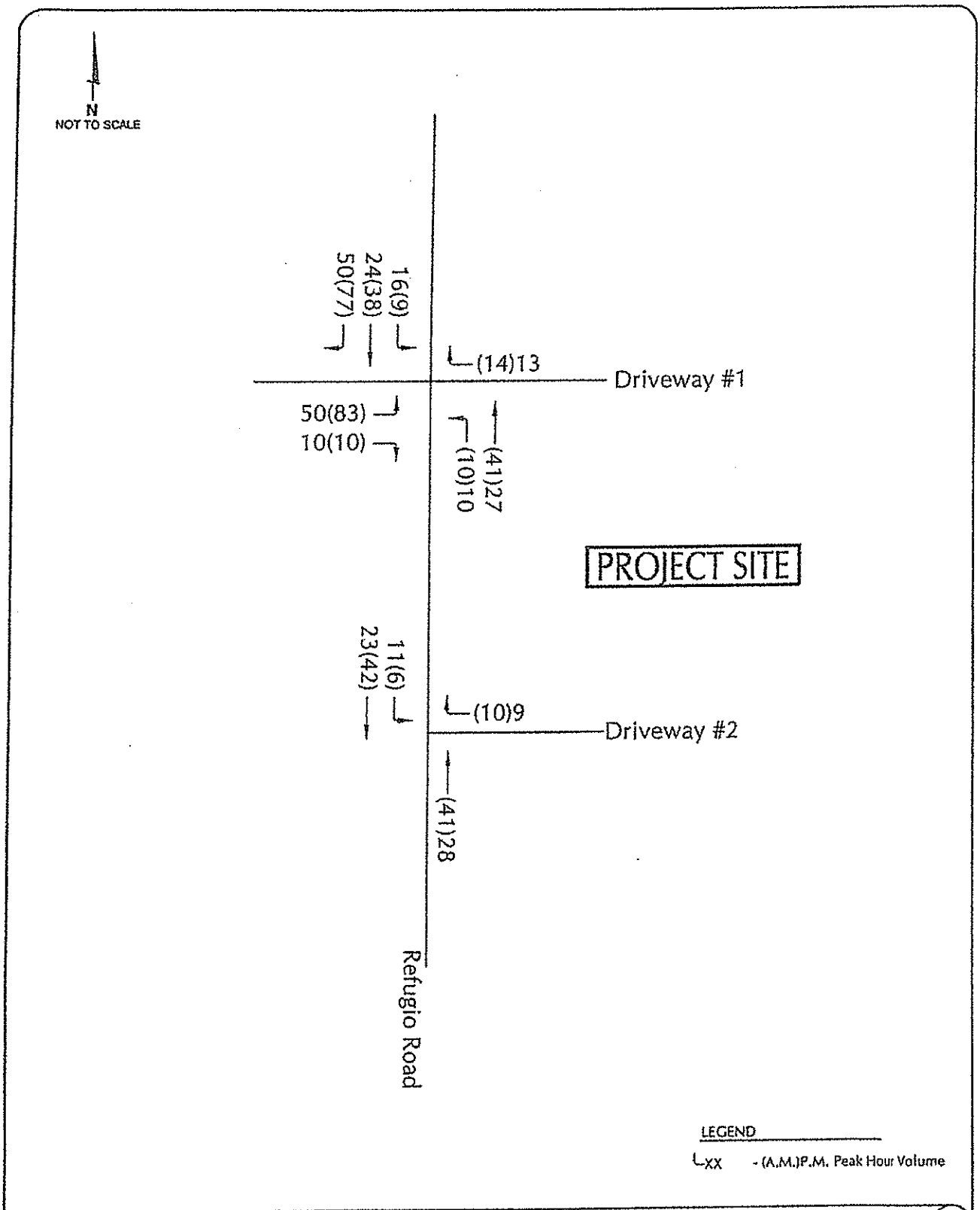
SITE ACCESS AND CIRCULATION

Access to the project site is proposed via two new driveway connections to Refugio Road. The north driveway would be aligned opposite the driveway for the Santa Ynez Valley Christian Academy, and would provide direct access to the main entrances of the senior day care and assisted living facilities. The southern driveway would provide access to the senior apartment units and the adjacent parking areas. An internal loop drive-aisle would connect the two driveway connections. The project would also improve the frontage adjacent to Refugio Road to provide curb, gutter, and pedestrian sidewalks along the length of the project site.

The northern driveway is located approximately 200-feet south of the SR246/Refugio Road intersection. Vehicle queues at the intersection would not interfere with the proposed driveway operations. Refugio Road, adjacent to the site is straight and flat, thus adequate sight distance would be provided at the driveways for vehicles entering and exiting the site. Levels of service were calculated for the project driveways assuming the peak hour driveway volumes presented on Figure 7. Table 9 presents the peak hour operations for the project driveways.

Table 9
Peak Hour Driveway Operations

Intersection	A.M. Peak Hour		P.M. Peak Hour	
	Delay	LOS	Delay	LOS
Driveway #1/Refugio Road	9.5 sec.	LOS A	8.9 sec.	LOS A
Driveway #2/Refugio road	8.2 sec.	LOS A	7.8 sec.	LOS A



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PEAK HOUR DRIVEWAY VOLUMES

FIGURE 7

MMF - 612082

The data presented in Table 9 show that the project driveways are forecast to operate at LOS A during the peak hour periods. The driveways would accommodate project traffic without significantly affecting operations along Refugio Road adjacent to the site.

PARKING ANALYSIS

The project is proposing to provide 172 parking spaces on-site in surface level parking areas. The County's Zoning Ordinance parking requirements for the Golden Inn Senior Housing Project are shown in Table 10.

Table 10
Santa Barbara County Zoning Ordinance Parking Requirements

Land-Use	Size	Parking Rate	Spaces Required
Commercial Uses			
Senior Daycare/Community Center	50 Seniors 11 Employees	1 space/10 seniors 1 space/2 employees	5 Spaces 6 Spaces
Office	2,400 SF	1 space/300 SF	8 spaces
Commercial Sub-Total:			***19 Spaces***
Residential Uses			
Assisted Living - Residents	60 Beds	1 space/3 Beds	20 Spaces
Assisted Living - Employees	50 Employees	1 space/3 Employees	17 Spaces
Senior Housing - 1 Bedroom/Studio Units	60 Units	1 space/Unit	60 Spaces
Apartments - 1 Bedroom Units	8 Units	1 space/Unit	8 Spaces
Apartments - 2 Bedroom Units	10 Units	1 spaces/Unit	10 Spaces
Apartments - 3 bedroom Units	10 Units	2 spaces/Unit	20 Spaces
Visitor Parking	88 Units	1 space/5 Units	18 Spaces
Residential Sub-Total:			***153 Spaces***
Total Parking Requirement			**172 Spaces**

The data presented in Table 9 show that the County's parking requirement for the project is 172 spaces. The proposed parking supply of 172 parking spaces therefore meets the County's requirement for the project.

CUMULATIVE ANALYSIS

Cumulative Traffic Forecasts

Cumulative traffic volumes were forecast assuming development of the approved and pending projects located in the surrounding area. A list of the approved and pending projects was provided by Santa Barbara County staff and trip generation estimates were developed using rates presented in the ITE Trip Generation Manual (project lists and trip generation calculations are contained in the Technical Appendix). Cumulative traffic volumes are shown on Figure 8. Cumulative+Project traffic volumes are shown on Figure 9.

Cumulative+Project Roadway Operations

Table 11 compares the Cumulative and Cumulative+Project roadway volumes to the County's Acceptable Capacity roadway standards.

Table 11
Cumulative+Project Roadway Operations

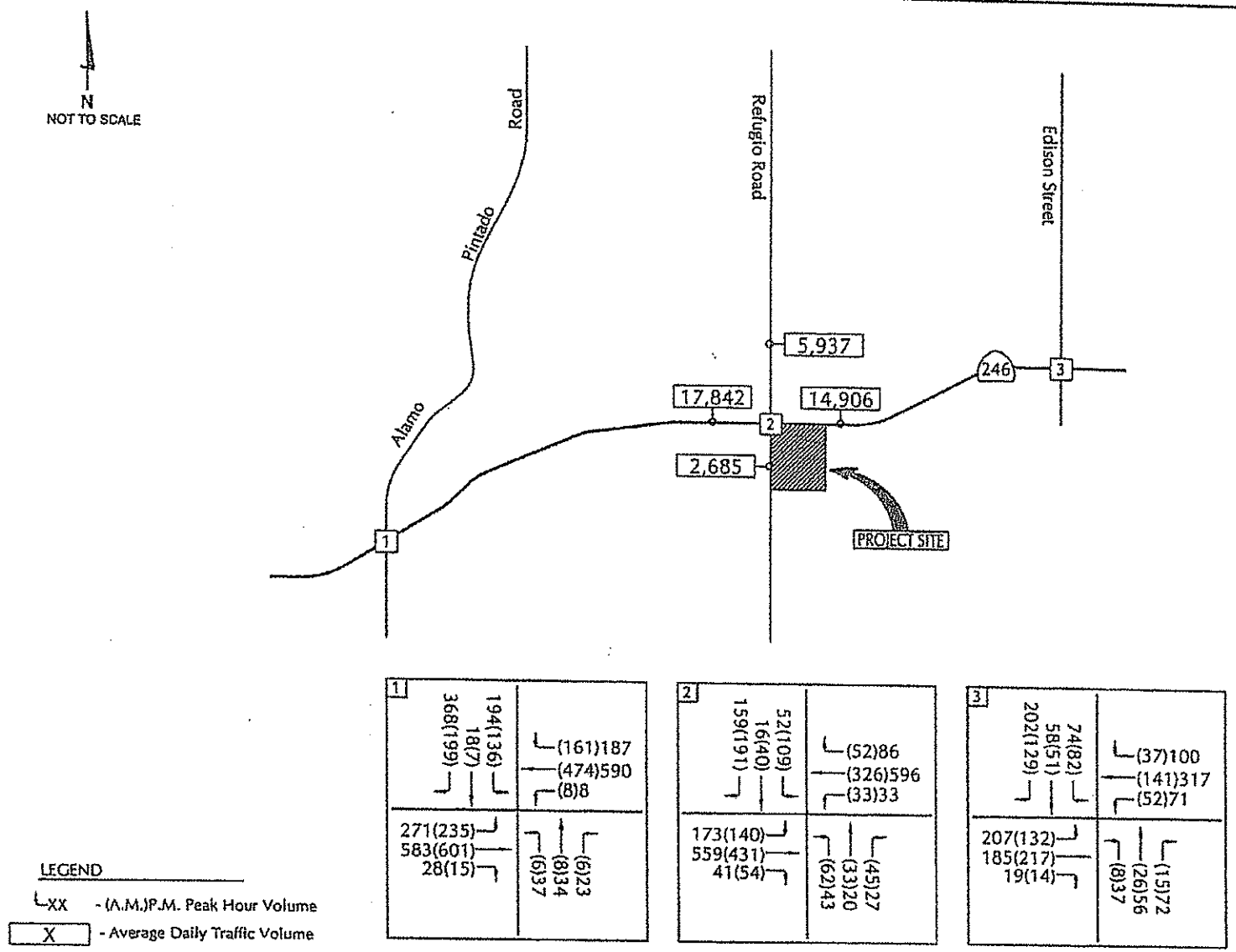
Roadway Segment	ADT				Project Impact?
	Acceptable Capacity	Cumulative ADT	Project Added	Cumulative + Project	
Refugio Road n/o SR 246	8,120	5,800	+132	5,932	No
Refugio Road s/o SR 246	5,530	2,000	+658	2,658	No

As shown, the study-area roadways are forecast to carry volumes within their Acceptable Capacity ratings under Cumulative and Cumulative+Project conditions. The Golden Inn Senior Housing Project would therefore not significantly impact roadway operations within the Santa Ynez community under cumulative conditions.

Cumulative+Project Intersection Operations

Tables 12 and 13 compare the Cumulative and Cumulative+Project levels of service for the study-area intersections and identify potential cumulative impacts based on the County's thresholds.

Edison Street
Refugio Road
Alamo Pintado Road
PROJECT SITE
246
5,800
14,700
17,500
2,000
1
2
3
(156)183
(467)584
(8)8
188(133)
18(7)
368(199)
271(235)
576(597)
28(15)
(6)23
(8)34
(6)37
(52)86
(326)596
(28)23
52(109)
13(37)
159(191)
173(140)
559(431)
28(47)
(37)20
(28)16
(49)32
(37)100
(139)314
(52)71
74(82)
58(51)
196(126)
203(127)
183(215)
19(14)
(15)72
(26)56
(8)37
LEGEND
XX - (A.M.)P.M. Peak Hour Volume
X - Average Daily Traffic Volume
N
NOT TO SCALE
ASSOCIATED
TRANSPORTATION
ENGINEERS
CUMULATIVE TRAFFIC VOLUMES
FIGURE 8
AMF - #12082



ASSOCIATED TRANSPORTATION ENGINEERS

CUMULATIVE + PROJECT TRAFFIC VOLUMES

FIGURE 9

MMF - #12082

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

Intersection	ICU/LOS		Project-Added		Project Impact?
	Cumulative	Cumulative + Project	Trips	V/C	
SR 246/Alamo Pintado Road	0.63/LOS B	0.64/LOS B	18	0.006	No
SR 246/ Refugio Road	0.55/LOS A	0.56/LOS A	39	0.010	No
SR 246/Edison Street	0.44/LOS A	0.45/LOS A	12	0.007	No

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

Intersection	ICU/LOS		Project-Added		Project Impact?
	Cumulative	Cumulative + Project	Trips	V/C	
SR 246/Alamo Pintado Road	0.79/LOS C	0.79/LOS C	22	0.007	No
SR 246/ Refugio Road	0.71/LOS C	0.72/LOS A	49	0.010	No
SR 246/Edison Street	0.73/LOS C	0.74/LOS C	14	0.007	No

Tables 12 and 13 show that the study-area intersection are forecast to operate at LOS C or better under Cumulative + Project traffic volumes. The project would not generate significant cumulative impacts to the study-area intersections based on County thresholds.

STATE HIGHWAY 246 OPERATIONS

Caltrans Level of Service Standards

The segment of SR 246 within the Santa Ynez Valley is owned and maintained by Caltrans. As outlined in the EIR prepared for the SYVCP, LOS D is the minimum level of service for roadways and interactions under the jurisdiction of Caltrans. The County's project-specific and cumulative impact thresholds outlined in the SYVCP are therefore applied to SR 246.

State Highway Operations

Operations for SR 246 were analyzed using the operations procedures outlined in the Highway Capacity Manual (HCM)[3] for signalized intersections since the flow of traffic is controlled by traffic signals on this segment of highway. This method focuses on average vehicle delays at

[3] 2010 Highway Capacity Manual, Transportation Research Board, 2010.

each intersection during peak hour periods. Tables 14 and 15 present the Existing, Existing+Project, Cumulative, and Cumulative+Project peak hour levels of service for the study-area intersections assuming the HCM methodology.

Table 14
State Highway 246 A.M. Peak Hour Operations

Intersection	Average Delay/Level of Service			
	Existing	EX+PR	Cumulative	CU+PR
SR 246/Alamo Pintado Road	19.8 sec./LOS B	20.0 sec./LOS C	21.7 sec./LOS C	21.8 sec./LOS C
SR 246/Refugio Road	17.6 sec./LOS B	19.3 sec./LOS B	18.0 sec./LOS B	18.9 sec./LOS B
SR 246/Edison Street	17.5 sec./LOS B	20.0 sec./LOS B	18.1 sec./LOS B	18.3 sec./LOS B

Table 15
State Highway 246 P.M. Peak Hour Operations

Intersection	Average Delay/Level of Service			
	Existing	EX+PR	Cumulative	CU+PR
SR 246/Alamo Pintado Road	29.8 sec./LOS C	30.1 sec./LOS C	27.8 sec./LOS C	31.8 sec./LOS C
SR 246/Refugio Road	28.1 sec./LOS C	28.8 sec./LOS C	29.1 sec./LOS C	29.8 sec./LOS C
SR 246/Edison Street	21.2 sec./LOS C	21.4 sec./LOS C	23.1 sec./LOS C	23.4 sec./LOS C

The data presented in Tables 14 and 15 show that the study area intersections are forecast to operate at LOS C or better under all of the operational analysis scenarios. The project would not generate significant impacts to the State Highway segments and/or intersections based on the adopted LOS D operating standard for SR 246.

GENERAL PLAN BUILDOUT ANALYSIS

The 20-Year Buildout forecasts contained in the Santa Ynez Valley Community Plan were used for the analysis. The forecasts are based on buildout land uses provided by the County for the Santa Ynez Valley area, growth within the adjacent cities of Buellton and Solvang, plus cumulative growth from outside of the Santa Ynez Valley. Figure 10 presents the 20-Year Buildout traffic volumes. The project includes a rezone and General Plan amendment and is therefore not included within the 20-Year Buildout forecasts. Figure 11 presents the 20-Year Buildout+Project traffic volumes.

FIGURE 10
20-YEAR BUILDOUT TRAFFIC VOLUMES
ASSOCIATED TRANSPORTATION ENGINEERS
MMF - 112082
Edison Street
Refugio Road
Alamo
Pintado
Road
PROJECT SITE
246
6,700
22,500
28,000
2,700
1
2
3
245(181)
20(5)
323(217)
263(219)
882(1012)
21(10)
(196)157
(791)951
(14)16
(7)8
(6)40
(9)48
90(167)
20(60)
215(204)
176(256)
791(688)
45(100)
(108)128
(541)802
(40)29
(45)34
(28)28
(81)69
28(54)
32(26)
278(201)
202(153)
254(329)
18(11)
(26)73
(220)432
(23)70
(32)77
(10)30
(7)47
LEGEND
XX - (A.M.)P.M. Peak Hour Volume
X - Average Daily Traffic Volume
N
NOT TO SCALE

20-YEAR BUILDOUT + PROJECT TRAFFIC VOLUMES

FIGURE 11

ASSOCIATED TRANSPORTATION ENGINEERS

MMF - #12002

20-Year Buildout + Project Roadway Operations

Table 16 compares the 20-Year Buildout and 20-Year Buildout + Project roadway volumes to County's Acceptable Capacity roadway standards.

Table 16
20-Year Buildout + Project Roadway Operations

Roadway Segment	ADT				Project Impact?
	Acceptable Capacity	20-Year Buildout ADT	Project Added	20-Year Buildout + Project	
Refugio Road n/o SR 246	8,120	6,700	+132	6,832	No
Refugio Road s/o SR 246	5,530	2,700	+658	3,358	No

As shown, the study-area roadways are forecast to carry volumes within their Acceptable Capacity ratings under 20-Year Buildout and 20-Year Buildout + Project conditions. The Golden Inn Senior Housing Project would not significantly impact roadway operations within the Santa Ynez community under the 20-Year Buildout scenario.

20-Year Buildout + Project Intersection Operations

Tables 17 and 18 compare the 20-Year Buildout and 20-Year Buildout + Project levels of service for the study-area intersections and identify potential impacts.

Table 17
20-Year Buildout + Project A.M. Peak Hour Intersection Operations

Intersection	ICU/LOS		Project-Added		Project Impact?
	20-Year Buildout	20-Year Buildout + Project	Trips	V/C	
SR 246/Alamo Pintado Road	**0.86/LOS D**	**0.87/LOS D**	18	0.004	No
SR 246/ Refugio Road	**0.82/LOS D**	**0.83/LOS D**	39	0.009	No
SR 246/Edison Street	0.49/LOS A	0.50/LOS A	12	0.006	No

Bolded items exceed the County's LOS C operating standard.

Table 18
20-Year Buildout + Project P.M. Peak Hour Intersection Operations

Intersection	ICU/LOS		Project-Added		Project Impact?
	20-Year Buildout	20-Year Buildout + Project	Trips	V/C	
SR 246/Alamo Pintado Road	**1.04/LOS F**	**1.05/LOS F**	22	0.007	No
SR 246/ Refugio Road	**0.91/LOS E**	**0.92/LOS E**	49	0.009	No
SR 246/Edison Street	0.77/LOS C	0.78/LOS C	15	0.007	No

Bolded items exceed the County's LOS C operating standard.

The data presented in Table 17 indicates that the SR 246/Alamo Pintado Road and SR 246/Refugio Road intersections are forecast to operate at LOS D during the A.M. peak hour period. The project's A.M. peak hour traffic-additions would not generate significant impacts to these locations based on the County's cumulative impact thresholds as the project-related trips would not increase the intersection V/C ratios by 0.03 or more. Table 18 show that the SR 246/Alamo Pintado Road intersection is forecast to operate at LOS F and that the SR 246/Refugio Road intersection is forecast to operate at LOS E during the P.M. peak hour period. The project's P.M. peak hour traffic-additions would not generate significant impacts to these locations based on the County's cumulative impact thresholds as the project-related trips would not increase the intersection V/C ratios by 0.01 or more. It is noted that the improvements have been identified for these locations and are discussed in the following section.

SR 246 CORRIDOR IMPROVEMENTS

The following section reviews the improvement recommendations for SR 246 contained in the Santa Ynez Valley Community Plan (SYVCP).

Roundabout Intersections. The first option identified in the SYVCP for the SR 246 corridor was the installation of evenly spaced roundabouts. Based on future traffic volume forecasts, intersection spacing, and forecasted levels of service, two-lane roundabouts were recommended at the following locations:

- SR 246/Alamo Pintado Road
- SR 246/Edison Street
- SR 246/Refugio Road

It is noted that the SR 246/Alamo Pintado Road intersection lies within the City of Solvang. The City prepared a Project Study Report (PSR) to address the future deficiency. The project is now in the PA/ED phase and the preferred alternative is to convert the intersection into a modern roundabout. The project is anticipated to be constructed in Year 2015.

The operational analyses prepared for the PSR found that the two-lane roundabouts would operate at LOS A during the P.M. peak hour period with the 20-Year Buildout traffic forecasts, thus meeting the County and Caltrans operating standards. The roundabouts would provide relatively free-flow operations along SR 246 with minor delays for traffic entering or crossing SR 246 at the roundabouts.

Signalized Intersections. This mitigation option found that SR 246 would need to be widened to provide 2 eastbound and 2 westbound lanes on the signalized approaches at the following intersections in order to accommodate the 20-Year Buildout peak hour flows.

- SR 246/Alamo Pintado Road
- SR 246/Edison Street
- SR 246/Refugio Road

The operational analyses found that the signalized option would provide LOS B, thus meeting the County and Caltrans operating standards. Evenly spaced signals along the SR 246 corridor would also provide gaps in the SR 246 traffic stream and thereby also reduce delays for traffic to enter or cross SR 246 at the local road connections between the signalized intersections.

Santa Ynez Valley Transportation Improvement Plan. The SYVCP recommended that the future transportation improvements required in the plan area be funded through a traffic mitigation fee program. Policy CIRC-SYV-1.1 states that the "County shall adopt and implement a Santa Ynez Valley Transportation Improvement Plan (SYVTIP) which includes long-term improvements to roadways and alternative transportation facilities targeted to provide for acceptable levels of service on roadways and intersections within the Plan Area. The SYVTIP shall be an integrated Plan for capital improvements of road and intersections as well as alternative transportation facilities."

CONGESTION MANAGEMENT PROGRAM ANALYSIS

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 Plan (CMP) roadway system. The following guidelines were developed by SBCAG to determine the significance of project-generated traffic impacts on the regional CMP system.

Impact Guidelines

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 Impacts

The SR 246/Alamo Pintado Road intersection is located on the CMP network. The SR 246/Alamo Pintado Road intersection is forecast to operate at LOS C or better under Existing+Project and Cumulative+Project traffic volumes. The project would not generate a significant impact to the CMP network based on the adopted impact thresholds.

STUDY PARTICIPANTS AND REFERENCES

Associated Transportation Engineers

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Dan Dawson, PTP, Supervising Transportation Planner
Matthew Farrington, Transportation Planner I

References

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Trip Generation, Institute of Transportation Engineers, 8th Edition, 2008.

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2010 Highway Capacity Manual, Transportation Research Board, 2010.

Persons Contacted

Briggs, Erin, County of Santa Barbara
Robertson, Will, County of Santa Barbara

TECHNICAL APPENDIX

CONTENTS:

LEVEL OF SERVICE DEFINITIONS

TRAFFIC COUNT DATA

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

Reference 1 SR246/Alamo Pintado Road
Reference 2 SR246/Refugio Road
Reference 3 SR246/Edison Street

CUMULATIVE PROJECT LIST

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, 2000

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TRAFFIC COUNT DATA

Prepared by NDS/ATD

VOLUME

SR-246 W/o Refugio Rd

Day: Thursday
Date: 9/27/2012

City: Santa Ynez
Project #: CA12_8069_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	8429	8780	17209

AM Period	NB	SB	EB		WB		TOTAL	
00:00			9		31		40	
00:15			8		22		30	
00:30			13		23		36	
00:45			9	39	14	90	23	129
01:00			5		16		21	
01:15			4		13		17	
01:30			3		15		18	
01:45			11	23	15	59	26	82
02:00			3		14		17	
02:15			5		14		19	
02:30			4		8		12	
02:45			3	15	5	41	8	56
03:00			1		12		13	
03:15			4		12		16	
03:30			2		11		13	
03:45			6	13	9	44	15	57
04:00			2		9		11	
04:15			3		9		12	
04:30			9		7		16	
04:45			7	21	8	33	15	54
05:00			11		13		24	
05:15			17		11		28	
05:30			35		13		48	
05:45			39	102	24	61	63	163
06:00			35		24		59	
06:15			58		37		95	
06:30			78		43		116	
06:45			109	275	71	175	180	450
07:00			93		68		161	
07:15			106		95		201	
07:30			123		111		234	
07:45			182	504	200	474	382	978
08:00			137		143		280	
08:15			145		140		285	
08:30			128		112		240	
08:45			147	557	115	510	262	1067
09:00			116		103		219	
09:15			134		107		241	
09:30			129		100		229	
09:45			131	510	122	432	253	942
10:00			120		116		236	
10:15			114		107		221	
10:30			130		112		242	
10:45			133	497	145	480	278	977
11:00			126		136		262	
11:15			140		125		265	
11:30			164		128		292	
11:45			148	578	174	563	322	1141
TOTALS			3134		2962		6096	
SPLIT %			51.4%		48.6%		35.4%	

PM Period	NB	SB	EB		WB		TOTAL	
12:00			167		178		345	
12:15			148		153		301	
12:30			171		147		318	
12:45			140	626	151	629	291	1255
13:00			129		130		259	
13:15			142		142		284	
13:30			143		151		294	
13:45			136	550	169	592	305	1142
14:00			140		164		304	
14:15			139		112		251	
14:30			120		144		264	
14:45			162	561	150	570	312	1131
15:00			151		194		345	
15:15			156		179		335	
15:30			151		191		342	
15:45			160	618	178	742	338	1360
16:00			157		165		322	
16:15			161		176		337	
16:30			146		196		342	
16:45			175	639	166	703	341	1342
17:00			190		202		392	
17:15			178		165		343	
17:30			156		164		320	
17:45			152	676	169	700	321	1376
18:00			173		149		322	
18:15			129		129		258	
18:30			149		142		291	
18:45			133	584	158	578	291	1162
19:00			156		167		323	
19:15			140		86		226	
19:30			130		93		223	
19:45			82	508	80	426	162	934
20:00			69		73		142	
20:15			57		75		132	
20:30			55		76		131	
20:45			52	233	41	265	93	498
21:00			40		56		96	
21:15			43		54		97	
21:30			37		49		86	
21:45			23	143	45	204	68	347
22:00			21		67		88	
22:15			22		118		140	
22:30			33		64		97	
22:45			18	94	51	300	69	394
23:00			11		38		49	
23:15			29		32		61	
23:30			12		21		33	
23:45			11	63	18	109	29	172
TOTALS			5295		5818		11113	
SPLIT %			47.6%		52.4%		64.6%	

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	8429	8780	17209

AM Peak Hour	11:45	11:45	11:45	PM Peak Hour	16:45	15:00	16:30
AM Pk Volume	634	652	1286	PM Pk Volume	699	742	1418
Pk Hr Factor	0.927	0.916	0.932	Pk Hr Factor	0.920	0.956	0.904
7 - 9 Volume	1061	984	2045	4 - 6 Volume	1315	1403	2718
7 - 9 Peak Hour	07:45	07:45	07:45	4 - 6 Peak Hour	16:45	16:15	16:30
7 - 9 Pk Volume	592	595	1187	4 - 6 Pk Volume	699	740	1418
Pk Hr Factor	0.813	0.744	0.777	Pk Hr Factor	0.920	0.916	0.904

Prepared by NDS/ATD

VOLUME

Refugio Rd S/o SR-246

Day: Thursday
Date: 9/27/2012

City: Santa Ynez
Project #: CA12_8069_003

DAILY TOTALS	NB	SB	EB	WB	Total
	982	998	0	0	1,980

AM Period	NB	SB	EB	WB	TOTAL
00:00	0	2			2
00:15	0	0			0
00:30	0	2			2
00:45	1	2			3
	1	6			7
01:00	1	0			1
01:15	0	0			0
01:30	0	3			3
01:45	0	2			2
	1	5			6
02:00	0	0			0
02:15	0	1			1
02:30	0	1			1
02:45	0	0			0
	0	2			2
03:00	0	0			0
03:15	1	2			3
03:30	3	0			3
03:45	0	0			0
	4	2			6
04:00	0	0			0
04:15	0	0			0
04:30	4	0			4
04:45	0	0			0
	4	0			4
05:00	1	0			1
05:15	0	0			0
05:30	0	0			0
05:45	1	4			5
	2	4			6
06:00	3	3			6
06:15	3	11			14
06:30	7	5			12
06:45	6	15			21
	19	34			53
07:00	6	9			15
07:15	8	10			18
07:30	12	13			25
07:45	26	35			61
	52	67			119
08:00	44	41			85
08:15	41	32			73
08:30	11	12			23
08:45	7	12			19
	103	97			200
09:00	11	10			21
09:15	7	17			24
09:30	12	10			22
09:45	14	10			24
	44	47			91
10:00	13	10			23
10:15	7	10			17
10:30	20	9			29
10:45	15	19			34
	55	48			103
11:00	19	19			38
11:15	8	19			27
11:30	21	20			41
11:45	15	18			33
	63	76			139
TOTALS	348	388			736
SPLIT%	47.3%	52.7%			37.2%

PM Period	NB	SB	EB	WB	TOTAL
12:00	24	13			37
12:15	18	19			37
12:30	25	25			50
12:45	12	18			30
	79	75			154
13:00	16	20			36
13:15	11	21			32
13:30	17	14			31
13:45	16	19			35
	60	74			134
14:00	25	13			38
14:15	12	20			32
14:30	18	26			44
14:45	11	42			53
	66	101			167
15:00	69	32			101
15:15	28	17			45
15:30	27	21			48
15:45	13	15			28
	137	85			222
16:00	24	12			36
16:15	9	13			22
16:30	18	15			33
16:45	17	9			26
	68	49			117
17:00	19	18			37
17:15	16	16			32
17:30	12	15			27
17:45	17	23			40
	64	72			136
18:00	12	27			39
18:15	13	16			29
18:30	14	14			28
18:45	12	5			17
	51	62			113
19:00	12	13			25
19:15	6	8			14
19:30	6	5			11
19:45	7	4			11
	31	30			61
20:00	6	10			16
20:15	26	8			34
20:30	13	8			21
20:45	5	10			15
	50	36			86
21:00	6	3			9
21:15	4	2			6
21:30	5	4			9
21:45	6	3			9
	21	12			33
22:00	3	4			7
22:15	0	1			1
22:30	1	3			4
22:45	0	1			1
	4	9			13
23:00	0	1			1
23:15	1	1			2
23:30	2	2			4
23:45	0	1			1
	3	5			8
TOTALS	634	610			1244
SPLIT%	51.0%	49.0%			62.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	982	998	0	0	1,980

AM Peak Hour	07:30	07:30	07:30
AM Pk Volume	123	121	244
Pk Hr Factor	0.699	0.738	0.718
7 - 9 Volume	155	164	319
7 - 9 Peak Hour	07:30	07:30	07:30
7 - 9 Pk Volume	123	121	244
Pk Hr Factor	0.699	0.738	0.718

PM Peak Hour	15:00	14:15	14:45
PM Pk Volume	137	120	247
Pk Hr Factor	0.496	0.714	0.611
4 - 6 Volume	132	121	253
4 - 6 Peak Hour	16:30	17:00	17:00
4 - 6 Pk Volume	70	72	136
Pk Hr Factor	0.921	0.783	0.850

Prepared by NDS/ATD

VOLUME

Refugio Rd N/o SR-246

Day: Thursday
Date: 9/27/2012

City: Santa Ynez
Project #: CA12_8069_004

DAILY TOTALS	NB	SB	EB	WB	Total
	2784	2996	0	0	5780

AM Period	NB		SB		EB	WB	TOTAL
00:00	5		1				6
00:15	0		0				0
00:30	1		0				1
00:45	0	6	1	2			1 8
01:00	2		0				2
01:15	0		0				0
01:30	2		3				5
01:45	0	4	2	5			2 9
02:00	0		2				2
02:15	0		3				3
02:30	0		1				1
02:45	1	1	2	8			3 9
03:00	0		2				2
03:15	0		0				0
03:30	0		0				0
03:45	3	3	1	3			4 6
04:00	1		1				2
04:15	0		1				1
04:30	0		0				0
04:45	1	2	4	6			5 8
05:00	2		7				9
05:15	4		2				6
05:30	16		3				19
05:45	11	33	14	26			25 59
06:00	7		15				22
06:15	9		17				26
06:30	11		18				29
06:45	26	53	35	85			61 138
07:00	22		31				53
07:15	29		44				73
07:30	43		83				126
07:45	102	196	142	300			244 496
08:00	54		71				125
08:15	59		62				121
08:30	39		52				91
08:45	46	198	51	236			97 434
09:00	45		46				91
09:15	40		61				101
09:30	31		32				63
09:45	51	167	60	199			111 366
10:00	36		34				70
10:15	24		33				57
10:30	43		36				79
10:45	39	142	69	172			108 314
11:00	35		47				82
11:15	31		47				78
11:30	43		49				92
11:45	39	148	84	227			123 375
TOTALS		953		1269			2222
SPLIT %		42.9%		57.1%			38.4%

PM Period	NB		SB		EB	WB	TOTAL
12:00	53		68				121
12:15	40		57				97
12:30	58		43				101
12:45	38	189	41	209			79 398
13:00	25		25				50
13:15	36		38				74
13:30	48		45				93
13:45	42	151	32	140			74 291
14:00	42		88				130
14:15	38		36				74
14:30	43		43				86
14:45	51	174	49	216			100 390
15:00	61		62				123
15:15	67		48				115
15:30	46		51				97
15:45	54	228	48	209			102 437
16:00	64		43				107
16:15	66		59				125
16:30	61		53				114
16:45	73	264	64	219			137 483
17:00	89		45				134
17:15	52		52				104
17:30	64		44				108
17:45	64	269	54	195			118 464
18:00	49		60				109
18:15	57		53				110
18:30	44		51				95
18:45	43	193	67	231			110 424
19:00	45		70				115
19:15	54		37				91
19:30	38		25				63
19:45	26	163	26	158			52 321
20:00	26		26				52
20:15	25		25				50
20:30	30		29				59
20:45	22	103	9	89			31 192
21:00	12		13				25
21:15	15		8				23
21:30	10		6				16
21:45	7	44	7	34			14 78
22:00	9		7				16
22:15	5		2				7
22:30	9		2				11
22:45	2	25	3	14			5 39
23:00	5		2				7
23:15	13		3				16
23:30	7		5				12
23:45	3	28	3	13			6 41
TOTALS		1831		1727			3558
SPLIT %		51.5%		48.5%			61.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	2784	2996	0	0	5780

AM Peak Hour	07:30	07:30	07:30
AM Pk Volume	258	358	616
Pk Hr Factor	0.632	0.630	0.631
7 - 9 Volume	394	536	930
7 - 9 Peak Hour	07:30	07:30	07:30
7 - 9 Pk Volume	258	358	616
Pk Hr Factor	0.632	0.630	0.631

PM Peak Hour	16:15	18:15	16:15
PM Pk Volume	289	241	510
Pk Hr Factor	0.912	0.861	0.931
4 - 6 Volume	533	414	947
4 - 6 Peak Hour	16:15	16:15	16:15
4 - 6 Pk Volume	289	221	510
Pk Hr Factor	0.912	0.863	0.931

Prepared by NDS/ATD

VOLUME

SR-246 E/o Refugio Rd

Day: Thursday
Date: 9/27/2012

City: Santa Ynez
Project #: CA12_8069_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	7,141	7,296	14,437

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00			7	35	42	12:00			139	124	263
00:15			8	22	30	12:15			128	117	245
00:30			11	24	35	12:30			129	120	249
00:45			7	33 12	93 19	126 12:45			119	515 133	494 252 1009
01:00			5	17	22	13:00			122	127	249
01:15			4	13	17	13:15			125	133	258
01:30			3	17	20	13:30			125	133	258
01:45			10	22 14	61 24	83 13:45			108	480 154	547 262 1027
02:00			4	13	17	14:00			151	117	268
02:15			5	12	17	14:15			121	104	225
02:30			4	8	12	14:30			103	135	238
02:45			4	17 5	38 9	55 14:45			117	492 138	494 255 986
03:00			2	11	13	15:00			152	157	309
03:15			2	11	13	15:15			125	156	281
03:30			3	9	12	15:30			133	162	295
03:45			5	12 10	41 15	68 15:45			131	541 157	632 288 1173
04:00			1	8	9	16:00			125	142	267
04:15			3	8	11	16:15			128	154	282
04:30			9	3	12	16:30			112	167	279
04:45			9	22 7	26 16	48 16:45			149	514 141	604 290 1116
05:00			10	6	16	17:00			143	198	341
05:15			16	12	28	17:15			145	132	277
05:30			25	16	41	17:30			120	151	271
05:45			36	87 21	55 27	142 17:45			115	523 148	629 263 1540
06:00			38	19	57	18:00			139	119	258
06:15			47	26	73	18:15			111	118	229
06:30			73	34	107	18:30			125	111	236
06:45			80	238 47	121	328 18:45			117	492 111	459 228 961
07:00			79	48	127	19:00			133	120	253
07:15			96	72	168	19:15			116	81	197
07:30			126	75	201	19:30			106	81	187
07:45			162	463 149	344 311	807 19:45			71	426 66	348 137 774
08:00			124	110	234	20:00			54	62	116
08:15			127	110	237	20:15			49	49	98
08:30			105	77	182	20:30			39	56	95
08:45			119	475 87	384 205	859 20:45			32	174 39	206 71 380
09:00			91	76	167	21:00			35	47	82
09:15			106	68	174	21:15			38	54	92
09:30			110	78	188	21:30			32	47	79
09:45			96	403 74	296 170	699 21:45			22	127 41	189 63 316
10:00			106	101	207	22:00			21	70	91
10:15			102	89	191	22:15			21	121	142
10:30			99	77	176	22:30			24	64	88
10:45			119	426 105	372 224	798 22:45			16	82 49	304 65 736
11:00			117	115	232	23:00			9	40	49
11:15			122	102	224	23:15			22	35	57
11:30			146	103	249	23:30			10	21	31
11:45			140	525 124	444 264	969 23:45			11	52 19	115 30 167
TOTALS				2728	2275 4898	TOTALS				4418	5021 9439
SPLIT %				54.5%	45.5% 34.6%	SPLIT %				46.8%	53.2% 65.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	7,141	7,296	14,437

AM Peak Hour		11:30	11:45	11:30	PM Peak Hour	16:45	16:15	16:15
AM Pk Volume		553	485	1021	PM Pk Volume	557	680	1192
Pk Hr Factor		0.947	0.978	0.967	Pk Hr Factor	0.935	0.833	0.874
7 - 9 Volume		938	728	1666	4 - 6 Volume	1037	1233	2270
7 - 9 Peak Hour		07:30	07:45	07:30	4 - 6 Peak Hour	16:45	16:15	16:15
7 - 9 Pk Volume		539	446	863	4 - 6 Pk Volume	557	680	1192
Pk Hr Factor		0.832	0.748	0.790	Pk Hr Factor	0.935	0.833	0.874

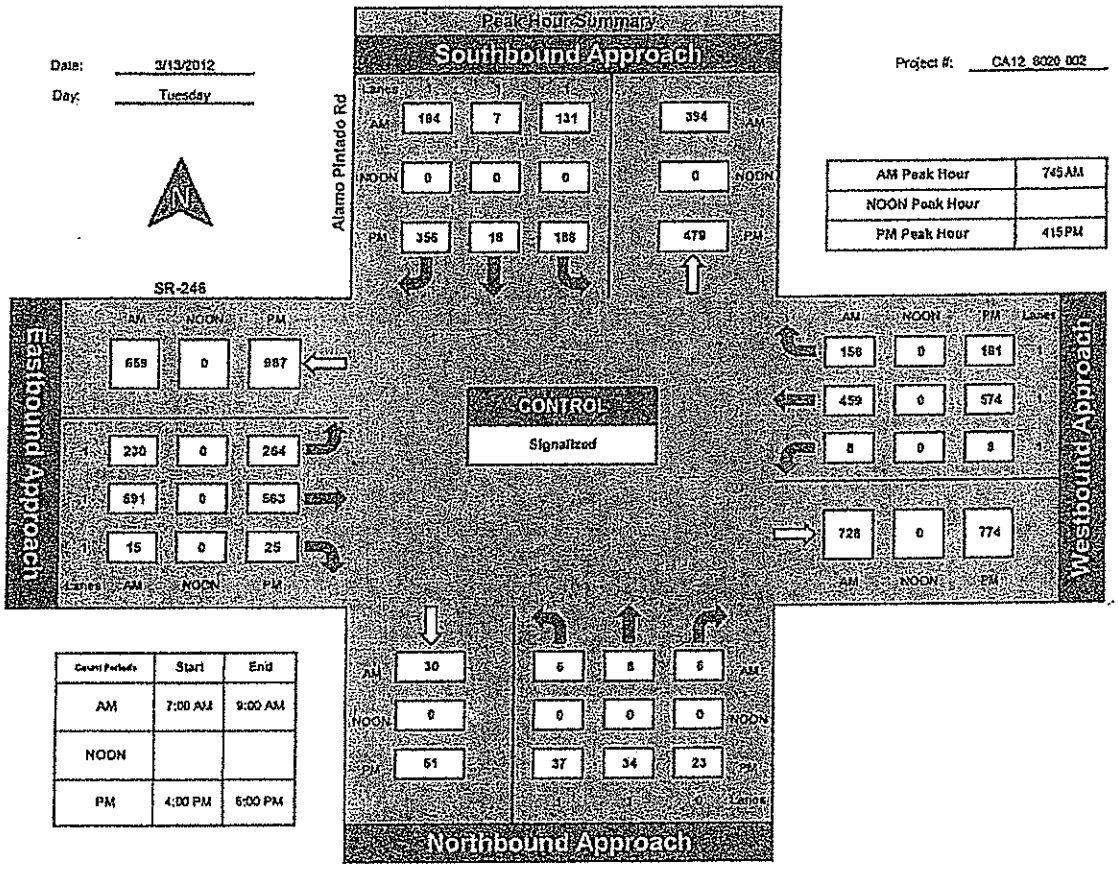
ITM Peak Hour Summary

Prepared by:

NDS

National Data & Surveying Services

Alamo Pintado Rd and SR-246 , City of Solvang



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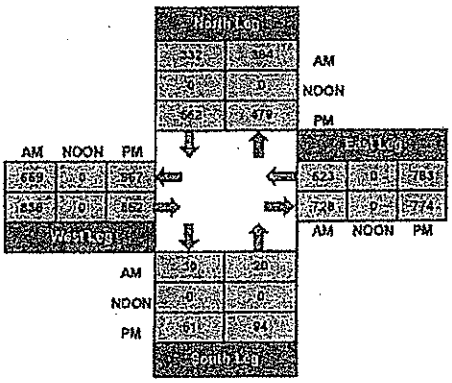

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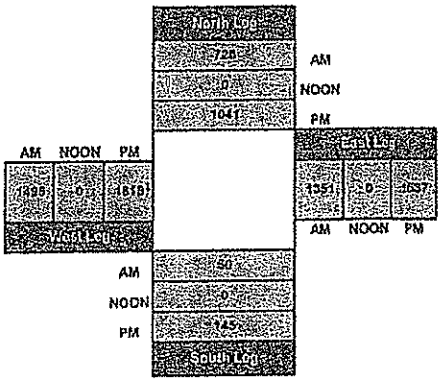
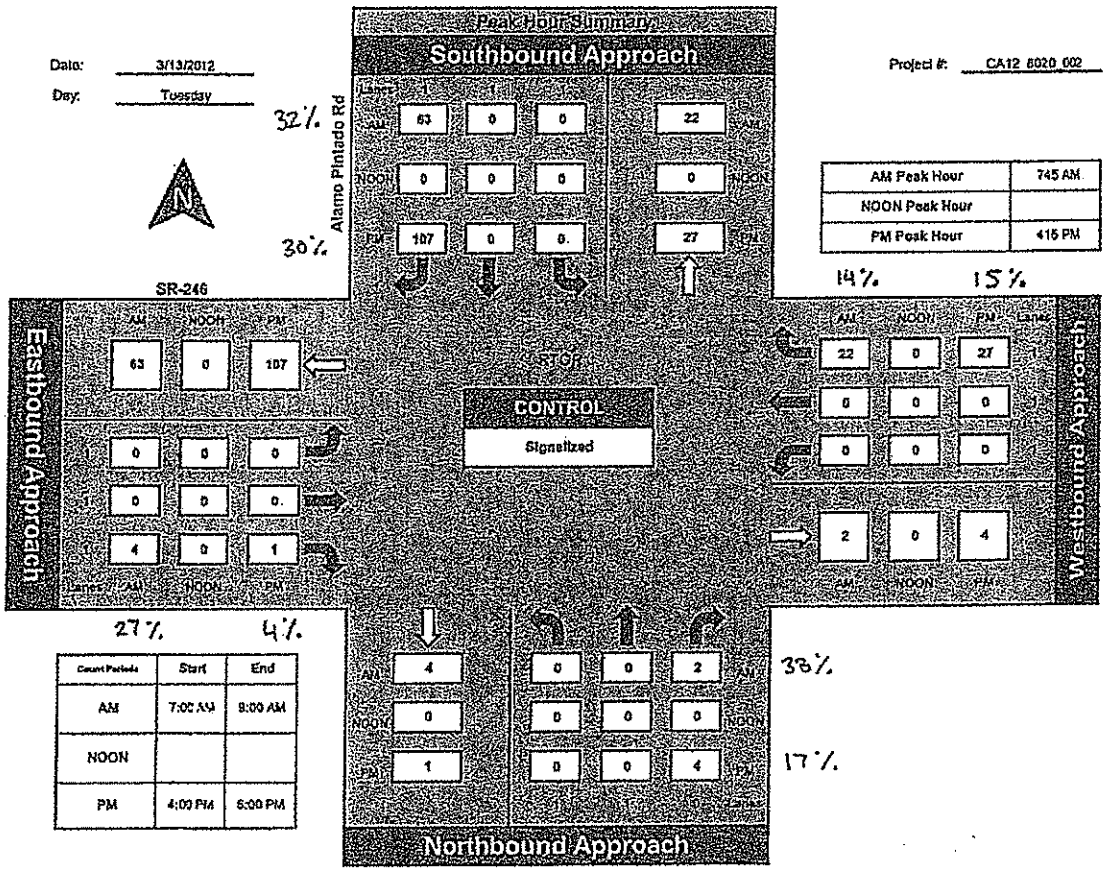


ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Alamo Pintado Rd and SR-246 , City of Solvang



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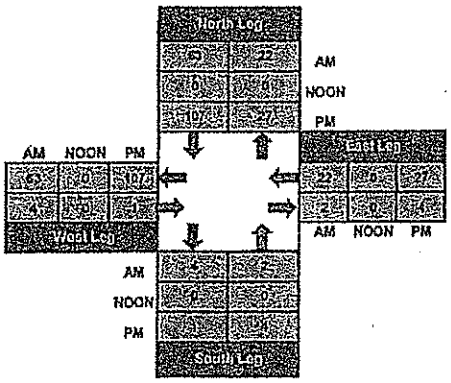

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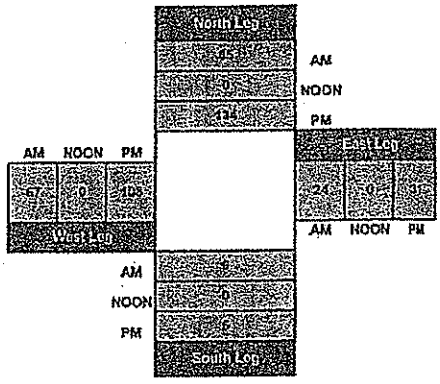


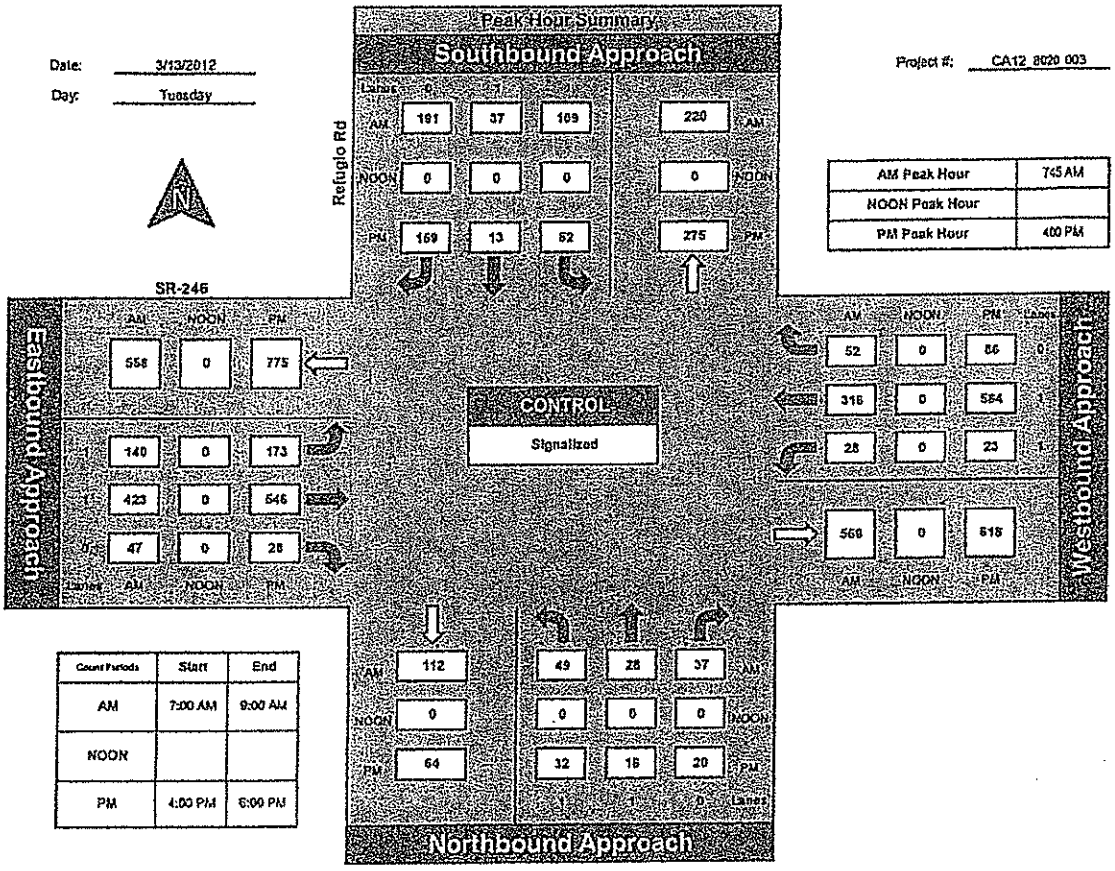
ITM Peak Hour Summary

Prepared by:

NDS

National Data & Surveying Services

Refugio Rd and SR-246 , City of Solvang



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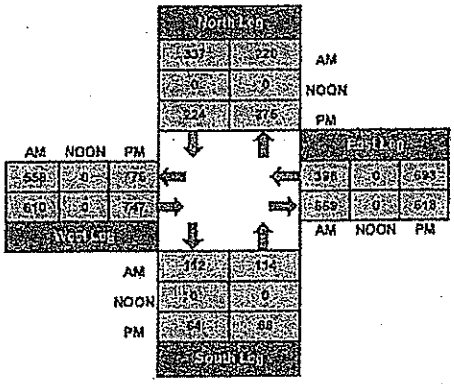

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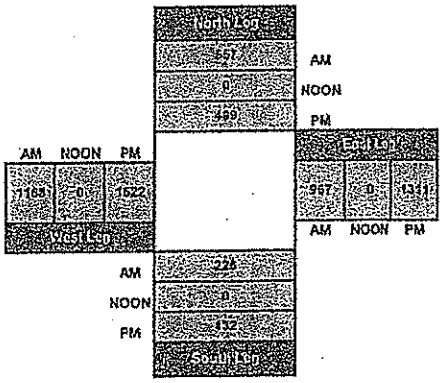
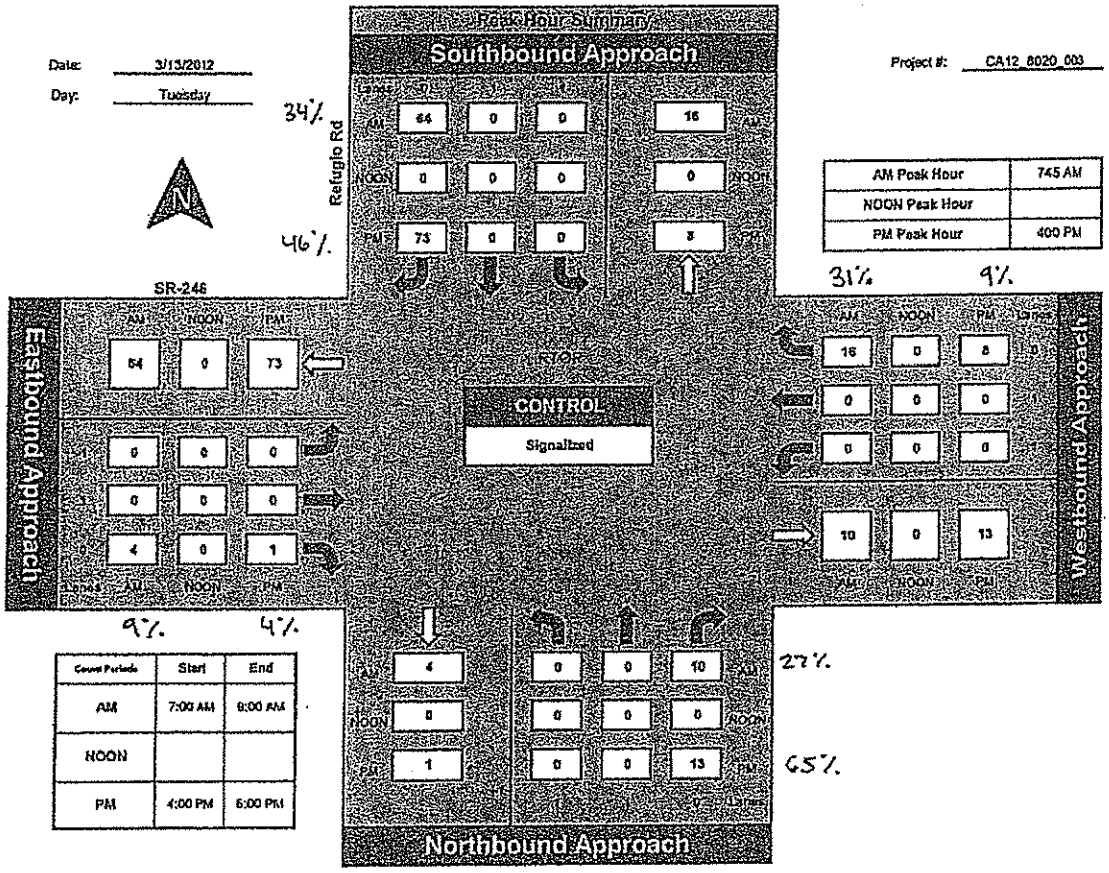


ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Refugio Rd and SR-246 , City of Solvang



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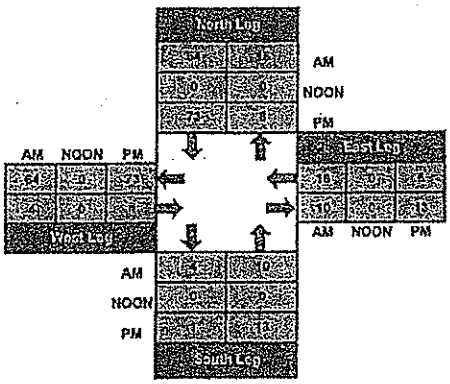
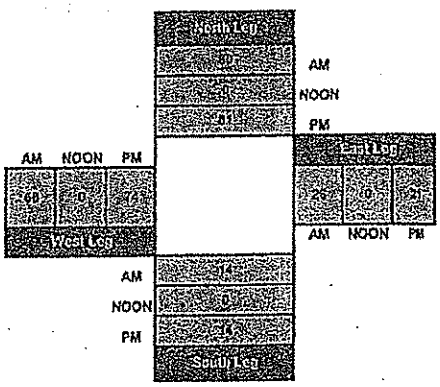


Total Volume Per Leg



2- AM PM

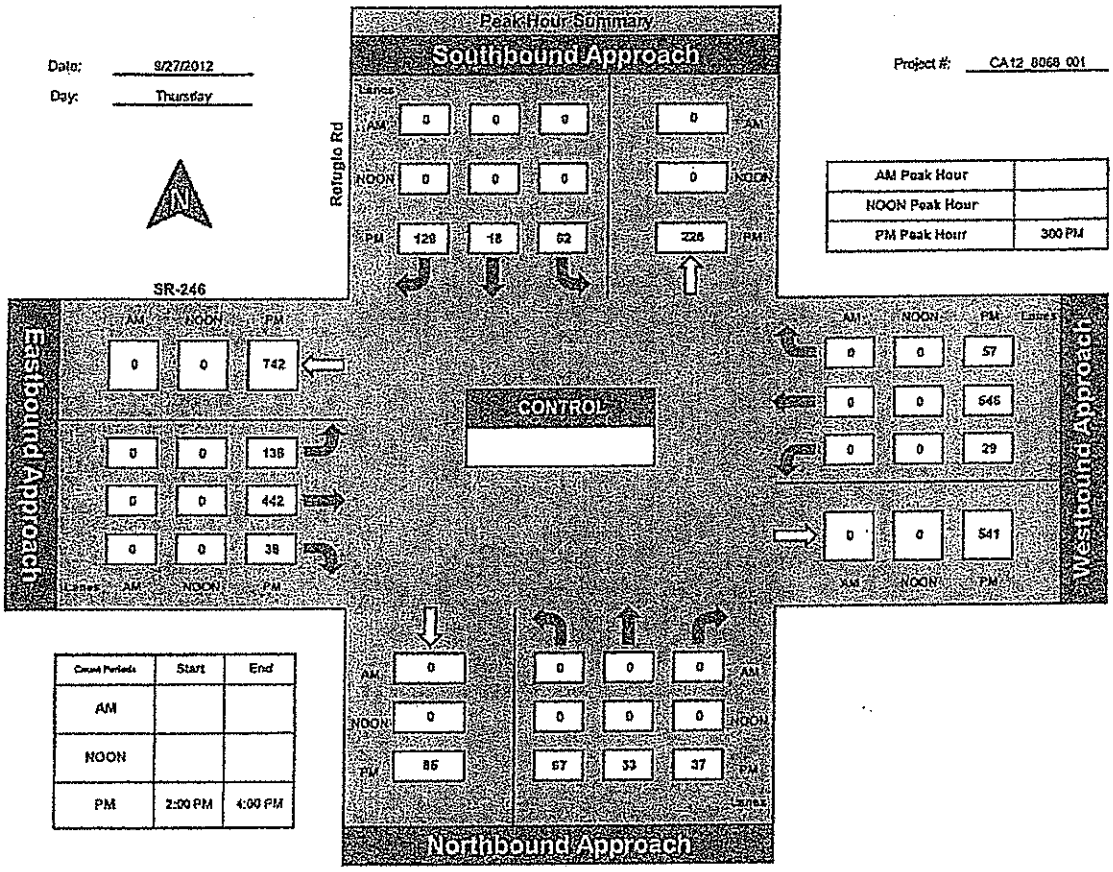
ITM Peak Hour Summary

Prepared by:

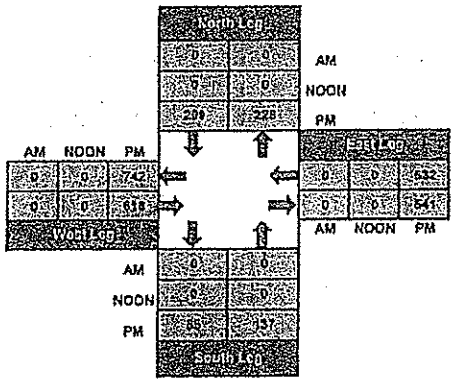
NDS

National Data & Surveying Services

Refugio Rd and SR-246 , City of Santa Ynez



Total Ins & Outs



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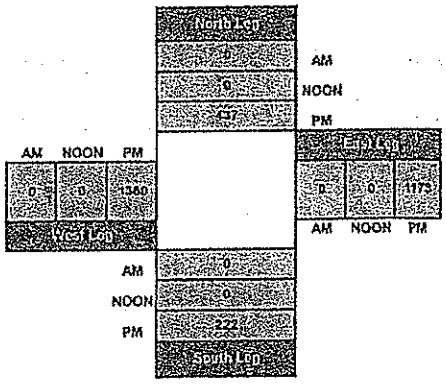
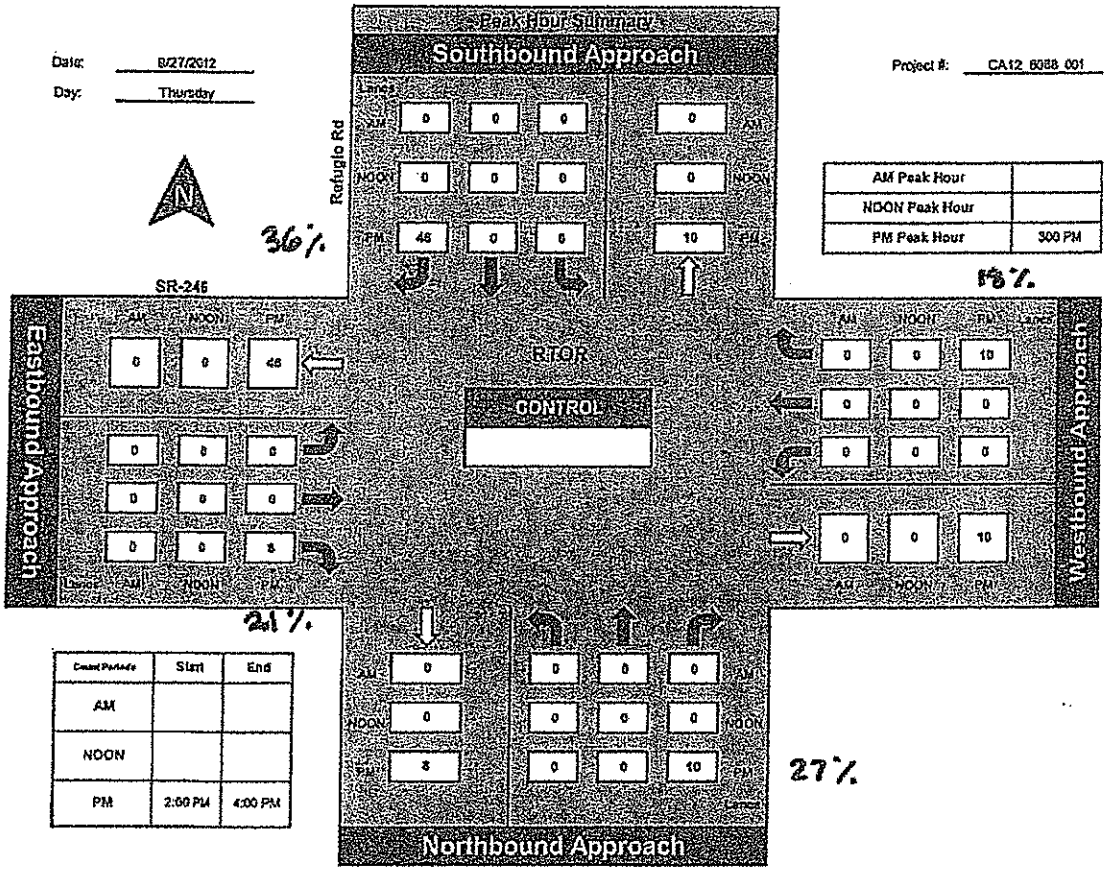


ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Refugio Rd and SR-246 , City of Santa Ynez



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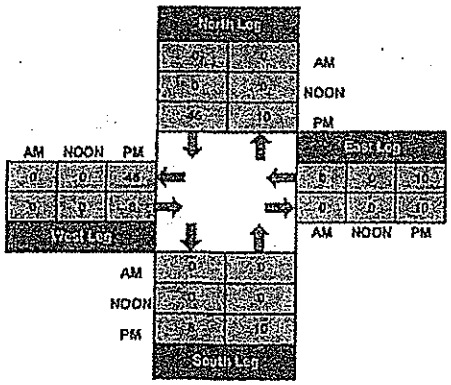

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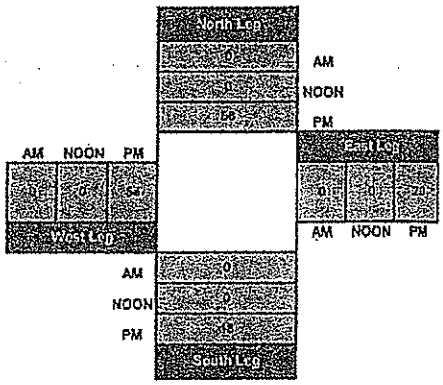
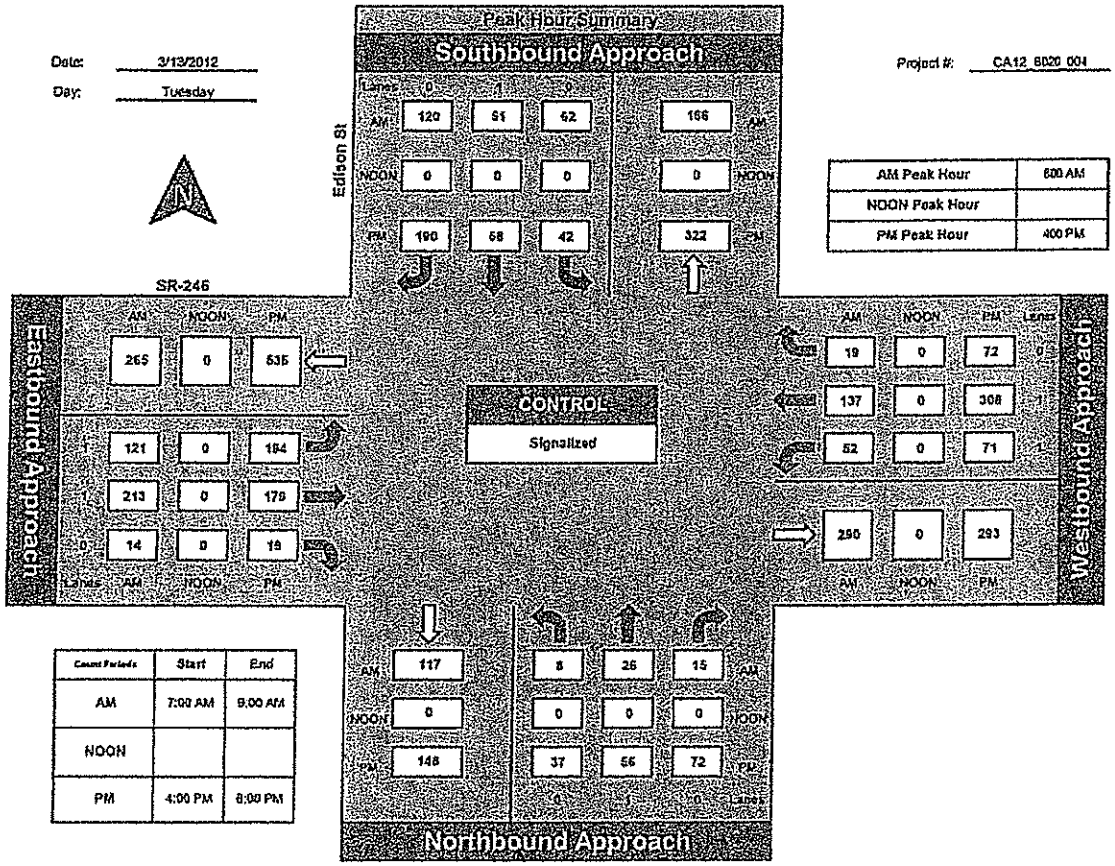


ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Edison St and SR-246 , City of Santa Ynez



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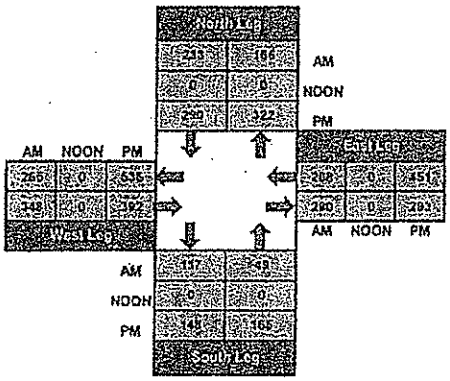

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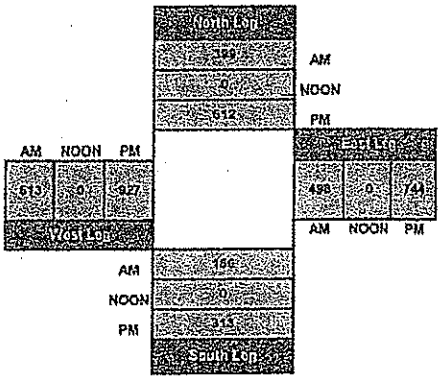


#3
RTOR

ITM Peak Hour Summary

Prepared by:

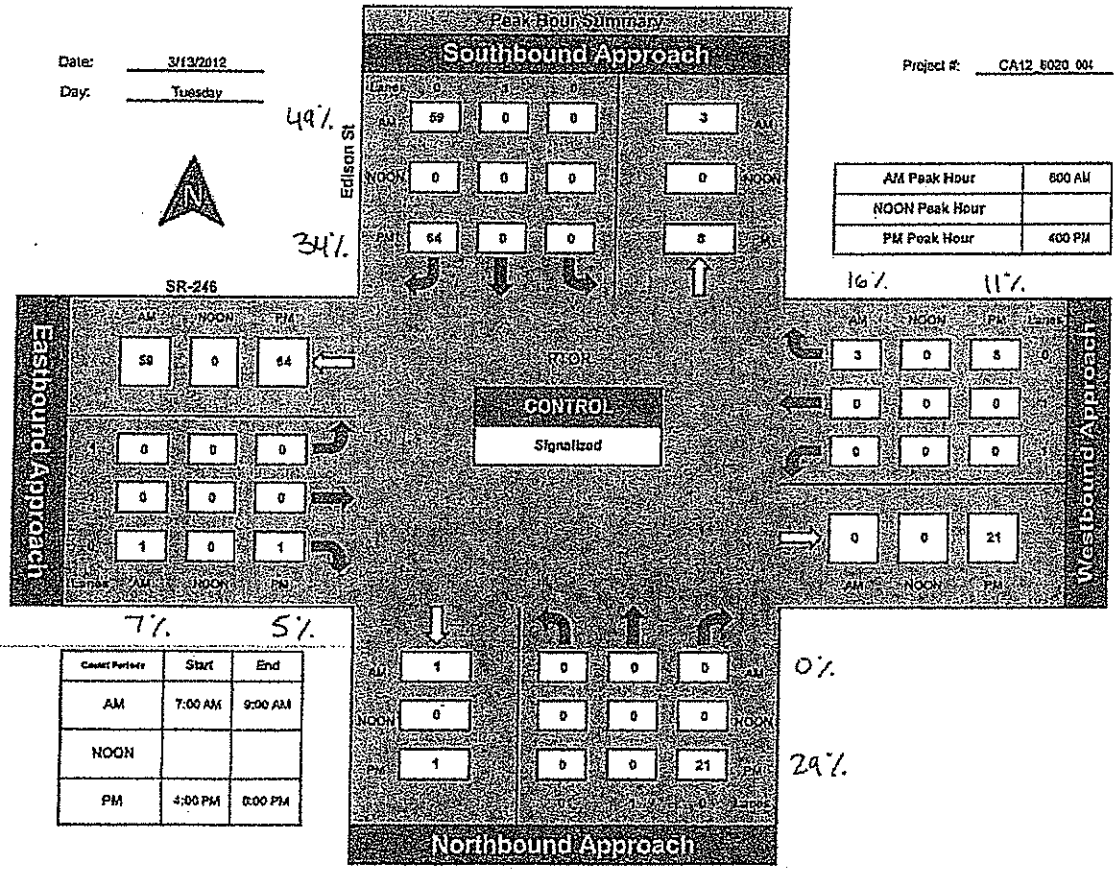
National Data & Surveying Services

Edison St and SR-246 , City of Santa Ynez

Date: 3/13/2012

Day: Tuesday

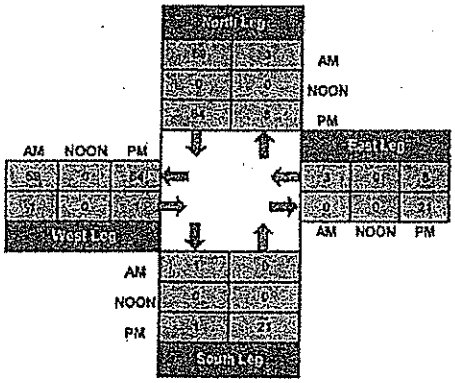
Project #: CA12_5020_001



AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	400 PM

Count Period	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



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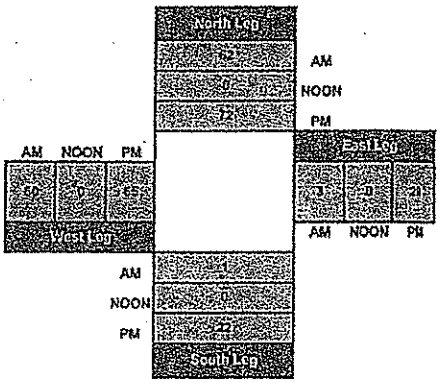


INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

Reference 1 SR246/Alamo Pintado Road
Reference 2 SR246/Refugio Road
Reference 3 SR246/Edison Street

#12082 GOLDEN INN SENIOR HOUSING PROJECT — REF: 01 AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/13/2012*
TIME PERIOD: *A.M. PEAK HOUR*
N/S STREET: *ALAMO PINTADO STREET*
E/W STREET: *SR 246*
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:	6	8	6	131	7	194	230	591	15	8	459	156
(B) PROJECT-ADDED:	0	0	0	3	0	0	0	4	0	0	6	5
(C) CUMULATIVE:	6	8	6	133	7	199	235	597	15	8	467	156

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND L TR	SOUTH BOUND L T R	EAST BOUND L T R	WEST BOUND L 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	1	1600	6	6	6	6	0.004	0.004	0.004	0.004
NBT	1	1600	8	8	8	8	0.008 *	0.008 *	0.008 *	0.008 *
NBR *(a)*	0	0	4	4	4	4	-	-	-	-
SBL	1	1600	131	134	133	136	0.082 *	0.084 *	0.083 *	0.085 *
SBT	1	1600	7	7	7	7	0.004	0.004	0.004	0.004
SBR *(b)*	1	1600	132	132	135	135	0.083	0.083	0.084	0.084
EBL	1	1600	230	230	235	235	0.144 *	0.144 *	0.147 *	0.147 *
EBT	1	1600	591	595	597	601	0.369	0.372	0.373	0.376
EBR *(c)*	1	1600	11	11	11	11	0.007	0.007	0.007	0.007
WBL	1	1600	8	8	8	8	0.005	0.005	0.005	0.005
WBT	1	1600	459	465	467	473	0.287 *	0.291 *	0.292 *	0.296 *
WBR *(d)*	1	1600	134	138	134	138	0.084	0.086	0.084	0.086
					LOST TIME:		0.100 *	0.100 *	0.100 *	0.100 *
					TOTAL INTERSECTION CAPACITY UTILIZATION:		0.621	0.627	0.630	0.636
					SCENARIO LEVEL OF SERVICE:		B	B	B	B

NOTES:

RTOR: *(a) 33%*
(b) 32%
(c) 27%
(d) 14%

Printed: 10/15/13

#12082 GOLDEN INN SENIOR HOUSING PROJECT — REF: D1 AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/13/2012*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: *ALAMO PINTADO STREET*

E/W STREET: *SR 246*

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) BUILDOUT:	9	6	7	181	5	217	219	1012	10	14	791	196
(B) PROJECT-ADDED:	0	0	0	3	0	0	0	4	0	0	6	5

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 1 = BUILDOUT VOLUMES (A)

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

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	SCENARIO V/C RATIOS 1	2
NBL	1	1600	9	9	0.006	0.006
NBT	1	1600	6	6	0.007 *	0.007 *
NBR *(a)*	0	0	5	5	-	-
SBL	1	1600	181	184	0.113 *	0.115 *
SBT	1	1600	5	5	0.003	0.003
SBR *(b)*	1	1600	148	148	0.093	0.093
EBL	1	1600	219	219	0.137	0.137
EBT	1	1600	1012	1016	0.633 *	0.635 *
EBR *(c)*	1	1600	7	7	0.004	0.004
WBL	1	1600	14	14	0.009 *	0.009 *
WBT	1	1600	791	797	0.494	0.498
WBR *(d)*	1	1600	169	173	0.106	0.108
				LOST TIME:	0.100 *	0.100 *
				TOTAL INTERSECTION CAPACITY UTILIZATION:	0.862	0.866
				SCENARIO LEVEL OF SERVICE:	D	D

NOTES:

RTOR: *(a) 33%*
(b) 32%
(c) 27%
(d) 14%

Printed: 10/15/13

#12082 GOLDEN INN SENIOR HOUSING PROJECT — REF: 01 PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/13/2012*
TIME PERIOD: *P.M. PEAK HOUR*
N/S STREET: *ALAMO PINTADO STREET*
E/W STREET: *SR 246*
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:	37	34	23	188	18	356	264	563	25	8	574	181
(B) PROJECT-ADDED:	0	0	0	5	0	0	0	7	0	0	6	4
(C) CUMULATIVE:	37	34	23	188	18	368	271	576	20	8	584	183

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND L TR	SOUTH BOUND L T R	EAST BOUND L T R	WEST BOUND L 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	1	1600	37	37	37	37	0.023	0.023	0.023	0.023
NBT	1	1600	34	34	34	34	0.033 *	0.033 *	0.033 *	0.033 *
NBR *(a)*	0	0	19	19	19	19	-	-	-	-
SBL	1	1600	188	193	188	193	0.118 *	0.121 *	0.118 *	0.121 *
SBT	1	1600	18	18	18	18	0.011	0.011	0.011	0.011
SBR *(b)*	1	1600	178	178	184	184	0.111	0.111	0.115	0.115
EBL	1	1600	264	264	271	271	0.165 *	0.165 *	0.169 *	0.169 *
EBT	1	1600	563	570	576	583	0.352	0.356	0.360	0.364
EBR *(c)*	1	1600	24	24	27	27	0.015	0.015	0.017	0.017
WBL	1	1600	8	8	8	8	0.005	0.005	0.005	0.005
WBT	1	1600	574	580	584	590	0.359 *	0.363 *	0.365 *	0.369 *
WBR *(d)*	1	1600	154	157	156	159	0.096	0.098	0.098	0.099
					LOST TIME:		0.100 *	0.100 *	0.100 *	0.100 *
					TOTAL INTERSECTION CAPACITY UTILIZATION:		*0.775*	0.782	0.785	0.792
					SCENARIO LEVEL OF SERVICE:		C	C	C	C

NOTES:

RTOR: (a) 17%
(b) 50% RTOR + OVERLAP PHASE
(c) 4%
(d) 15%

Printed: 10/15/13

#12082 GOLDEN INN SENIOR HOUSING PROJECT REF: 01 PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/13/2012*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: *ALAMO PINTADO STREET*

E/W STREET: *SR 246*

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) BUILDOUT:	48	40	8	245	20	323	263	882	21	16	951	157
(B) PROJECT-ADDED:	0	0	0	5	0	0	0	7	0	0	6	4

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 1 = BUILDOUT VOLUMES (A)

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

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	SCENARIO V/C RATIOS 1	2
NBL	1	1600	48	48	0.030	0.030
NBT	1	1600	40	40	0.029 *	0.029 *
NBR *(a)*	0	0	7	7	-	-
SBL	1	1600	245	250	0.153 *	0.156 *
SBT	1	1600	20	20	0.013	0.013
SBR *(b)*	1	1600	162	162	0.101	0.101
EBL	1	1600	263	263	0.164 *	0.164 *
EBT	1	1600	882	889	0.551	0.556
EBR *(c)*	1	1600	20	20	0.013	0.013
WBL	1	1600	16	16	0.010	0.010
WBT	1	1600	951	957	0.594 *	0.598 *
WBR *(d)*	1	1600	133	137	0.083	0.086
				LOST TIME:	0.100 *	0.100 *
				TOTAL INTERSECTION CAPACITY UTILIZATION:	1.040	1.047
				SCENARIO LEVEL OF SERVICE:	F	F

NOTES:

RTOR: (a) 17%

(b) 50% RTOR + OVERLAP PHASE

(c) 4%

(d) 15%

Printed: 10/15/13

#12082 GOLDEN INN SENIOR HOUSING PROJECT — REF: 02 AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/13/2012*
TIME PERIOD: *A.M. PEAK HOUR*
N/S STREET: *REFUGIO ROAD*
E/W STREET: *SR 246*
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:	49	28	37	109	37	191	140	423	47	28	318	52
(B) PROJECT-ADDED:	12	5	7	0	3	0	0	0	7	5	0	0
(C) CUMULATIVE:	49	28	37	109	37	191	140	431	47	28	326	52

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND L TR	SOUTH BOUND L TR	EAST BOUND L TR	WEST BOUND L 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	49	61	49	61	0.031 *	0.038 *	0.031 *	0.038 *
NBT	1	1600	28	33	28	33	0.034	0.041	0.034	0.041
NBR (a)	0	0	27	32	27	32	-	-	-	-
SBL	1	1600	109	109	109	109	0.068	0.068	0.068	0.068
SBT	1	1600	37	40	37	40	0.102 *	0.104 *	0.102 *	0.104 *
SBR (b)	0	0	126	126	126	126	-	-	-	-
EBL	1	1600	140	140	140	140	0.088 *	0.088 *	0.088 *	0.088 *
EBT	1	1600	423	423	431	431	0.291	0.295	0.296	0.300
EBR (c)	0	0	43	49	43	49	-	-	-	-
WBL	1	1600	28	33	28	33	0.018	0.021	0.018	0.021
WBT	1	1600	318	318	326	326	0.221 *	0.221 *	0.226 *	0.226 *
WBR (d)	0	0	36	36	36	36	-	-	-	-
					LOST TIME:		0.100 *	0.100 *	0.100 *	0.100 *
					TOTAL INTERSECTION CAPACITY UTILIZATION:		0.542	0.551	0.547	0.556
					SCENARIO LEVEL OF SERVICE:		A	A	A	A

NOTES:

RTOR: *(a) 27%*
(b) 34%
(c) 9%
(d) 31%

Printed: 10/15/13

#12082 GOLDEN INN SENIOR HOUSING PROJECT — REF: 02 AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/13/2012*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: *REFUGIO ROAD*

E/W STREET: *SR 246*

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) BUILDOUT:	81	28	45	167	60	204	255	686	99	40	540	108
(B) PROJECT-ADDED:	12	5	7	0	3	0	0	0	7	5	0	0

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 1 = BUILDOUT VOLUMES (A)

SCENARIO 2 = BUILDOUT + 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	81	93			0.051 *	0.058 *		
NBT	1	1600	28	33			0.038	0.044		
NBR *(a)*	0	0	33	38			-	-		
SBL	1	1600	167	167			0.104	0.104		
SBT	1	1600	60	63			0.122 *	0.124 *		
SBR *(b)*	0	0	135	135			-	-		
EBL	1	1600	255	255			0.159 *	0.159 *		
EBT	1	1600	686	686			0.485	0.489		
EBR *(c)*	0	0	90	96			-	-		
WBL	1	1600	40	45			0.025	0.028		
WBT	1	1600	540	540			0.384 *	0.384 *		
WBR *(d)*	0	0	75	75			-	-		
						LOST TIME:	0.100 *	0.100 *		
						TOTAL INTERSECTION CAPACITY UTILIZATION:	0.816	0.825		
						SCENARIO LEVEL OF SERVICE:	D	D		

NOTES:

RTOR: *(a) 27%*
(b) 34%
(c) 9%
(d) 31%

Printed: 10/15/13

#12082 GOLDEN INN SENIOR HOUSING PROJECT — REF: 02 MID

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *09/27/2012*

TIME PERIOD: *AFTERNOON PEAK HOUR*

N/S STREET: *REFUGIO ROAD*

E/W STREET: *SR 246*

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	33	57	62	18	129	138	442	38	29	546	57
(B) PROJECT-ADDED:	11	4	7	0	5	0	0	0	13	9	0	0

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND L TR	SOUTH BOUND L TR	EAST BOUND L TR	WEST BOUND L 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	1	1600	67	78			0.042 *	0.049 *		
NBT	1	1600	33	37			0.046	0.052		
NBR *(a)*	0	0	41	46			-	-		
SBL	1	1600	62	62			0.039	0.039		
SBT	1	1600	18	23			0.063 *	0.066 *		
SBR *(b)*	0	0	83	83			-	-		
EBL	1	1600	138	138			0.086 *	0.086 *		
EBT	1	1600	442	442			0.295	0.301		
EBR *(c)*	0	0	30	40			-	-		
WBL	1	1600	29	38			0.018	0.024		
WBT	1	1600	546	546			0.371 *	0.371 *		
WBR *(d)*	0	0	47	47			-	-		
						LOST TIME:	0.100 *	0.100 *		
						TOTAL INTERSECTION CAPACITY UTILIZATION:	0.662	0.672		
						SCENARIO LEVEL OF SERVICE:	B	B		

NOTES:

RTOR: *(a) 27%*

(b) 36%

(c) 21%

(d) 18%

Printed: 10/15/13

#12082 GOLDEN INN SENIOR HOUSING PROJECT — REF: 02 PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/13/2012*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: *REFUGIO ROAD*

E/W STREET: *SR 246*

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:	32	16	20	52	13	159	173	546	28	23	584	86
(B) PROJECT-ADDED:	11	4	7	0	5	0	0	0	13	9	0	0
(C) CUMULATIVE:	32	16	20	52	13	159	173	559	28	23	596	86

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND L TR	SOUTH BOUND L TR	EAST BOUND L TR	WEST BOUND L 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	1	1600	32	43	32	43	0.020 *	0.027 *	0.020 *	0.027 *
NBT	1	1600	16	20	16	20	0.014	0.018	0.014	0.018
NBR *(a)*	0	0	7	9	7	9	-	-	-	-
SBL	1	1600	52	52	52	52	0.033	0.033	0.033	0.033
SBT	1	1600	13	18	13	18	0.062 *	0.065 *	0.062 *	0.065 *
SBR *(b)*	0	0	86	86	86	86	-	-	-	-
EBL	1	1600	173	173	173	173	0.108 *	0.108 *	0.108 *	0.108 *
EBT	1	1600	546	546	559	559	0.358	0.366	0.366	0.374
EBR *(c)*	0	0	27	39	27	39	-	-	-	-
WBL	1	1600	23	32	23	32	0.014	0.020	0.014	0.020
WBT	1	1600	584	584	596	596	0.414 *	0.414 *	0.421 *	0.421 *
WBR *(d)*	0	0	78	78	78	78	-	-	-	-
					LOST TIME:		0.100 *	0.100 *	0.100 *	0.100 *
					TOTAL INTERSECTION CAPACITY UTILIZATION:		0.704	0.714	0.711	0.721
					SCENARIO LEVEL OF SERVICE:		B	C	C	C

NOTES:

RTOR: *(a) 65%*
(b) 46%
(c) 4%
(d) 9%

Printed: 10/15/13

24

#12082 GOLDEN INN SENIOR HOUSING PROJECT — REF: 02 PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/13/2012*
TIME PERIOD: *P.M. PEAK HOUR*
N/S STREET: *REFUGIO ROAD*
E/W STREET: *SR 246*
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) BUILDOUT:	68	28	34	90	20	214	176	789	45	29	800	128
(B) PROJECT-ADDED:	11	4	7	0	5	0	0	0	13	9	0	0
	32	16	20	52	13	159	173	559	28	23	596	86

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 1 = BUILDOUT VOLUMES (A)
SCENARIO 2 = BUILDOUT + 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	1	1600	68	79			0.043 *	0.049 *		
NBT	1	1600	28	32			0.025	0.029		
NBR *(a)*	0	0	12	14			-	-		
SBL	1	1600	90	90			0.056	0.056		
SBT	1	1600	20	25			0.085 *	0.088 *		
SBR *(b)*	0	0	116	116			-	-		
EBL	1	1600	176	176			0.110 *	0.110 *		
EBT	1	1600	789	789			0.520	0.528		
EBR *(c)*	0	0	43	56			-	-		
WBL	1	1600	29	38			0.018	0.024		
WBT	1	1600	800	800			0.573 *	0.573 *		
WBR *(d)*	0	0	116	116			-	-		
						LOST TIME:	0.100 *	0.100 *		
						TOTAL INTERSECTION CAPACITY UTILIZATION:	0.911	0.920		
						SCENARIO LEVEL OF SERVICE:	E	E		

NOTES:

RTOR: *(a) 65%*
(b) 46%
(c) 4%
(d) 9%

Printed: 10/15/13

25

#12082 GOLDEN INN SENIOR HOUSING PROJECT — REF: 03 AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/13/2012*
TIME PERIOD: *A.M. PEAK HOUR*
N/S STREET: *EDISON STREET*
E/W STREET: *SR 246*
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:	8	26	15	62	51	120	121	213	14	52	137	19
(B) PROJECT-ADDED:	0	0	0	0	0	3	5	2	0	0	2	0
(C) CUMULATIVE:	8	26	15	82	51	126	127	215	14	52	139	37

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND LTR	SOUTH BOUND LTR	EAST BOUND L TR	WEST BOUND L 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	8	8	8	8	-	-	-	-
NBT	1	1600	26	26	26	26	0.031 *	0.031 *	0.031 *	0.031 *
NBR (a)	0	0	15	15	15	15	-	-	-	-
SBL	0	0	62	62	82	82	-	-	-	-
SBT	1	1600	51	51	51	51	0.109 *	0.110 *	0.123 *	0.124 *
SBR (b)	0	0	61	63	64	66	-	-	-	-
EBL	1	1600	121	126	127	132	0.076	0.079	0.079 *	0.083 *
EBT	1	1600	213	215	215	217	0.142 *	0.143 *	0.143	0.144
EBR (c)	0	0	14	14	14	14	-	-	-	-
WBL	1	1600	52	52	52	52	0.033 *	0.033 *	0.033	0.033
WBT	1	1600	137	139	139	141	0.096	0.097	0.106 *	0.108 *
WBR (d)	0	0	16	16	31	31	-	-	-	-
					LOST TIME:		0.100 *	0.100 *	0.100 *	0.100 *
					TOTAL INTERSECTION CAPACITY UTILIZATION:		0.415	0.417	0.439	0.446
					SCENARIO LEVEL OF SERVICE:		A	A	A	A

NOTES:

RTOR: *(a) 0%*
(b) 49%
(c) 7%
(d) 16%

Printed: 10/15/13

#12082 GOLDEN INN SENIOR HOUSING PROJECT — REF: 03 AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/13/2012*
TIME PERIOD: *A.M. PEAK HOUR*
N/S STREET: *EDISON STREET*
E/W STREET: *SR 246*
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) BUILDOUT:	7	10	32	54	26	201	153	329	11	23	220	26
(B) PROJECT-ADDED:	0	0	0	0	0	3	5	2	0	0	2	0

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 1 = BUILDOUT VOLUMES (A)
SCENARIO 2 = BUILDOUT + 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	7	7			-	-		
NBT	1	1600	10	10			0.031 *	0.031 *		
NBR *(a)*	0	0	32	32			-	-		
SBL	0	0	54	54			-	-		
SBT	1	1600	26	26			0.114 *	0.115 *		
SBR *(b)*	0	0	103	104			-	-		
EBL	1	1600	153	158			0.096 *	0.099 *		
EBT	1	1600	329	331			0.213	0.214		
EBR *(c)*	0	0	11	11			-	-		
WBL	1	1600	23	23			0.014	0.014		
WBT	1	1600	220	222			0.151 *	0.153 *		
WBR *(d)*	0	0	22	22			-	-		
						LOST TIME:	0.100 *	0.100 *		
						TOTAL INTERSECTION CAPACITY UTILIZATION:	0.492	0.498		
						SCENARIO LEVEL OF SERVICE:	A	A		

NOTES:

RTOR: *(a) 0%*
(b) 49%
(c) 7%
(d) 16%

Printed: 10/15/13

#12082 GOLDEN INN SENIOR HOUSING PROJECT REF: 03 PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/13/2012*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: *EDISON STREET*

E/W STREET: *SR 246*

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:	37	56	72	42	58	190	194	179	19	71	308	72
(B) PROJECT-ADDED:	0	0	0	0	0	5	4	2	0	0	3	0
(C) CUMULATIVE:	37	56	72	74	58	196	203	183	19	71	314	100

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND LTR	SOUTH BOUND LTR	EAST BOUND L TR	WEST BOUND L 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	37	37	37	37	-	-	-	-
NBT	1	1600	56	56	56	56	0.090 *	0.090 *	0.090 *	0.090 *
NBR (a)	0	0	51	51	51	51	-	-	-	-
SBL	0	0	42	42	74	74	-	-	-	-
SBT	1	1600	58	58	58	58	0.141 *	0.143 *	0.163 *	0.166 *
SBR (b)	0	0	125	129	129	133	-	-	-	-
EBL	1	1600	194	198	203	207	0.121 *	0.124 *	0.127 *	0.129 *
EBT	1	1600	179	181	183	185	0.123	0.124	0.126	0.127
EBR (c)	0	0	18	18	18	18	-	-	-	-
WBL	1	1600	71	71	71	71	0.044	0.044	0.044	0.044
WBT	1	1600	308	311	314	317	0.233 *	0.234 *	0.252 *	0.254 *
WBR (d)	0	0	64	64	89	89	-	-	-	-
					LOST TIME:		0.100 *	0.100 *	0.100 *	0.100 *
					TOTAL INTERSECTION CAPACITY UTILIZATION:		0.685	0.691	0.732	0.739
					SCENARIO LEVEL OF SERVICE:		B	B	C	C

NOTES:

RTOR: *(a) 29%*
(b) 34%
(c) 5%
(d) 11%

Printed: 10/15/13

#12082 GOLDEN INN SENIOR HOUSING PROJECT — REF: 03 PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *3/13/2012*
TIME PERIOD: *P.M. PEAK HOUR*
N/S STREET: *EDISON STREET*
E/W STREET: *SR 246*
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) BUILDOUT:	47	30	77	28	32	278	202	254	18	70	432	73
(B) PROJECT-ADDED:	0	0	0	0	0	5	4	2	0	0	3	0

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 1 = BUILDOUT VOLUMES (A)
SCENARIO 2 = BUILDOUT + 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	47	47			-	-		
NBT	1	1600	30	30			0.083 *	0.083 *		
NBR (a)	0	0	55	55			-	-		
SBL	0	0	28	28			-	-		
SBT	1	1600	32	32			0.152 *	0.154 *		
SBR (b)	0	0	183	187			-	-		
EBL	1	1600	202	206			0.126 *	0.129 *		
EBT	1	1600	254	256			0.169	0.171		
EBR (c)	0	0	17	17			-	-		
WBL	1	1600	70	70			0.044	0.044		
WBT	1	1600	432	435			0.311 *	0.313 *		
WBR (d)	0	0	65	65			-	-		
						LOST TIME:	0.100 *	0.100 *		
						TOTAL INTERSECTION CAPACITY UTILIZATION:	0.772	0.779		
						SCENARIO LEVEL OF SERVICE:	C	C		

NOTES:

RTOR: *(a) 29%*
(b) 34%
(c) 5%
(d) 11%

Printed: 10/15/13

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*MMF*	Intersection	*DWY 1_AM*
Agency/Co.	*ATE*	Jurisdiction	*SB COUNTY*
Date Performed	*10/31/2012*	Analysis Year	*CUMULATIVE+PROJECT*
Analysis Time Period	*A.M. PEAK HOUR*		

Project Description	*#12082 GOLDEN INN PROJECT*
East/West Street:	*DRIVEWAY #1*
North/South Street:	*REFUGIO ROAD*
Intersection Orientation:	*North-South*
Study Period (hrs):	*1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*10*	*41*	*0*	*9*	*38*	*77*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*10*	*41*	*0*	*9*	*38*	*77*
Percent Heavy Vehicles	*4*	--	--	*4*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration	*LTR*			*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*83*	*0*	*10*	*0*	*0*	*14*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*83*	*0*	*10*	*0*	*0*	*14*
Percent Heavy Vehicles	*4*	*4*	*4*	*4*	*4*	*4*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LTR*	*LTR*		*LTR*			*LTR*	
v (veh/h)	*10*	*9*		*14*			*93*	
C (m) (veh/h)	*1462*	*1556*		*1024*			*798*	
v/c	*0.01*	*0.01*		*0.01*			*0.12*	
95% queue length	*0.02*	*0.02*		*0.04*			*0.40*	
Control Delay (s/veh)	*7.5*	*7.3*		*8.6*			*10.1*	
LOS	*A*	*A*		*A*			*B*	
Approach Delay (s/veh)	--	--	*8.6*			*10.1*		
Approach LOS	--	--	*A*			*B*		

AWD = 9.5 sec. / LOS A

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MMF	Intersection	DWY 1_PM
Agency/Co.	ATE	Jurisdiction	SB COUNTY
Date Performed	10/31/2012	Analysis Year	CUMULATIVE+PROJECT
Analysis Time Period	P.M. PEAK HOUR		

Project Description #12082 GOLDEN INN PROJECT

East/West Street: DRIVEWAY #1	North/South Street: REFUGIO ROAD
Intersection Orientation: North-South	Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	10	27	0	16	24	50
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	10	27	0	16	24	50
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	50	0	10	0	0	13
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	50	0	10	0	0	13
Percent Heavy Vehicles	4	4	4	4	4	4
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR			LTR	
v (veh/h)	10	16		13			60	
C (m) (veh/h)	1513	1574		1043			839	
v/c	0.01	0.01		0.01			0.07	
95% queue length	0.02	0.03		0.04			0.23	
Control Delay (s/veh)	7.4	7.3		8.5			9.6	
LOS	A	A		A			A	
Approach Delay (s/veh)	--	--	8.5			9.6		
Approach LOS	--	--	A			A		

AWD = 8.9 sec. / LOS A

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*MMF*	Intersection	*DWY 2_AM*
Agency/Co.	*ATE*	Jurisdiction	*SB COUNTY*
Date Performed	*10/31/2012*	Analysis Year	*CUMULATIVE+PROJECT*
Analysis Time Period	*A.M. PEAK HOUR*		

Project Description *#12082 GOLDEN INN PROJECT*

East/West Street: *DRIVEWAY #2*	North/South Street: *REFUGIO ROAD*
Intersection Orientation: *North-South*	Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*41*	*0*	*3*	*45*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*41*	*0*	*3*	*45*	*0*
Percent Heavy Vehicles	*0*	--	--	*4*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*0*		*10*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*0*	*0*	*10*
Percent Heavy Vehicles	*0*	*0*	*0*	*4*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*3*		*10*				
C (m) (veh/h)		*1556*		*1036*				
v/c		*0.00*		*0.01*				
95% queue length		*0.01*		*0.03*				
Control Delay (s/veh)		*7.3*		*8.5*				
LOS		*A*		*A*				
Approach Delay (s/veh)	--	--	*8.5*					
Approach LOS	--	--	*A*					

AWD = 8.2 sec / LOS A

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MMF	Intersection	DWY 2_PM
Agency/Co.	ATE	Jurisdiction	SB COUNTY
Date Performed	10/31/2012	Analysis Year	CUMULATIVE+PROJECT
Analysis Time Period	P.M. PEAK HOUR		

Project Description	#12082 GOLDEN INN PROJECT
East/West Street:	DRIVEWAY #2
North/South Street:	REFUGIO ROAD
Intersection Orientation:	North-South
Study Period (hrs):	1.00

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		28	0	11	23	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	28	0	11	23	0
Percent Heavy Vehicles	0	--	--	4	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				0		9
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	9
Percent Heavy Vehicles	0	0	0	4	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

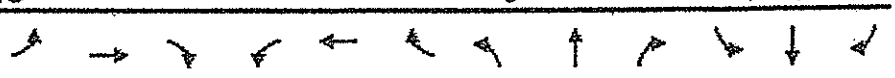
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		11		9				
C (m) (veh/h)		1573		1053				
v/c		0.01		0.01				
95% queue length		0.02		0.03				
Control Delay (s/veh)		7.3		8.4				
LOS		A		A				
Approach Delay (s/veh)	--	--	8.4					
Approach LOS	--	--	A					

AWD = 7.8 sec. / LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.93		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1736	1827	1553	1736	1827	1553	1736	1707		1736	1827	1553
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.75	1.00		0.75	1.00	1.00
Satd. Flow (perm)	1736	1827	1553	1736	1827	1553	1375	1707		1365	1827	1553
Volume (vph)	230	591	15	8	459	156	6	8	6	131	7	194
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	250	642	16	9	499	170	7	9	7	142	8	211
RTOR Reduction (vph)	0	0	8	0	0	110	0	5	0	0	0	172
Lane Group Flow (vph)	250	642	8	9	499	60	7	11	0	142	8	39
Turn Type	Prot		Perm	Prot		Perm	Perm			Perm		Over
Protected Phases	7	4		3	8			2			6	7
Permitted Phases			4			8	2			6		
Actuated Green, G (s)	11.1	31.9	31.9	0.8	21.6	21.6	16.1	16.1		16.1	16.1	11.1
Effective Green, g (s)	11.1	31.9	31.9	0.8	21.6	21.6	16.1	16.1		16.1	16.1	11.1
Actuated g/C Ratio	0.18	0.52	0.52	0.01	0.36	0.36	0.26	0.26		0.26	0.26	0.18
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	317	959	815	23	649	552	364	452		361	484	284
v/s Ratio Prot	c0.14	0.35		0.01	c0.27			0.01			0.00	0.02
v/s Ratio Perm			0.01			0.04	0.01			c0.10		
v/c Ratio	0.79	0.67	0.01	0.39	0.77	0.11	0.02	0.02		0.39	0.02	0.14
Uniform Delay, d1	23.7	10.6	6.9	29.8	17.4	13.1	16.5	16.5		18.3	16.5	20.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	12.2	1.8	0.0	10.7	5.5	0.1	0.1	0.1		3.2	0.1	0.2
Delay (s)	36.0	12.4	6.9	40.4	22.9	13.2	16.6	16.6		21.5	16.6	21.0
Level of Service	D	B	A	D	C	B	B	B		C	B	C
Approach Delay (s)		18.8			20.7			16.6			21.1	
Approach LOS		B			C			B			C	

Intersection Summary			
HCM Average Control Delay	19.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	60.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	60.8%	ICU Level of Service	B
Analysis Period (min)	15		

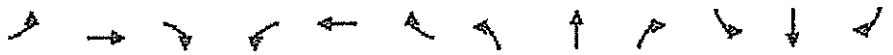
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.98		1.00	0.91		1.00	0.87	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1736	1800		1736	1788		1736	1670		1736	1597	
Flt Permitted	0.95	1.00		0.95	1.00		0.54	1.00		0.71	1.00	
Satd. Flow (perm)	1736	1800		1736	1788		990	1670		1300	1597	
Volume (vph)	140	423	47	28	318	52	49	28	37	109	37	191
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	152	460	51	30	346	57	53	30	40	118	40	208
RTOR Reduction (vph)	0	7	0	0	10	0	0	27	0	0	140	0
Lane Group Flow (vph)	152	504	0	30	393	0	53	43	0	118	108	0
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	7.0	22.9		1.7	17.6		17.7	17.7		17.7	17.7	
Effective Green, g (s)	7.0	22.9		1.7	17.6		17.7	17.7		17.7	17.7	
Actuated g/C Ratio	0.13	0.42		0.03	0.32		0.33	0.33		0.33	0.33	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	224	759		54	580		323	544		424	521	
v/s Ratio Prot	c0.09	c0.28		0.02	0.22			0.03			0.07	
v/s Ratio Perm							0.05			c0.09		
v/c Ratio	0.68	0.66		0.56	0.68		0.16	0.08		0.28	0.21	
Uniform Delay, d1	22.6	12.6		25.9	15.9		13.0	12.7		13.6	13.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	7.9	2.2		11.8	3.1		1.1	0.3		1.6	0.9	
Delay (s)	30.5	14.8		37.7	19.0		14.1	12.9		15.2	14.1	
Level of Service	C	B		D	B		B	B		B	B	
Approach Delay (s)		18.4			20.3			13.5			14.5	
Approach LOS		B			C			B			B	

Intersection Summary			
HCM Average Control Delay	17.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	54.3	Sum of lost time (s)	8.0
Intersection Capacity Utilization	58.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.99		1.00	0.98			0.96			0.93	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.99	
Satd. Flow (prot)	1736	1810		1736	1793			1738			1677	
Flt Permitted	0.95	1.00		0.95	1.00			0.95			0.92	
Satd. Flow (perm)	1736	1810		1736	1793			1673			1563	
Volume (vph)	121	213	14	52	137	19	8	26	15	62	51	120
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	132	232	15	57	149	21	9	28	16	67	55	130
RTOR Reduction (vph)	0	4	0	0	10	0	0	9	0	0	51	0
Lane Group Flow (vph)	132	243	0	57	160	0	0	44	0	0	201	0
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	7.8	15.1		3.0	10.3			24.1			24.1	
Effective Green, g (s)	7.8	15.1		3.0	10.3			24.1			24.1	
Actuated g/C Ratio	0.14	0.28		0.06	0.19			0.44			0.44	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	250	504		96	341			744			695	
v/s Ratio Prot	c0.08	c0.13		0.03	0.09							
v/s Ratio Perm								0.03			c0.13	
v/c Ratio	0.53	0.48		0.59	0.47			0.06			0.29	
Uniform Delay, d1	21.5	16.3		25.0	19.5			8.6			9.6	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	2.0	0.7		9.5	1.0			0.2			1.1	
Delay (s)	23.5	17.0		34.5	20.5			8.7			10.6	
Level of Service	C	B		C	C			A			B	
Approach Delay (s)		19.3			24.0			8.7			10.6	
Approach LOS		B			C			A			B	

Intersection Summary			
HCM Average Control Delay	17.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	54.2	Sum of lost time (s)	8.0
Intersection Capacity Utilization	45.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.94		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1736	1827	1553	1736	1827	1553	1736	1716		1736	1827	1553
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.74	1.00		0.72	1.00	1.00
Satd. Flow (perm)	1736	1827	1553	1736	1827	1553	1360	1716		1309	1827	1553
Volume (vph)	264	563	28	8	574	181	37	34	23	188	18	359
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	287	612	30	9	624	197	40	37	25	204	20	390
RTOR Reduction (vph)	0	0	14	0	0	122	0	18	0	0	0	328
Lane Group Flow (vph)	287	612	16	9	624	75	40	44	0	204	20	62
Turn Type	Prot		Perm	Prot		Perm	Perm			Perm		Over
Protected Phases	7	4		3	8			2			6	7
Permitted Phases			4			8	2			6		
Actuated Green, G (s)	10.0	33.4	33.4	0.8	24.2	24.2	17.0	17.0		17.0	17.0	10.0
Effective Green, g (s)	10.0	33.4	33.4	0.8	24.2	24.2	17.0	17.0		17.0	17.0	10.0
Actuated g/C Ratio	0.16	0.53	0.53	0.01	0.38	0.38	0.27	0.27		0.27	0.27	0.16
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	275	966	821	22	700	595	366	462		352	491	246
v/s Ratio Prot	c0.17	0.33		0.01	c0.34			0.03			0.01	0.04
v/s Ratio Perm			0.01			0.05	0.03			c0.16		
v/c Ratio	1.04	0.63	0.02	0.41	0.89	0.13	0.11	0.09		0.58	0.04	0.25
Uniform Delay, d1	26.6	10.6	7.1	31.0	18.3	12.6	17.4	17.3		20.0	17.1	23.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	66.1	1.4	0.0	11.9	13.6	0.1	0.6	0.4		6.8	0.2	0.5
Delay (s)	92.7	11.9	7.1	42.9	31.9	12.7	18.0	17.7		26.8	17.2	23.9
Level of Service	F	B	A	D	C	B	B	B		C	B	C
Approach Delay (s)		36.7			27.5			17.8			24.6	
Approach LOS		D			C			B			C	

Intersection Summary			
HCM Average Control Delay	29.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	63.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	71.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.98		1.00	0.92		1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1736	1814		1736	1792		1736	1672		1736	1573	
Flt Permitted	0.95	1.00		0.95	1.00		0.58	1.00		0.73	1.00	
Satd. Flow (perm)	1736	1814		1736	1792		1068	1672		1337	1573	
Volume (vph)	173	546	28	23	584	86	32	16	20	52	13	159
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	188	593	30	25	635	93	35	17	22	57	14	173
RTOR Reduction (vph)	0	3	0	0	8	0	0	16	0	0	129	0
Lane Group Flow (vph)	188	620	0	25	720	0	35	23	0	57	58	0
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	7.0	32.8		1.6	27.4		16.0	16.0		16.0	16.0	
Effective Green, g (s)	7.0	32.8		1.6	27.4		16.0	16.0		16.0	16.0	
Actuated g/C Ratio	0.11	0.53		0.03	0.44		0.26	0.26		0.26	0.26	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	195	954		45	787		274	429		343	403	
v/s Ratio Prot	c0.11	0.34		0.01	c0.40			0.01			0.04	
v/s Ratio Perm							0.03			c0.04		
v/c Ratio	0.96	0.65		0.56	0.91		0.13	0.05		0.17	0.14	
Uniform Delay, d1	27.6	10.7		30.0	16.4		17.8	17.5		18.0	17.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	53.7	1.6		14.0	15.0		1.0	0.2		1.0	0.8	
Delay (s)	81.3	12.3		44.1	31.4		18.8	17.7		19.1	18.7	
Level of Service	F	B		D	C		B	B		B	B	
Approach Delay (s)		28.3			31.9			18.2			18.8	
Approach LOS		C			C			B			B	

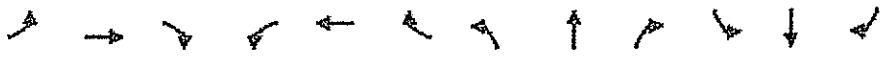
Intersection Summary			
HCM Average Control Delay	28.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	62.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	72.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.99		1.00	0.97			0.94			0.91	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.99	
Satd. Flow (prot)	1736	1800		1736	1775			1700			1653	
Flt Permitted	0.95	1.00		0.95	1.00			0.90			0.94	
Satd. Flow (perm)	1736	1800		1736	1775			1548			1559	
Volume (vph)	194	179	19	71	308	72	37	56	72	42	58	190
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	211	195	21	77	335	78	40	61	78	46	63	207
RTOR Reduction (vph)	0	6	0	0	14	0	0	45	0	0	112	0
Lane Group Flow (vph)	211	210	0	77	399	0	0	134	0	0	204	0
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	10.0	23.9		4.0	17.9			18.2			18.2	
Effective Green, g (s)	10.0	23.9		4.0	17.9			18.2			18.2	
Actuated g/C Ratio	0.17	0.41		0.07	0.31			0.31			0.31	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	299	740		120	547			485			488	
v/s Ratio Prot	c0.12	0.12		0.04	c0.22							
v/s Ratio Perm								0.09			c0.13	
v/c Ratio	0.71	0.28		0.64	0.73			0.28			0.42	
Uniform Delay, d1	22.7	11.4		26.4	17.9			15.0			15.8	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	7.4	0.2		11.2	4.9			1.4			2.6	
Delay (s)	30.0	11.6		37.5	22.8			16.4			18.4	
Level of Service	C	B		D	C			B			B	
Approach Delay (s)		20.7			25.1			16.4			18.4	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM Average Control Delay	21.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	58.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	61.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.93		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1736	1827	1553	1736	1827	1553	1736	1707		1736	1827	1553
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.75	1.00		0.75	1.00	1.00
Satd. Flow (perm)	1736	1827	1553	1736	1827	1553	1375	1707		1365	1827	1553
Volume (vph)	230	595	15	8	465	161	6	8	6	134	7	194
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	250	647	16	9	505	175	7	9	7	146	8	211
RTOR Reduction (vph)	0	0	8	0	0	113	0	5	0	0	0	173
Lane Group Flow (vph)	250	647	8	9	505	62	7	11	0	146	8	38
Turn Type	Prot		Perm	Prot		Perm	Perm			Perm		Over
Protected Phases	7	4		3	8			2			6	7
Permitted Phases			4			8	2			6		
Actuated Green, G (s)	11.1	32.0	32.0	0.8	21.7	21.7	16.1	16.1		16.1	16.1	11.1
Effective Green, g (s)	11.1	32.0	32.0	0.8	21.7	21.7	16.1	16.1		16.1	16.1	11.1
Actuated g/C Ratio	0.18	0.53	0.53	0.01	0.36	0.36	0.26	0.26		0.26	0.26	0.18
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	316	960	816	23	651	553	364	451		361	483	283
v/s Ratio Prot	c0.14	0.35		0.01	c0.28			0.01			0.00	0.02
v/s Ratio Perm			0.01			0.04	0.01			c0.11		
v/c Ratio	0.79	0.67	0.01	0.39	0.78	0.11	0.02	0.02		0.40	0.02	0.14
Uniform Delay, d1	23.8	10.6	6.9	29.8	17.4	13.1	16.6	16.6		18.5	16.6	20.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	12.7	1.9	0.0	10.7	5.8	0.1	0.1	0.1		3.3	0.1	0.2
Delay (s)	36.5	12.5	6.9	40.5	23.2	13.2	16.7	16.7		21.8	16.6	21.1
Level of Service	D	B	A	D	C	B	B	B		C	B	C
Approach Delay (s)		19.0			20.9			16.7			21.3	
Approach LOS		B			C			B			C	

Intersection Summary			
HCM Average Control Delay	20.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	60.9	Sum of lost time (s)	12.0
Intersection Capacity Utilization	61.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.98		1.00	0.91		1.00	0.88	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1736	1796		1736	1788		1736	1670		1736	1600	
Flt Permitted	0.95	1.00		0.95	1.00		0.55	1.00		0.70	1.00	
Satd. Flow (perm)	1736	1796		1736	1788		1002	1670		1283	1600	
Volume (vph)	140	423	54	33	318	52	61	33	44	109	40	191
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	152	460	59	36	346	57	66	36	48	118	43	208
RTOR Reduction (vph)	0	8	0	0	11	0	0	32	0	0	138	0
Lane Group Flow (vph)	152	511	0	36	392	0	66	52	0	118	113	0
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	6.0	21.1		1.4	16.5		17.5	17.5		17.5	17.5	
Effective Green, g (s)	6.0	21.1		1.4	16.5		17.5	17.5		17.5	17.5	
Actuated g/C Ratio	0.12	0.41		0.03	0.32		0.34	0.34		0.34	0.34	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	200	729		47	567		337	562		432	538	
v/s Ratio Prot	c0.09	c0.28		0.02	0.22			0.03			0.07	
v/s Ratio Perm							0.07			c0.09		
v/c Ratio	0.76	0.70		0.77	0.69		0.20	0.09		0.27	0.21	
Uniform Delay, d1	22.3	12.8		25.1	15.5		12.3	11.8		12.6	12.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	15.5	3.0		52.3	3.6		1.3	0.3		1.6	0.9	
Delay (s)	37.8	15.9		77.4	19.2		13.5	12.1		14.2	13.2	
Level of Service	D	B		E	B		B	B		B	B	
Approach Delay (s)		20.9			23.9			12.8			13.5	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM Average Control Delay	19.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	52.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	59.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.99		1.00	0.98			0.96			0.93	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.99	
Satd. Flow (prot)	1736	1810		1736	1793			1738			1676	
Flt Permitted	0.95	1.00		0.95	1.00			0.95			0.92	
Satd. Flow (perm)	1736	1810		1736	1793			1670			1563	
Volume (vph)	126	215	14	52	139	19	8	26	15	62	51	123
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	137	234	15	57	151	21	9	28	16	67	55	134
RTOR Reduction (vph)	0	5	0	0	12	0	0	9	0	0	66	0
Lane Group Flow (vph)	137	244	0	57	160	0	0	44	0	0	190	0
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	4.8	13.3		2.3	10.8			21.2			21.2	
Effective Green, g (s)	4.8	13.3		2.3	10.8			21.2			21.2	
Actuated g/C Ratio	0.10	0.27		0.05	0.22			0.43			0.43	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	171	493		82	397			725			679	
v/s Ratio Prot	c0.08	c0.13		0.03	0.09							
v/s Ratio Perm								0.03			c0.12	
v/c Ratio	0.80	0.49		0.70	0.40			0.06			0.28	
Uniform Delay, d1	21.5	14.9		22.9	16.2			8.0			8.9	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	23.0	0.8		22.5	0.7			0.2			1.0	
Delay (s)	44.5	15.7		45.4	16.9			8.2			9.9	
Level of Service	D	B		D	B			A			A	
Approach Delay (s)		25.9			24.0			8.2			9.9	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM Average Control Delay	20.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	48.8	Sum of lost time (s)	8.0
Intersection Capacity Utilization	45.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.94		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1736	1827	1553	1736	1827	1553	1736	1716		1736	1827	1553
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.74	1.00		0.72	1.00	1.00
Satd. Flow (perm)	1736	1827	1553	1736	1827	1553	1360	1716		1309	1827	1553
Volume (vph)	264	570	28	8	580	185	37	34	23	193	18	359
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	287	620	30	9	630	201	40	37	25	210	20	390
RTOR Reduction (vph)	0	0	14	0	0	124	0	18	0	0	0	328
Lane Group Flow (vph)	287	620	16	9	630	77	40	44	0	210	20	62
Turn Type	Prot		Perm	Prot		Perm	Perm			Perm		Over
Protected Phases	7	4		3	8			2			6	7
Permitted Phases			4			8	2			6		
Actuated Green, G (s)	10.0	33.4	33.4	0.8	24.2	24.2	17.0	17.0		17.0	17.0	10.0
Effective Green, g (s)	10.0	33.4	33.4	0.8	24.2	24.2	17.0	17.0		17.0	17.0	10.0
Actuated g/C Ratio	0.16	0.53	0.53	0.01	0.38	0.38	0.27	0.27		0.27	0.27	0.16
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	275	966	821	22	700	595	366	462		352	491	246
v/s Ratio Prot	c0.17	0.34		0.01	c0.34			0.03			0.01	0.04
v/s Ratio Perm			0.01			0.05	0.03			c0.16		
v/c Ratio	1.04	0.64	0.02	0.41	0.90	0.13	0.11	0.09		0.60	0.04	0.25
Uniform Delay, d1	26.6	10.6	7.1	31.0	18.4	12.7	17.4	17.3		20.1	17.1	23.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	66.1	1.5	0.0	11.9	14.7	0.1	0.6	0.4		7.3	0.2	0.5
Delay (s)	92.7	12.1	7.1	42.9	33.0	12.8	18.0	17.7		27.4	17.2	23.9
Level of Service	F	B	A	D	C	B	B	B		C	B	C
Approach Delay (s)		36.6			28.3			17.8			24.8	
Approach LOS		D			C			B			C	

Intersection Summary			
HCM Average Control Delay	30.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	63.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	72.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.98		1.00	0.91		1.00	0.87	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1736	1808		1736	1792		1736	1671		1736	1581	
Flt Permitted	0.95	1.00		0.95	1.00		0.57	1.00		0.72	1.00	
Satd. Flow (perm)	1736	1808		1736	1792		1048	1671		1322	1581	
Volume (vph)	173	546	41	32	584	86	43	20	27	52	18	159
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	188	593	45	35	635	93	47	22	29	57	20	173
RTOR Reduction (vph)	0	4	0	0	8	0	0	22	0	0	129	0
Lane Group Flow (vph)	188	634	0	35	720	0	47	29	0	57	64	0
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	7.0	32.8		1.6	27.4		16.0	16.0		16.0	16.0	
Effective Green, g (s)	7.0	32.8		1.6	27.4		16.0	16.0		16.0	16.0	
Actuated g/C Ratio	0.11	0.53		0.03	0.44		0.26	0.26		0.26	0.26	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	195	950		45	787		269	428		339	405	
v/s Ratio Prot	c0.11	0.35		0.02	c0.40			0.02			0.04	
v/s Ratio Perm							c0.04			0.04		
v/c Ratio	0.96	0.67		0.78	0.91		0.17	0.07		0.17	0.16	
Uniform Delay, d1	27.6	10.8		30.2	16.4		18.1	17.6		18.0	18.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	53.7	1.8		56.9	15.0		1.4	0.3		1.1	0.8	
Delay (s)	81.3	12.6		87.1	31.4		19.5	17.9		19.1	18.8	
Level of Service	F	B		F	C		B	B		B	B	
Approach Delay (s)		28.2			34.0			18.6			18.9	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM Average Control Delay	28.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	62.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	73.0%	ICU Level of Service	C
Analysis Period (min)	15		

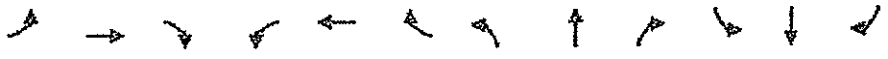
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.99		1.00	0.97			0.94			0.91	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.99	
Satd. Flow (prot)	1736	1801		1736	1776			1700			1652	
Flt Permitted	0.95	1.00		0.95	1.00			0.90			0.94	
Satd. Flow (perm)	1736	1801		1736	1776			1545			1559	
Volume (vph)	198	181	19	71	311	72	37	56	72	42	58	195
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	215	197	21	77	338	78	40	61	78	46	63	212
RTOR Reduction (vph)	0	6	0	0	14	0	0	45	0	0	115	0
Lane Group Flow (vph)	215	212	0	77	402	0	0	134	0	0	206	0
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	10.1	24.0		4.0	17.9			18.2			18.2	
Effective Green, g (s)	10.1	24.0		4.0	17.9			18.2			18.2	
Actuated g/C Ratio	0.17	0.41		0.07	0.31			0.31			0.31	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	301	743		119	546			483			488	
v/s Ratio Prot	c0.12	0.12		0.04	c0.23							
v/s Ratio Perm								0.09			c0.13	
v/c Ratio	0.71	0.29		0.65	0.74			0.28			0.42	
Uniform Delay, d1	22.7	11.4		26.4	18.0			15.0			15.8	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	7.8	0.2		11.5	5.1			1.4			2.7	
Delay (s)	30.5	11.6		37.9	23.2			16.5			18.5	
Level of Service	C	B		D	C			B			B	
Approach Delay (s)		21.0			25.5			16.5			18.5	
Approach LOS		C			C			B			B	

Intersection Summary

HCM Average Control Delay	21.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	58.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	62.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.93		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1736	1827	1553	1736	1827	1553	1736	1707		1736	1827	1553
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.75	1.00		0.75	1.00	1.00
Satd. Flow (perm)	1736	1827	1553	1736	1827	1553	1375	1707		1365	1827	1553
Volume (vph)	235	597	15	8	467	156	6	8	6	133	7	199
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	255	649	16	9	508	170	7	9	7	145	8	216
RTOR Reduction (vph)	0	0	8	0	0	110	0	5	0	0	0	179
Lane Group Flow (vph)	255	649	8	9	508	60	7	11	0	145	8	37
Turn Type	Prot		Perm	Prot		Perm	Perm			Perm		Over
Protected Phases	7	4		3	8			2			6	7
Permitted Phases			4			8	2			6		
Actuated Green, G (s)	10.6	31.7	31.7	0.8	21.9	21.9	17.1	17.1		17.1	17.1	10.6
Effective Green, g (s)	10.6	31.7	31.7	0.8	21.9	21.9	17.1	17.1		17.1	17.1	10.6
Actuated g/C Ratio	0.17	0.51	0.51	0.01	0.36	0.36	0.28	0.28		0.28	0.28	0.17
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	299	940	799	23	650	552	382	474		379	507	267
v/s Ratio Prot	c0.15	0.36		0.01	c0.28			0.01			0.00	0.02
v/s Ratio Perm			0.01			0.04	0.01			c0.11		
v/c Ratio	0.85	0.69	0.01	0.39	0.78	0.11	0.02	0.02		0.38	0.02	0.14
Uniform Delay, d1	24.7	11.3	7.3	30.2	17.7	13.3	16.2	16.2		18.0	16.1	21.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	20.3	2.2	0.0	10.7	6.1	0.1	0.1	0.1		2.9	0.1	0.2
Delay (s)	45.0	13.5	7.3	40.8	23.8	13.4	16.2	16.3		20.9	16.2	21.9
Level of Service	D	B	A	D	C	B	B	B		C	B	C
Approach Delay (s)		22.1			21.4			16.3			21.4	
Approach LOS		C			C			B			C	

Intersection Summary			
HCM Average Control Delay	21.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	61.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	61.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.98		1.00	0.91		1.00	0.87	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1736	1800		1736	1789		1736	1670		1736	1597	
Flt Permitted	0.95	1.00		0.95	1.00		0.54	1.00		0.71	1.00	
Satd. Flow (perm)	1736	1800		1736	1789		987	1670		1300	1597	
Volume (vph)	140	431	47	28	326	52	49	28	37	109	37	191
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	152	468	51	30	354	57	53	30	40	118	40	208
RTOR Reduction (vph)	0	7	0	0	10	0	0	27	0	0	141	0
Lane Group Flow (vph)	152	512	0	30	401	0	53	43	0	118	107	0
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	7.0	23.5		1.4	17.9		17.7	17.7		17.7	17.7	
Effective Green, g (s)	7.0	23.5		1.4	17.9		17.7	17.7		17.7	17.7	
Actuated g/C Ratio	0.13	0.43		0.03	0.33		0.32	0.32		0.32	0.32	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	223	775		45	587		320	541		421	518	
v/s Ratio Prot	c0.09	c0.28		0.02	0.22			0.03			0.07	
v/s Ratio Perm							0.05			c0.09		
v/c Ratio	0.68	0.66		0.67	0.68		0.17	0.08		0.28	0.21	
Uniform Delay, d1	22.7	12.4		26.4	15.9		13.2	12.8		13.7	13.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	8.3	2.1		31.5	3.3		1.1	0.3		1.7	0.9	
Delay (s)	31.0	14.5		57.8	19.2		14.3	13.1		15.4	14.3	
Level of Service	C	B		E	B		B	B		B	B	
Approach Delay (s)		18.2			21.8			13.6			14.6	
Approach LOS		B			C			B			B	

Intersection Summary			
HCM Average Control Delay	18.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	54.6	Sum of lost time (s)	8.0
Intersection Capacity Utilization	59.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.99		1.00	0.97			0.96			0.93	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.98	
Satd. Flow (prot)	1736	1810		1736	1770			1738			1680	
Flt Permitted	0.95	1.00		0.95	1.00			0.95			0.90	
Satd. Flow (perm)	1736	1810		1736	1770			1670			1534	
Volume (vph)	127	215	14	52	139	37	8	26	15	82	51	126
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	138	234	15	57	151	40	9	28	16	89	55	137
RTOR Reduction (vph)	0	5	0	0	18	0	0	9	0	0	46	0
Lane Group Flow (vph)	138	244	0	57	173	0	0	44	0	0	235	0
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	7.6	13.4		4.0	9.8			25.4			25.4	
Effective Green, g (s)	7.6	13.4		4.0	9.8			25.4			25.4	
Actuated g/C Ratio	0.14	0.24		0.07	0.18			0.46			0.46	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	241	443		127	317			774			711	
v/s Ratio Prot	c0.08	c0.14		0.03	0.10							
v/s Ratio Perm								0.03			c0.15	
v/c Ratio	0.57	0.55		0.45	0.55			0.06			0.33	
Uniform Delay, d1	22.1	18.1		24.3	20.5			8.1			9.3	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	3.3	1.5		2.5	1.9			0.1			1.2	
Delay (s)	25.3	19.6		26.9	22.4			8.2			10.6	
Level of Service	C	B		C	C			A			B	
Approach Delay (s)		21.6			23.4			8.2			10.6	
Approach LOS		C			C			A			B	

Intersection Summary			
HCM Average Control Delay	18.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	54.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	48.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.94		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1736	1827	1553	1736	1827	1553	1736	1716		1736	1827	1553
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.74	1.00		0.72	1.00	1.00
Satd. Flow (perm)	1736	1827	1553	1736	1827	1553	1360	1716		1309	1827	1553
Volume (vph)	271	576	28	8	584	183	37	34	23	188	18	368
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	295	626	30	9	635	199	40	37	25	204	20	400
RTOR Reduction (vph)	0	0	14	0	0	123	0	19	0	0	0	330
Lane Group Flow (vph)	295	626	16	9	635	76	40	43	0	204	20	70
Turn Type	Prot		Perm	Prot		Perm	Perm			Perm		Over
Protected Phases	7	4		3	8			2			6	7
Permitted Phases			4			8	2			6		
Actuated Green, G (s)	11.0	34.4	34.4	0.8	24.2	24.2	16.0	16.0		16.0	16.0	11.0
Effective Green, g (s)	11.0	34.4	34.4	0.8	24.2	24.2	16.0	16.0		16.0	16.0	11.0
Actuated g/C Ratio	0.17	0.54	0.54	0.01	0.38	0.38	0.25	0.25		0.25	0.25	0.17
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	302	994	845	22	700	595	344	434		331	463	270
v/s Ratio Prot	c0.17	0.34		0.01	c0.35			0.03			0.01	0.04
v/s Ratio Perm			0.01			0.05	0.03			c0.16		
v/c Ratio	0.98	0.63	0.02	0.41	0.91	0.13	0.12	0.10		0.62	0.04	0.26
Uniform Delay, d1	26.0	10.0	6.6	31.0	18.4	12.7	18.2	18.1		20.9	17.8	22.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	45.0	1.3	0.0	11.9	15.4	0.1	0.7	0.5		8.3	0.2	0.5
Delay (s)	71.0	11.2	6.6	42.9	33.9	12.8	18.8	18.5		29.2	18.0	23.1
Level of Service	E	B	A	D	C	B	B	B		C	B	C
Approach Delay (s)		29.6			29.0			18.7			24.9	
Approach LOS		C			C			B			C	

Intersection Summary			
HCM Average Control Delay	27.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	63.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	72.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.98		1.00	0.92		1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1736	1814		1736	1793		1736	1672		1736	1573	
Flt Permitted	0.95	1.00		0.95	1.00		0.58	1.00		0.73	1.00	
Satd. Flow (perm)	1736	1814		1736	1793		1068	1672		1337	1573	
Volume (vph)	173	559	28	23	596	86	32	16	20	52	13	159
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	188	608	30	25	648	93	35	17	22	57	14	173
RTOR Reduction (vph)	0	3	0	0	8	0	0	16	0	0	129	0
Lane Group Flow (vph)	188	635	0	25	733	0	35	23	0	57	58	0
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	7.0	32.8		1.6	27.4		16.0	16.0		16.0	16.0	
Effective Green, g (s)	7.0	32.8		1.6	27.4		16.0	16.0		16.0	16.0	
Actuated g/C Ratio	0.11	0.53		0.03	0.44		0.26	0.26		0.26	0.26	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	195	954		45	787		274	429		343	403	
v/s Ratio Prot	c0.11	0.35		0.01	c0.41			0.01			0.04	
v/s Ratio Perm							0.03			c0.04		
v/c Ratio	0.96	0.67		0.56	0.93		0.13	0.05		0.17	0.14	
Uniform Delay, d1	27.6	10.8		30.0	16.6		17.8	17.5		18.0	17.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	53.7	1.8		14.0	17.5		1.0	0.2		1.0	0.8	
Delay (s)	81.3	12.6		44.1	34.1		18.8	17.7		19.1	18.7	
Level of Service	F	B		D	C		B	B		B	B	
Approach Delay (s)		28.2			34.4			18.2			18.8	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM Average Control Delay	29.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	62.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	73.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.99		1.00	0.96			0.94			0.92	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.99	
Satd. Flow (prot)	1736	1801		1736	1761			1700			1661	
Flt Permitted	0.95	1.00		0.95	1.00			0.89			0.90	
Satd. Flow (perm)	1736	1801		1736	1761			1522			1516	
Volume (vph)	203	183	19	71	314	100	37	56	72	74	58	196
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	221	199	21	77	341	109	40	61	78	80	63	213
RTOR Reduction (vph)	0	6	0	0	19	0	0	46	0	0	89	0
Lane Group Flow (vph)	221	214	0	77	431	0	0	133	0	0	267	0
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	10.2	24.7		4.0	18.5			18.1			18.1	
Effective Green, g (s)	10.2	24.7		4.0	18.5			18.1			18.1	
Actuated g/C Ratio	0.17	0.42		0.07	0.31			0.31			0.31	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	301	757		118	554			469			467	
v/s Ratio Prot	c0.13	0.12		0.04	c0.24							
v/s Ratio Perm								0.09			c0.18	
v/c Ratio	0.73	0.28		0.65	0.78			0.28			0.57	
Uniform Delay, d1	23.0	11.2		26.7	18.3			15.4			17.1	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	8.9	0.2		12.2	6.8			1.5			5.0	
Delay (s)	32.0	11.4		38.9	25.1			17.0			22.1	
Level of Service	C	B		D	C			B			C	
Approach Delay (s)		21.7			27.1			17.0			22.1	
Approach LOS		C			C			B			C	

Intersection Summary			
HCM Average Control Delay	23.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	58.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	69.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.93		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1736	1827	1553	1736	1827	1553	1736	1707		1736	1827	1553
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.75	1.00		0.75	1.00	1.00
Satd. Flow (perm)	1736	1827	1553	1736	1827	1553	1375	1707		1365	1827	1553
Volume (vph)	235	601	15	8	473	161	6	8	6	136	7	199
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	255	653	16	9	514	175	7	9	7	148	8	216
RTOR Reduction (vph)	0	0	8	0	0	113	0	5	0	0	0	179
Lane Group Flow (vph)	255	653	8	9	514	62	7	11	0	148	8	37
Turn Type	Prot		Perm	Prot		Perm	Perm			Perm		Over
Protected Phases	7	4		3	8			2			6	7
Permitted Phases			4			8	2			6		
Actuated Green, G (s)	10.6	31.8	31.8	0.8	22.0	22.0	17.1	17.1		17.1	17.1	10.6
Effective Green, g (s)	10.6	31.8	31.8	0.8	22.0	22.0	17.1	17.1		17.1	17.1	10.6
Actuated g/C Ratio	0.17	0.52	0.52	0.01	0.36	0.36	0.28	0.28		0.28	0.28	0.17
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	298	942	800	23	651	554	381	473		378	506	267
v/s Ratio Prot	c0.15	0.36		0.01	c0.28			0.01			0.00	0.02
v/s Ratio Perm			0.01			0.04	0.01			c0.11		
v/c Ratio	0.86	0.69	0.01	0.39	0.79	0.11	0.02	0.02		0.39	0.02	0.14
Uniform Delay, d1	24.8	11.3	7.3	30.2	17.8	13.3	16.2	16.2		18.1	16.2	21.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	20.7	2.2	0.0	10.7	6.3	0.1	0.1	0.1		3.0	0.1	0.2
Delay (s)	45.5	13.5	7.3	40.9	24.1	13.4	16.3	16.3		21.1	16.2	21.9
Level of Service	D	B	A	D	C	B	B	B		C	B	C
Approach Delay (s)		22.2			21.6			16.3			21.5	
Approach LOS		C			C			B			C	

Intersection Summary			
HCM Average Control Delay	21.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	61.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	62.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.98		1.00	0.91		1.00	0.88	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1736	1796		1736	1789		1736	1670		1736	1600	
Flt Permitted	0.95	1.00		0.95	1.00		0.54	1.00		0.70	1.00	
Satd. Flow (perm)	1736	1796		1736	1789		979	1670		1283	1600	
Volume (vph)	140	431	54	33	326	52	61	33	44	109	40	191
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	152	468	59	36	354	57	66	36	48	118	43	208
RTOR Reduction (vph)	0	8	0	0	10	0	0	32	0	0	141	0
Lane Group Flow (vph)	152	519	0	36	401	0	66	52	0	118	110	0
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	7.0	23.5		1.4	17.9		17.7	17.7		17.7	17.7	
Effective Green, g (s)	7.0	23.5		1.4	17.9		17.7	17.7		17.7	17.7	
Actuated g/C Ratio	0.13	0.43		0.03	0.33		0.32	0.32		0.32	0.32	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	223	773		45	587		317	541		416	519	
v/s Ratio Prot	c0.09	c0.29		0.02	0.22			0.03			0.07	
v/s Ratio Perm							0.07			c0.09		
v/c Ratio	0.68	0.67		0.80	0.68		0.21	0.10		0.28	0.21	
Uniform Delay, d1	22.7	12.5		26.5	15.9		13.4	12.9		13.7	13.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	8.3	2.3		63.7	3.3		1.5	0.4		1.7	0.9	
Delay (s)	31.0	14.8		90.2	19.2		14.9	13.2		15.4	14.3	
Level of Service	C	B		F	B		B	B		B	B	
Approach Delay (s)		18.4			24.9			13.9			14.7	
Approach LOS		B			C			B			B	

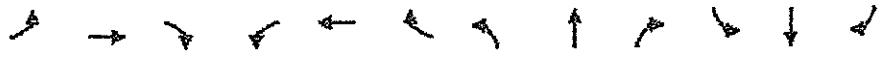
Intersection Summary			
HCM Average Control Delay	18.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	54.6	Sum of lost time (s)	8.0
Intersection Capacity Utilization	59.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.99		1.00	0.97			0.96			0.93	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.98	
Satd. Flow (prot)	1736	1811		1736	1770			1738			1679	
Flt Permitted	0.95	1.00		0.95	1.00			0.95			0.90	
Satd. Flow (perm)	1736	1811		1736	1770			1669			1534	
Volume (vph)	132	217	14	52	141	37	8	26	15	82	51	129
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	143	236	15	57	153	40	9	28	16	89	55	140
RTOR Reduction (vph)	0	5	0	0	18	0	0	9	0	0	47	0
Lane Group Flow (vph)	143	246	0	57	175	0	0	44	0	0	237	0
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	7.7	13.5		4.0	9.8			25.4			25.4	
Effective Green, g (s)	7.7	13.5		4.0	9.8			25.4			25.4	
Actuated g/C Ratio	0.14	0.25		0.07	0.18			0.46			0.46	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	243	445		126	316			772			710	
v/s Ratio Prot	c0.08	c0.14		0.03	0.10							
v/s Ratio Perm								0.03			c0.15	
v/c Ratio	0.59	0.55		0.45	0.55			0.06			0.33	
Uniform Delay, d1	22.1	18.1		24.4	20.6			8.1			9.4	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	3.6	1.5		2.6	2.1			0.1			1.3	
Delay (s)	25.7	19.6		27.0	22.7			8.3			10.6	
Level of Service	C	B		C	C			A			B	
Approach Delay (s)		21.8			23.6			8.3			10.6	
Approach LOS		C			C			A			B	

Intersection Summary			
HCM Average Control Delay	18.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	54.9	Sum of lost time (s)	12.0
Intersection Capacity Utilization	48.8%	ICU Level of Service	A
Analysis Period (min)	15		

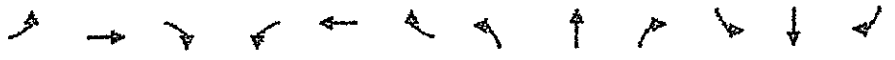
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.94		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1736	1827	1553	1736	1827	1553	1736	1716		1736	1827	1553
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.74	1.00		0.72	1.00	1.00
Satd. Flow (perm)	1736	1827	1553	1736	1827	1553	1360	1716		1309	1827	1553
Volume (vph)	271	583	28	8	590	187	37	34	23	193	18	368
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	295	634	30	9	641	203	40	37	25	210	20	400
RTOR Reduction (vph)	0	0	14	0	0	125	0	18	0	0	0	337
Lane Group Flow (vph)	295	634	16	9	641	78	40	44	0	210	20	63
Turn Type	Prot		Perm	Prot		Perm	Perm			Perm		Over
Protected Phases	7	4		3	8			2			6	7
Permitted Phases			4			8	2			6		
Actuated Green, G (s)	10.0	33.4	33.4	0.8	24.2	24.2	17.0	17.0		17.0	17.0	10.0
Effective Green, g (s)	10.0	33.4	33.4	0.8	24.2	24.2	17.0	17.0		17.0	17.0	10.0
Actuated g/C Ratio	0.16	0.53	0.53	0.01	0.38	0.38	0.27	0.27		0.27	0.27	0.16
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	275	966	821	22	700	595	366	462		352	491	246
v/s Ratio Prot	c0.17	0.35		0.01	c0.35			0.03			0.01	0.04
v/s Ratio Perm			0.01			0.05	0.03			c0.16		
v/c Ratio	1.07	0.66	0.02	0.41	0.92	0.13	0.11	0.09		0.60	0.04	0.26
Uniform Delay, d1	26.6	10.8	7.1	31.0	18.5	12.7	17.4	17.3		20.1	17.1	23.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	74.9	1.6	0.0	11.9	16.6	0.1	0.6	0.4		7.3	0.2	0.6
Delay (s)	101.5	12.4	7.1	42.9	35.2	12.8	18.0	17.7		27.4	17.2	23.9
Level of Service	F	B	A	D	D	B	B	B		C	B	C
Approach Delay (s)		39.6			29.9			17.8			24.8	
Approach LOS		D			C			B			C	

Intersection Summary			
HCM Average Control Delay	31.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	63.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	73.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.98		1.00	0.91		1.00	0.87	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1736	1808		1736	1793		1736	1671		1736	1581	
Flt Permitted	0.95	1.00		0.95	1.00		0.57	1.00		0.72	1.00	
Satd. Flow (perm)	1736	1808		1736	1793		1048	1671		1322	1581	
Volume (vph)	173	559	41	32	596	86	43	20	27	52	18	159
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	188	608	45	35	648	93	47	22	29	57	20	173
RTOR Reduction (vph)	0	4	0	0	8	0	0	22	0	0	129	0
Lane Group Flow (vph)	188	649	0	35	733	0	47	29	0	57	64	0
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	7.0	32.8		1.6	27.4		16.0	16.0		16.0	16.0	
Effective Green, g (s)	7.0	32.8		1.6	27.4		16.0	16.0		16.0	16.0	
Actuated g/C Ratio	0.11	0.53		0.03	0.44		0.26	0.26		0.26	0.26	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	195	950		45	787		269	428		339	405	
v/s Ratio Prot	c0.11	0.36		0.02	c0.41			0.02			0.04	
v/s Ratio Perm							c0.04			0.04		
v/c Ratio	0.96	0.68		0.78	0.93		0.17	0.07		0.17	0.16	
Uniform Delay, d1	27.6	11.0		30.2	16.6		18.1	17.6		18.0	18.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	53.7	2.0		56.9	17.5		1.4	0.3		1.1	0.8	
Delay (s)	81.3	13.0		87.1	34.1		19.5	17.9		19.1	18.8	
Level of Service	F	B		F	C		B	B		B	B	
Approach Delay (s)		28.3			36.5			18.6			18.9	
Approach LOS		C			D			B			B	

Intersection Summary			
HCM Average Control Delay	29.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	62.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	73.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.99		1.00	0.96			0.94			0.92	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.99	
Satd. Flow (prot)	1736	1801		1736	1761			1700			1660	
Flt Permitted	0.95	1.00		0.95	1.00			0.88			0.90	
Satd. Flow (perm)	1736	1801		1736	1761			1518			1517	
Volume (vph)	207	185	19	71	317	100	37	56	72	74	58	201
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	225	201	21	77	345	109	40	61	78	80	63	218
RTOR Reduction (vph)	0	6	0	0	19	0	0	46	0	0	91	0
Lane Group Flow (vph)	225	216	0	77	435	0	0	133	0	0	270	0
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	10.2	24.9		4.0	18.7			18.1			18.1	
Effective Green, g (s)	10.2	24.9		4.0	18.7			18.1			18.1	
Actuated g/C Ratio	0.17	0.42		0.07	0.32			0.31			0.31	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	300	760		118	558			466			465	
v/s Ratio Prot	c0.13	0.12		0.04	c0.25							
v/s Ratio Perm								0.09			c0.18	
v/c Ratio	0.75	0.28		0.65	0.78			0.29			0.58	
Uniform Delay, d1	23.2	11.2		26.8	18.3			15.5			17.3	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	10.1	0.2		12.2	6.8			1.5			5.2	
Delay (s)	33.3	11.4		39.0	25.1			17.1			22.5	
Level of Service	C	B		D	C			B			C	
Approach Delay (s)		22.4			27.1			17.1			22.5	
Approach LOS		C			C			B			C	

Intersection Summary			
HCM Average Control Delay	23.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	59.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	70.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

CUMULATIVE PROJECT LIST

Table 3-1 Orcutt Area Cumulative Projects List

Development Information	Use Type	Location	# of Units, Square Footage, or Misc.
PROPOSED			
BURTON MESA PARTNERS GENERAL PLAN AMENDMT APN: 097-111-007	Residential	Lompoc Valley	14 residential units
PXP PRE-APPLICATION FOR NEW OIL WELLS APN: 097-350-018	Oil and Gas	Lompoc Valley	2 wells
THE CHILDREN'S PROJECT ACADEMY PRE-APPLICATION APNs: 101-100-038, 101-100-040	Institutional (schools, churches, etc.)	San Antonio Creek	56 residential units
RED DIAMOND COOLING PLANT CONSULT APN: 113-100-022	Ag Development (excluding wineries)	Santa Maria Valley	7,500 sq. ft. of agricultural development
ERG RESOURCES, LLC PRE-APPLICATION APN: 101-040-006	Oil and Gas	Santa Maria Valley	20 wells
ERG PRE-APPLICATION-FUGLER LEASE APN: 101-040-017	Oil and Gas	Santa Maria Valley	20 oil wells
AMRICH ENERGY PRE-APPLICATION -HANSEN LEASE APN: 113-270-006	Oil and Gas	Santa Maria Valley	4 wells
ERG Resources - GWP APNs: 129-180-013, 129-180-015	Oil and Gas	Santa Maria Valley	6 wells
ERG RESURCES PRE-APPLICATION-PINAL LEASE APN: 101-020-078	Oil and Gas	Santa Maria Valley	2 wells
PXP PRE-APPLICATION- FIRE FIGHTER ROAD APN: 095-030-005	Oil and Gas	Vandenberg	1 well
SANTA YNEZ VALLEY SENIOR HOUSING PROJECT APN: 141-380-014	Residential	Santa Ynez Valley	22 residential units
IN PROCESS			
VENTUCOPA ROCK PLANT EXPANSION APNs: 149-170-036, 149-210-011, 149-210-022	Mines	Cuyama Valley	400,000 tons/year
SEPULVEDA BLDG MATERIALS MINING REV TO 90-RP-001 APN: 083-060-009, 083-060-015, 083-070-010, 083-070-018	Mines	Lompoc Valley	2000 tons/year
RANCHO LA LAGUNA TRACT MAP 14,709 APNs: 133-080-026, 133-080-036, 133-080-037	Residential	San Antonio Creek	13 residential units
NOLAN TENTATIVE PARCEL MAP (TPM 14,775) APNs: 133-100-023, 133-100-025	Residential	San Antonio Creek	2 residential units
Rosemary Commons APN: 101-173-001	Residential	San Antonio Creek	9 residential units
SAGEBRUSH JUNCTION APN: 101-260-006	Commercial	San Antonio Creek	5,600 sq. ft. of commercial development

Table 3-1 Orcutt Area Cumulative Projects List

Development Information	Use Type	Location	# of Units, Square Footage, or Misc.
SAGEBRUSH JUNCTION APN: 101-260-007	Commercial	San Antonio Creek	8 residential units
SANTA MARIA PACIFIC PETROLUEM PRODUCTION PLAN APN: 101-020-074	Oil and Gas	San Antonio Creek	120 exploration or production wells
HIN DEVELOPMENT PLAN APN: 128-093-021	Industrial	Santa Maria Valley	9,750 sq. ft. of industrial development
JOHNSON TRUCK SERVICE CENTER APN: 111-030-018	Industrial	Santa Maria Valley	7,200 sq. ft. of industrial development
ADAM BROS FARMING AS-BUILT DEVELOPMENT PLAN APN: 113-150-013	Ag Development (excluding wineries)	Santa Maria Valley	100,000 sq. ft. of agricultural development
AQUISTAPACE TENTATIVE PARCEL MAP (TPM 14,772) APN: 113-080-022	Parcel Map	Santa Maria Valley	2 residential units
GREKA LAND HOLDINGS TENTATIVE PARCEL MAP (TPM 14,773) APN: 129-170-027	Ag Development (excluding wineries)	Santa Maria Valley	2 residential units
NORTH GAREY OIL & GAS DRILLING PRODUCTION PLAN APNs: 128-080-011, 128-100-017, 129-100-023, 129-100-029, 129-100-030, 129-100-031, 129-180-007	Oil and Gas	Santa Maria Valley	56 wells
KEY SITE 17 GENERAL PLAN AMENDMENT APNs: 105-134-004, 105-134-005, 105-330-005, 105-330-006	Residential	Santa Maria Valley	257 residential units
VAN VEEN MIXED USE BUILDING APN: 105-101-012	Commercial	Santa Maria Valley	8,601 sq. ft. of commercial development
ENGLISH-JOSEPH SPECIFIC PLAN APN: 103-181-006	Commercial	Santa Maria Valley	58,800 sq. ft. of commercial development
ENGLISH-JOSEPH SPECIFIC PLAN APN: 103-181-006	Commercial	Santa Maria Valley	30 residential units
KEY SITE 3 GENERAL PLAN AMENDMENT APN: 129-151-026	Residential	Santa Maria Valley	316 residential units
CHALOUPKA LOT SPLIT (TPM 14,714) APN: 129-151-019	Parcel Map	Santa Maria Valley	2 residential units
CLARK AVENUE COMMERCIAL APN: 103-750-038	Commercial	Santa Maria Valley	12,875 sq. ft. of commercial development
TERRACE RANCH GENERAL PLAN AMENDMENT APNs: 129-300-001, 129-300-002, 129-300-003, 129-300-004, 129-300-005, 129-300-006, 129-300-007, 129-300-008, 129-300-009, 129-300-010, 129-300-011, 129-300-012, 129-300-013, 129-300-014, 129-300-015, 129-300-016, 129-300-017, 129-300-018, 129-300-019, 129-300-020	Residential	Santa Maria Valley	16 residential units

Table 3-1 Orcutt Area Cumulative Projects List

Development Information	Use Type	Location	# of Units, Square Footage, or Misc.
CHALOUPKA NEGATIVE DEC APN: 129-151-019	Parcel Map	Santa Maria Valley	1 residential unit
TERRACE VILLAS TRACT MAP 14,770 APNs: 129-300-001, 129-300-002, 129-300-003, 129-300-004, 129-300-005, 129-300-006, 129-300-007, 129-300-008, 129-300-009, 129-300-010, 129-300-011, 129-300-012, 129-300-013, 129-300-014, 129-300-015, 129-300-016, 129-300-017, 129-300-018, 129-300-019, 129-300-020	Residential	Santa Maria Valley	16 residential units
BARRACK TIER 2 WINERY APN: 141-250-009	Wineries	Santa Ynez Valley	19,548 sq. ft. of commercial development
HOLLISTER YACONO DEVELOPMENT PLAN APN: 099-640-010	Ag Development (excluding wineries)	Santa Ynez Valley	58,000 sq. ft. of agricultural development
VALLEY SAND AND SOIL REVISION 86-CP-88 APN: 135-010-024	Mines	Santa Ynez Valley	14,500 cy/year
STAGESTOP PLAZA DEVELOPMENT PLAN APN: 135-074-008	Commercial	Santa Ynez Valley	29,000 sq. ft. of commercial development
STAGESTOP PLAZA DEVELOPMENT PLAN APN: 135-074-008	Commercial	Santa Ynez Valley	10 residential units
LORENZEN LOT SPLIT (TPM 14,721) APN: 133-180-042	Parcel Map	Santa Ynez Valley	2 residential units
GRANITE MINING REVISION APNs: 137-270-015, 137-270-032	Mines	Santa Ynez Valley	250,000 tons/yr
SKYTT FAMILY LOT SPLIT (TPM 14,745) APNs: 099-180-039' 099-190-040	Parcel Map	Santa Ynez Valley	4 residential units
ESTELLE VINEYARD ESTATES TRACT (TM 14,749) APNs: 141-010-007, 141-010-009, 141-070-001, 141-070-002	Residential	Santa Ynez Valley	11 residential units
INN AT MATTEI'S TAVERN APNs: 135-064-002, 135-064-011, 135-064-020, 135-064-021, 135-073-003, 135-073-005	Commercial	Santa Ynez Valley	37,200 sq. ft. of commercial development
VINCENT VINEYARDS & WINERY TIER III DEV PLAN APN: 135-250-033	Wineries	Santa Ynez Valley	5,918 sq. ft. of agricultural development
TTT VINEYARDS WINERY APN: 141-050-003	Development Plan	Santa Ynez Valley	4,945 sq. ft. of commercial development
LARNER TIER II WINERY APN: 137-100-001	Development Plan	Santa Ynez Valley	11,000 sq. ft. of commercial development
SANTA YNEZ VALLEY AIRPORT APN: 141-440-002	Conditional Use Permit	Santa Ynez Valley	28,000 sq. ft. of commercial development
BAR Z LOT SPLIT (TPM 14,767) APN: 133-151-064	Parcel Map	Santa Ynez Valley	2 residential units

Table 3-1 Orcutt Area Cumulative Projects List

Development Information	Use Type	Location	# of Units, Square Footage, or Misc.
BRIDLEWOOD DEVELOPMENT PLAN REVISION APN: 135-051-019	Wineries	Santa Ynez Valley	7,662 sq. ft. of commercial development and 1,595 sq. ft. of agricultural development
APPROVED			
DEITRICH LOT SPLIT (TPM 14,689) APN: 149-035-001	Residential	Cuyama Valley	2 residential units
RUSSELL RANCH LOT SPLIT (TPM 14,756) APN: 149-310-002	Residential	Cuyama Valley	2 residential units
SANTA RITA RIDGE ESTATES APN: 099-160-030	Ag Development (excluding wineries)	Lompoc Valley	8.79 acre foot reservoir
STOKER DEVELOPMENT PLAN APN: 097-730-021	Residential	Lompoc Valley	14 residential units
SCOGGIN/SUNDHEIM WINERY TIER II APN: 083-160-014	Wineries	Lompoc Valley	20,000 sq. ft. of agricultural development
SUNBURST SANCTUARY FARM EMPLOYEE SFDS APN: 083-480-002	Ag Development (excluding wineries)	Lompoc Valley	3 residential units
LABARGE TIER II WINERY APN: 099-420-007	Wineries	Lompoc Valley	1 residential unit, 14,358 sq.ft. of commercial development
SILVERADO PREMIUM PROPERTIES TPM APNs: 101-080-019, 101-080-020, 101-080-062	Residential	San Antonio Creek	4 residential units
WINERY (WAREHOUSE) AT LOS ALAMOS APN: 101-100-023	Wineries	San Antonio Creek	36,368 sq. ft. of agricultural development
CARRARI LOT SPLIT (TPM 14,733) APN: 099-030-051	Ag Development (excluding wineries)	San Antonio Creek	3 residential units
BETTERAVIA FARMS TIER 3 WINERY APN: 099-010-049	Wineries	San Antonio Creek	21,500 sq. ft. of agricultural development
LEGACY ESTATES TRACT MAP APNs: 101-201-001, 101-202-001, 101-231-001, 101-232-001, 101-233-001, 101-234-001, 101-242-001	Residential	San Antonio Creek	59 residential units
VANDENBERG LOT SPLIT (TPM 14,624) APNs: 101-270-009, 101-270-010	Residential	San Antonio Creek	2 residential units
PAHLER/BATTAGLIA MIXED USE BLDG APN: 101-183-010	Commercial	San Antonio Creek	4,924 sq. ft. of commercial development
MAIN ALAMOS LLC (TPM 14,684) APN: 101-223-005	Ag Development (excluding wineries)	San Antonio Creek	4 sq. ft. of agricultural development

Table 3-1 Orcutt Area Cumulative Projects List

Development Information	Use Type	Location	# of Units, Square Footage, or Misc.
JACKSON TRACT MAP 14,690 APNs: 101-182-003, 101-182-009, 101-182-011, 101-182-012	Residential	San Antonio Creek	8 residential units
ALAMO TRUST LOT SPLIT (TPM 14,717) APN: 101-184-007	Residential	San Antonio Creek	2 residential units
ALAMOS FOXEN LLC (TPM 14,728) APN: 101-270-028	Residential	San Antonio Creek	2 residential units
ALMADA LOT SPLIT (TPM 14,731) APN: 101-260-017	Residential	San Antonio Creek	2 residential units
HELGELAND MIXED USE BUILDING APN: 101-183-010	Residential	San Antonio Creek	5 residential units
HAYES-HOLDEN TENTATIVE PARCEL MAP APN: 131-030-042	Residential	Santa Maria Valley	2 residential units
NATHE LOT SPLIT (TPM 14,651) APN: 131-200-017	Residential	Santa Maria Valley	4 residential units
ARDANTZ LOT SPLIT (TPM 14,661) APNs: 113-090-012, 113-090-021, 113-090-022, 113-090-023	Residential	Santa Maria Valley	3 residential units
LINN/TANTARA WINERIES APNs: 129-050-012, 129-050-015	Wineries	Santa Maria Valley	5,160 sq. ft. of agricultural development
OSR ENTERPRISES/NRG ENTERPRISES LP APNs: 128-096-001, 128-096-004, 128-096-005	Ag Development (excluding wineries)	Santa Maria Valley	237,636 sq. ft. of agricultural development
CI APN: MAREX OIL PRODUCTION PLAN APN: 113-190-001	Oil and Gas	Santa Maria Valley	2 exploratory wells
OSR/NRG ENTERPRISES (TPM 14,707) APNs: 128-096-001, 128-096-001, 128-096-001	Ag Development (excluding wineries)	Santa Maria Valley	3 residential units
NORTH COUNTY JAIL GENERAL PLAN AMENDMENT APNs: 113-210-004, 113-210-013	Institutional (schools, churches, etc.)	Santa Maria Valley	250,465 sq. ft. of institutional development
ARC VINEYARDS EMPLOYEE DWELLINGS APNs: 129-151-045, 129-151-067, 129-151-068	Ag Development (excluding wineries)	Santa Maria Valley	4 residential units
OVERHOLTZER LOT SPLIT (TPM 14,744) APN: 129-020-027	Parcel Map	Santa Maria Valley	2 residential units
RANCHO REAL LLC LOT SPLIT (TPM 14,762) APN: 101-020-013	Parcel Map	Santa Maria Valley	4 residential units
UNDERGROUND ENERGY PRODUCTION PLAN APNs: 133-050-011, 133-050-015, 133-080-004, 133-080-005	Oil and Gas	Santa Maria Valley	28 wells
UNDERGROUND ENERGY PRODUCTION PLAN APN: 129-180-015	Industrial	Santa Maria Valley	steam generator

42

Table 3-1 Orcutt Area Cumulative Projects List

Development Information	Use Type	Location	# of Units, Square Footage, or Misc.
GAYDA LOT SPLIT (TPM 14,703) APN: 105-060-013	Residential	Santa Maria Valley	3 residential units
VAN VEEN RESTAURANT (FAR WESTERN TAVERN) APN: 105-101-012	Commercial	Santa Maria Valley	9,547 sq. ft. of commercial development
BROADWAY & UNION MERCANTILE TPM 14,766 APN: 105-092-017	Residential	Santa Maria Valley	2 residential units
OAK GLEN DEVELOPMENT APN: 101-010-002	Residential	Santa Maria Valley	52 residential units
ORCUTT AQUACENTER APN: 107-470-011	Development Plan	Santa Maria Valley	31,074 sq. ft. of commercial development
LEO EVANS-NORTHPOINTE (OLD 98-DP-023) APN: 107-560-001	Residential	Santa Maria Valley	32 residential units
ADDAMO WINERY/DIAMANTE [TM 14,616] APN: 129-151-042	Residential	Santa Maria Valley	5 residential units
COLE LOT SPLIT (TPM 14,623) APN: 129-270-008	Residential	Santa Maria Valley	4 residential units
DANIELS LOT SPLIT (TPM 14,626) APN: 129-151-038	Residential	Santa Maria Valley	2 residential units
FETYKO TRACT MAP (TM 14,627) APN: 103-740-016	Residential	Santa Maria Valley	18 residential units
BURINDA LOT SPLIT (TPM 14,656) APN: 129-151-040	Residential	Santa Maria Valley	2 residential units
MENDOZA LOT SPLIT (TPM 14,659) APN: 103-200-048	Residential	Santa Maria Valley	2 residential units
MEYER LOT SPLIT (TPM 14,679) APN: 103-181-013	Residential	Santa Maria Valley	2 residential units
TREUR LOT SPLIT (TPM 14,683) APN: 129-151-015	Residential	Santa Maria Valley	2 residential units
WILKS TRACT MAP 14,681 APN: 105-210-032	Residential	Santa Maria Valley	3 residential units
ORCUTT MARKETPLACE APN: 129-120-024	Commercial	Santa Maria Valley	320,663 sq. ft. of commercial development
CONLEY LOT SPLIT (TPM 14,693) APN: 105-010-032	Residential	Santa Maria Valley	3 residential units
HOPE COMMUNITY CHURCH (TPM 14,711) APN: 107-150-019	Commercial	Santa Maria Valley	3 residential units
HOPE COMMUNITY CHURCH (TPM 14,711) APN:107-150-019	Commercial	Santa Maria Valley	29,373 sq. ft. of commercial development

Table 3-1 Orcutt Area Cumulative Projects List

Development Information	Use Type	Location	# of Units, Square Footage, or Misc.
CARWASH CONDITIONAL USE PERMIT APN: 103-181-005	Commercial	Santa Maria Valley	-
ORCUTT MARKETPLACE TRACT MAP (TM 14,734) APN: 129-120-024	Commercial	Santa Maria Valley	12 residential units
HAWKINS LOT SPLIT (TPM 14,754) APN: 129-151-016	Residential	Santa Maria Valley	2 residential units
HUMMEL VILLAGE II AIRSPACE CONDOS (TM 14,740) APN: 107-270-003	Residential	Santa Maria Valley	20 residential units
KNOLLWOOD TENTATIVE TRACT MAP 14,769 APNs: 107-150-017, 107-240-024	Residential	Santa Maria Valley	195 residential units
THOMSON PARCEL MAP 14,668 APNs: 141-270-001, 141-270-002, 141-270-003, 141-270-004, 141-270-007	Residential	Santa Ynez Valley	3 residential units
RANCHO ENCANTADO (TPM 14,708) APN: 141-290-031	Ag Development (excluding wineries)	Santa Ynez Valley	3 residential units
MAGALI FARMS FARM LABOUR CAMP APN: 141-041-033	Ag Development (excluding wineries)	Santa Ynez Valley	7 residential units
MARCELINO SPRINGS (TPM 14,630) APN: 099-190-077	Residential	Santa Ynez Valley	3 residential units
KASLOW LOT SPLIT (TPM 14,648) APN: 137-070-018	Residential	Santa Ynez Valley	2 residential units
KARAS LOT SPLIT (TPM 14,653) APN: 141-100-012	Residential	Santa Ynez Valley	3 residential units
STULL LOT SPLIT (TPM 14,691) APN: 141-150-049	Residential	Santa Ynez Valley	2 residential units
COFFEY LOT SPLIT (TPM 14,633) APN: 139-040-029	Residential	Santa Ynez Valley	2 residential units
MAGALI FARMS LOT SPLIT (TPM 14,701) APN: 141-041-033	Ag Development (excluding wineries)	Santa Ynez Valley	58,280 sq. ft. of agricultural development
MAGALI FARMS LOT SPLIT (TPM 14,701) APN: 141-041-033	Ag Development (excluding wineries)	Santa Ynez Valley	3 residential units
RICCI LOT SPLIT (TPM 14,704) APN: 139-051-047	Residential	Santa Ynez Valley	2 residential units
MCCOMBS LOT SPLIT (TPM 14,710) APN: 139-040-036	Residential	Santa Ynez Valley	2 residential units

Table 3-1 Orcutt Area Cumulative Projects List

Development Information	Use Type	Location	# of Units, Square Footage, or Misc.
HIGGINS/MARTINO LOT SPLIT (TPM 14,720) APN: 137-081-012	Residential	Santa Ynez Valley	2 residential units
MEYER LOT SPLIT (TPM 14,722) APN: 143-341-009	Residential	Santa Ynez Valley	2 residential units
SULPIZO DEVELOPMENT PLAN APN: 141-041-033	Ag Development (excluding wineries)	Santa Ynez Valley	3 residential units
LASH COMMERCIAL BUILDING APN: 135-102-009	Commercial	Santa Ynez Valley	5,645 sq. ft. of commercial development
ARROYO DEVELOPMENT PLAN APN: 143-214-013	Commercial	Santa Ynez Valley	4,860 sq. ft. of commercial development
ARROYO DEVELOPMENT PLAN APN: 143-214-013	Commercial	Santa Ynez Valley	2 residential units
EBEJER LOT SPLIT (TPM 14,723) APNs: 135-240-061, 135-240-078	Residential	Santa Ynez Valley	2 residential units
DE WERD TIER II WINERY APN: 133-151-050	Wineries	Santa Ynez Valley	9,856 sq. ft. of agricultural development
ECLYPSE WINERY APN: 135-051-027	Wineries	Santa Ynez Valley	1,836 sq. ft. of agricultural development
AMON LOT SPLIT (TPM 14,746) APN: 141-041-034	Residential	Santa Ynez Valley	2 residential units
SIERRA GRANDE LOT SPLIT (TPM 14,748) APN: 137-270-030	Residential	Santa Ynez Valley	2 residential units
HANSON TENTATIVE PARCEL MAP APN: 141-070-019	Residential	Santa Ynez Valley	2 residential units
HAAS TRACT MAP (TM 14,753) APN: 099-600-045	Residential	Santa Ynez Valley	8 residential units
EDISON ST SERVICE STN/CAR WASH DEVELOPMENT APNs: 143-254-001, 143-254-003	Development Plan	Santa Ynez Valley	3,200 sq. ft. of commercial development
TURNBULL TENTATIVE PARCEL MAP 14,762 APN: 141-041-032	Parcel Map	Santa Ynez Valley	3 residential units
GAVLAK LOT SPLIT (TPM 14,765) APN: 141-060-011	Parcel Map	Santa Ynez Valley	2 residential units
UNDER CONSTRUCTION			
E&B NATURAL RESOURCES MGMT PRODUCTION PLAN APNs: 147-030-019, 147-100-021	Oil and Gas	Cuyama Valley	2 oil wells
CLUBHOUSE ESTATES TRACT MAP (TM 14,629) APN: 097-371-008	Residential	Lompoc Valley	52 residential units

Table 3-1 Orcutt Area Cumulative Projects List

Development Information	Use Type	Location	# of Units, Square Footage, or Misc.
CHISAN ORCHIDS NURSERY DEVELOPMENT PLAN APN: 133-130-009	Ag Development (excluding wineries)	San Antonio Creek	1,400,000 sq. ft. of agricultural development
CREEKSIDE VILLAGE DEVELOPMENT PLAN APN: 101-110-035	Residential	San Antonio Creek	39 residential units
FRONTIER COOLING AS-BUILT DVLPMT PLAN APN: 113-050-052	Ag Development (excluding wineries)	Santa Maria Valley	33,125 sq. ft. of agricultural development
PLANTEL NURSERIES APN: 129-170-004	Ag Development (excluding wineries)	Santa Maria Valley	972,720 sq. ft. of agricultural development
ARC VINEYARDS WINERY APNs: 129-151-045, 129-151-067, 129-151-068	Wineries	Santa Maria Valley	40,10 sq. ft. of agricultural development
ROCK ENERGY OIL & GAS PRODUCTION PLAN APN: 129-100-014	Oil and Gas	Santa Maria Valley	-
PONTO MIXED USE RESIDNTL/COMMERCIAL APN: 105-073-019	Commercial	Santa Maria Valley	2,021 sq. ft. of commercial development
PONTO MIXED USE RESIDNTL/COMMERCIAL APN: 105-073-019	Commercial	Santa Maria Valley	4 residential units
ORCUTT UNION PLAZA/WILL COMMERCIAL BLDGS APNs: 105-091-001, 105-091-006	Commercial	Santa Maria Valley	66,831 sq. ft. of agricultural development
RICE RANCH DEVELOPMENT PLAN APNs: 101-010-013, 101-020-004, 105-140-016	Residential	Santa Maria Valley	725 residential units
BREITBURN PRODUCTION PLAN APN: 101-020-041	Oil and Gas	Santa Maria Valley	98 oil wells
GLORIA DEI LUTHERAN CHURCH APN: 107-250-015	Institutional (schools, churches, etc.)	Santa Maria Valley	5,525 sq. ft. of institutional development
PR INVESTMENTS/EVERGREEN SHOPPING CTR DEV PLAN APNs:109-200-012, 109-200-013, 109-200-015, 109-200-016	Commercial	Santa Maria Valley	61,958 sq. ft. of commercial development
ST JOSEPH DEVELOPMENT PLAN APN: 107-240-015	Institutional (schools, churches, etc.)	Santa Maria Valley	111,396 sq. ft. of institutional development
ST LOUIS DE MONTFORT CHURCH APN: 103-200-071	Institutional (schools, churches, etc.)	Santa Maria Valley	49,666 sq. ft. of institutional development

L9

Table 3-1 Orcutt Area Cumulative Projects List

Development Information	Use Type	Location	#.of Units, Square Footage, or Misc.
JETT DEVELOPMENT PLAN APN: 141-070-018	Ag Development (excluding wineries)	Santa Ynez Valley	28,631 sq. ft. of agricultural development
JETT FARM EMPLOYEE DWELLINGS APN: 141-070-018	Ag Development (excluding wineries)	Santa Ynez Valley	2 residential units

Source: County of Santa Barbara, November 2011

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

CUMULATIVE PROJECT TRIP GENERATION

Land Use	Size	Multi-Trip	ADT		A.M.						P.M.					
			Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
Thomson Parcel	3	1.00	9.52	29	0.750	2	25%	1	75%	1	1.00	3	63%	2	37%	1
Marcelino Springs	3	1.00	9.52	29	0.750	2	25%	1	75%	1	1.00	3	63%	2	37%	1
Kelsow Lot Split	1	1.00	9.52	10	0.750	1	25%	0	75%	1	1.00	1	63%	1	37%	0
Valley Sand & Soil				20												
Stull Lot Split	1	1.00	9.52	10	0.750	1	25%	0	75%	1	1.00	1	63%	1	37%	0
Colley Lot Split	1	1.00	9.52	10	0.750	1	25%	0	75%	1	1.00	1	63%	1	37%	0
Ricci Lot Split	1	1.00	9.52	10	0.750	1	25%	0	75%	1	1.00	1	63%	1	37%	0
McCombs Lot Split	1	1.00	9.52	10	0.750	1	25%	0	75%	1	1.00	1	63%	1	37%	0
Higgins/Martino Lot Split	1	1.00	9.52	10	0.750	1	25%	0	75%	1	1.00	1	63%	1	37%	0
Lorenzen Lot Split	1	1.00	9.52	10	0.750	1	25%	0	75%	1	1.00	1	63%	1	37%	0
Meyer Lot Split	1	1.00	9.52	10	0.750	1	25%	0	75%	1	1.00	1	63%	1	37%	0
Lash Commercial	5,645	1.00	44.32	250	1.330	8	61%	5	39%	3	2.71	15	44%	7	56%	8
Granite Mining (ATE #10016)				70		7		3		4		0				
Skytt Family Lot Split	3	1.00	9.52	29	0.750	2	25%	1	75%	1	1.00	3	63%	2	37%	1
Hanson Parcel (SFD)	2	1.00	9.52	19	0.750	2	25%	1	75%	1	1.00	2	63%	1	37%	1
Estelle Vineyard Estates	11	1.00	9.52	105	0.750	8	25%	2	75%	6	1.00	11	63%	7	37%	4
Haas Tract	8	1.00	9.52	76	0.750	6	25%	2	75%	4	1.00	8	63%	5	37%	3
Edison SL Service Ctr/Car Wash	10	0.38	152.84	581	11.930	45	51%	23	49%	22	13.94	53	51%	27	49%	26
Turnbull Tract	3	1.00	9.52	29	0.750	2	25%	1	75%	1	1.00	3	63%	2	37%	1
Gaviak Lot Split	1	1.00	9.52	10	0.750	1	25%	0	75%	1	1.00	1	63%	1	37%	0
SY Valley Airport	8	1.00	1.97	16	0.000	0	25%	0	75%	0	0.00	0	63%	0	37%	0
SY Valley SR. Housing	22	1.00	3.48	77	0.130	3	38%	1	62%	2	0.16	4	63%	3	37%	1
Bar Z Lot Split	2	1.00	9.52	19	0.750	2	25%	1	75%	1	1.00	2	63%	1	37%	1
Stagestop Commercial	29,000	1.00	44.32	1,285	1.330	39	61%	24	39%	15	2.71	79	44%	35	56%	44
Stage Stop Residential	10	1.00	5.81	58	0.440	4	17%	1	83%	3	0.52	5	67%	3	33%	2
Rancho Encantado	3	1.00	9.52	29	0.750	2	25%	1	75%	1	1.00	3	63%	2	37%	1
Magali Farms Labour Camp	7	1.00	6.65	47	0.510	4	20%	1	80%	3	0.62	4	65%	3	35%	1
Magali Farms Lot Split	2	1.00	9.52	19	0.750	2	25%	1	75%	1	1.00	2	63%	1	37%	1
Karas Lot Split	2	1.00	9.52	19	0.750	2	25%	1	75%	1	1.00	2	63%	1	37%	1
Sulpizo Development Plan	2	1.00	9.52	19	0.750	2	25%	1	75%	1	1.00	2	63%	1	37%	1
Arroyo Development Plan	4,860	1.00	44.32	215	1.330	6	61%	4	39%	2	2.71	13	44%	6	56%	7
Arroyo Development Plan	2	1.00	6.81	12	0.440	1	17%	0	83%	1	0.52	1	67%	1	33%	0
Eclypse Winery																
Amon Lot Split	1	1.00	9.52	10	0.750	1	25%	0	75%	1	1.00	1	63%	1	37%	0
Sierra Grande Lot Split	1	1.00	9.52	10	0.750	1	25%	0	75%	1	1.00	1	63%	1	37%	0
Mattei's Tavern (ATE #07084)	64	1.00	6.17	1	0.560	36	51%	18	49%	18	0.59	38	53%	20	47%	18
Cottages (To Be Removed)	-3	1.00	9.57	-29	0.750	-2	25%	-1	75%	-1	1.00	-3	63%	-2	37%	-1
Duplex/Triplex (to Be Removed)	-5	1.00	6.65	-33	0.510	-3	25%	-1	75%	-2	0.62	-3	63%	-2	37%	-1
Vincent Winery				24								4	25%	1	75%	3
De Ward Winery				25								7	25%	2	75%	5
TTT Winery				16								3	25%	1	75%	2
Lamer Winery				40								10	25%	3	75%	7
Bridlewood Winery				14								1	25%	0	75%	1
Project Total:				3,220		193		92		101		286		148		140

Santa Barbara County
PUBLIC Health
DEPARTMENT

Environmental Health Services

225 Camino del Remedio • Santa Barbara, CA 93110
805/681-4900 • FAX 805/681-4901

2125 S. Centerpointe Pkwy. #333 • Santa Maria, CA 93455-1340
805/346-8460 • FAX 805/346-8485

Takashi M. Wada, MD, MPH *Director/Health Officer*
Anne M. Fearon *Deputy Director*
Suzanne Jacobson, CPA *Chief Financial Officer*
Susan Klein-Rothschild *Deputy Director*
Elizabeth Snyder, MHA *Deputy Director*
Peter Hasler, MD *Medical Director*

Lawrence D. Foy, Jr. *Director of Environmental Health*

TO: Dana Eady, Planner
Planning & Development Department
Development Review Division

FROM: Paul E. Jenzen
Environmental Health Services

DATE: March 31, 2014

SUBJECT: 14NGD-00000-00007, Case No. 12TPM-00000-00009

Environmental Health Services has reviewed the subject environmental document and offers the following comments: Section 4.9 on page 34 indicates that the Hazardous Materials Unit is part of the Fire Department. This has recently changed and the Hazardous Materials unit is part of Environmental Health Services.

If you should have any questions regarding these comments, or require any clarification, please contact me at 346-8461. Thank you for the opportunity to comment.

Paul E. Jenzen, R.E.H.S.
Senior Environmental Health Specialist

LU-5203

DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS
1120 N STREET, Suite 3300
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Flex your power!
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April 7, 2014

Ms. Dana Eady
Santa Barbara County
Planning and Development
624 West Foster Road, Suite C
Santa Maria, CA 93455

Dear Ms. Eady:

Re: Mitigated Negative Declaration for the Golden Inn & Village; SCH#2014031081

The California Department of Transportation (Caltrans), Division of Aeronautics (Division), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The Division has technical expertise in the areas of airport operations safety, noise, and airport land use compatibility. We are a funding agency for airport projects and we have permit authority for public-use and special-use airports and heliports. The following comments are offered for your consideration.

The proposal is for the Golden Inn and Village development which will include a mix of housing types for seniors with a wide variety of senior services. The project site is located approximately 5,000 feet west of the Santa Ynez Airport and will require a general plan amendment.

In accordance with CEQA, Public Resources Code Section 21096, the California Airport Land Use Planning Handbook (Handbook) must be utilized as a resource in the preparation of environmental documents for projects within airport land use compatibility plan boundaries or if such a plan has not been adopted, within two miles of an airport. The Handbook is a resource that should be applied to all public use airports and is available on-line at http://www.dot.ca.gov/hq/planning/aeronaut/documents/AirportLandUsePlanningHandbook.pdf

Due to its proximity to the airport, the project site may be subject to aircraft overflights and subsequent aircraft-related noise impacts. Since communities vary greatly in size and character from urban to rural, the level of noise deemed acceptable in one community is not necessarily the same for another community.

Business and Professions Code Section 11010 and Civil Code Sections 1102.6, 1103.4, and 1353 address buyer notification requirements for lands around airports and are available on-line at http://www.leginfo.ca.gov/calaw.html. Any person who intends to offer subdivided lands, common interest developments and residential properties for sale or lease within an airport influence area is required to disclose that fact to the person buying the property.

In accordance with California Public Utilities Code (PUC) Section 21676 *et seq.*, prior to the amendment of a general plan or specific plan, or the adoption or approval of a zoning ordinance or building regulation within the planning boundary established by the airport land use commission (ALUC), the local agency shall first refer the proposed action to the ALUC.

In addition to submitting the proposal to the ALUC, it should also be coordinated with airport staff to ensure that the proposal will be compatible with future as well as existing airport operations.

These comments reflect the areas of concern to the Division with respect to airport-related noise, safety, and regional land use planning issues. We advise you to contact our District 5 office concerning surface transportation issues.

Thank you for the opportunity to review and comment on this proposal. If you have any questions, please contact me at (916) 654-6223, or by email at philip_crimmins@dot.ca.gov.

Sincerely,

PHILIP CRIMMINS
Aviation Environmental Specialist

c: State Clearinghouse, Santa Barbara County ALUC, Santa Ynez Airport

Agricultural Commissioner's Office
Weights & Measures ■ County of Santa Barbara

Cathleen M. Fisher
Commissioner / Director

To: Dana Eady

From: Guy Tingos

Date: April 1, 2014

Re: Golden Inn and Village project comments

We have the following comments on the draft mitigated negative declaration for this project:

- A senior care facility of this type is considered by the California Department of Pesticide Regulation to be a difficult-to-evacuate site. As such, there is the potential for restrictions on agricultural operations within ¼ mile of the project site. The draft document mentions only 1 agricultural operation approximately 1,000 feet away; it is necessary to identify all agricultural operations within ¼ mile of the project and make assessments of the potential impacts of the project on their farming operations.

- Vineyards typically use sulfur, a strong smelling material with an unpleasant odor, throughout the growing season to combat fungal diseases. The close proximity of the senior home could generate odor complaints resulting from a standard farming practice that is protected by the Right To Farm Ordinance. There is no assessment of this potential impact and no mention of how these conflicts would be addressed.

- Vineyards also use sound-generating devices to protect ripening grapes from losses due to birds. The close proximity of the senior home could generate noise complaints resulting from a standard farming practice that is protected by the Right To Farm Ordinance. There is no assessment of this potential impact and no mention of how these conflicts would be addressed.

- In addition to the vineyard that is mentioned in the document, other agricultural operations, including a horse boarding facility and an organic farm, are in the general vicinity of the project. Standard farming practices at any of these agricultural operations may generate dust, noise, odors, and flies that give rise to complaints from the residents and staff of the project. None of these potential impacts are addressed in the negative declaration and there is no mechanism identified for addressing these complaints.

263 Camino del Remedio • Santa Barbara, California 93110
Phone (805) 681-5600 • Fax (805) 681-5603
www.countyofsb.org/agcomm/

ATTACHMENT D

RESOLUTION OF THE SANTA BARBARA COUNTY PLANNING COMMISSION
COUNTY OF SANTA BARBARA, STATE OF CALIFORNIA

IN THE MATTER OF RECOMMENDING TO THE BOARD OF SUPERVISORS THE ADOPTION OF AN AMENDMENT TO THE SANTA YNEZ VALLEY COMMUNITY PLAN OF THE SANTA BARBARA COUNTY COMPREHENSIVE PLAN, TO REVISE FIGURE 2, TOWN OF SANTA YNEZ LAND USE, OF THE PLAN, BY REDESIGNATING ASSESSOR'S PARCEL NUMBER 141-380-014 FROM SINGLE-FAMILY RESIDENTIAL, 1.0 DWELLING UNIT PER ACRE, TO RESIDENTIAL, 20 DWELLING UNITS PER ACRE, RESIDENTIAL, 30 DWELLING UNITS PER ACRE, AND OFFICE AND PROFESSIONAL.	) RESOLUTION NO.: 14 - _____) CASE NO.: 12GPA-00000-00002

WITH REFERENCE TO THE FOLLOWING:

A. On December 20, 1980, by Resolution No. 80-566, the Board of Supervisors of the County of Santa Barbara adopted the Comprehensive Plan for the County of Santa Barbara; and

B. On October 6, 2009, by Resolution No. 09-286, the Board of Supervisors of the County of Santa Barbara amended the Santa Barbara County Comprehensive Plan Land Use Element, and adopted the Santa Ynez Valley Community Plan; and

C. The County Planning Commission now finds that it is in the interest of the orderly development of the County and important to the preservation of the health, safety and general welfare of the residents of the County to recommend that the Board of Supervisors adopt a Resolution (Case No. 12GPA-00000-00002) amending Figure 2, Town of Santa Ynez Land Use, of the Santa Ynez Valley Community Plan of the Santa Barbara County Comprehensive Plan by re-designating Assessor's Parcel Number 141-380-014 from Residential, 1.0 dwelling units per acre, to Residential, 20 dwelling units per acre (RES-20), Residential, 30 dwelling units per acre (RES-30), and Office and Professional (P) as shown on Exhibit 1 of Attachment 1 attached hereto.

Said Resolution is attached hereto as Attachment 1 and is incorporated by reference.

D. Public agencies, California Native American Indian Tribes, civic, education, and other community groups, public utility companies, and citizens have been consulted on and have advised the Planning Commission on said proposed amendments in a public hearing pursuant to Section 65351 of the Government Code.

F. This Planning Commission has held a duly noticed public hearing, as required by Section 65353 of the Government Code, on the proposed amendments at which hearing the proposed amendments were explained and comments invited from persons in attendance.

NOW, THEREFORE, IT IS HEREBY RESOLVED as follows:

1. The above recitations are true and correct.

2. In compliance with the provisions of Section 65354 of the Government Code, this County Planning Commission recommends that the Board of Supervisors of the County of Santa Barbara, State of California, following the required noticed public hearing, approve and adopt the above mentioned recommendation of this Planning Commission, based on the findings included as Attachment A of the Planning Commission staff report dated April 24, 2014.

3. The Planning Commission of the County of Santa Barbara has endorsed and transmitted to the Board of Supervisors said recommended change by resolution pursuant to Government Code Section 65354.

4. The Chair of this Planning Commission is hereby authorized and directed to sign and certify all maps, documents, and other materials in accordance with this Resolution to show the above mentioned action by the Planning Commission.

PASSED, APPROVED AND ADOPTED this 14th day of May, 2014 by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____

DANIEL BLOUGH, Chair
Santa Barbara County Planning Commission

ATTEST:

_____

DIANNE M. BLACK
Secretary to the Commission

APPROVED AS TO FORM:

MICHAEL C. GHIZZONI
COUNTY COUNSEL

By: _____
Deputy County Counsel

ATTACHMENTS:

1. Board of Supervisors' Resolution

ATTACHMENT 1

RESOLUTION OF THE BOARD OF SUPERVISORS
COUNTY OF SANTA BARBARA, STATE OF CALIFORNIA

IN THE MATTER OF AMENDING THE SANTA YNEZ VALLEY COMMUNITY PLAN OF THE SANTA BARBARA COUNTY COMPREHENSIVE PLAN, TO REVISE FIGURE 2, TOWN OF SANTA YNEZ LAND USE, OF THE PLAN, BY REDESIGNATING ASSESSOR'S PARCEL NUMBER 141-380-014 FROM SINGE-FAMILY RESIDENTIAL, 1.0 DWELLING UNIT PER ACRE, TO RESIDENTIAL, 20 DWELLING UNITS PER ACRE, RESIDENTIAL, 30 DWELLING UNITS PER ACRE, AND OFFICE AND PROFESSIONAL.	RESOLUTION NO.: 14_____ CASE NO.: 12GPA-00000-00002

WITH REFERENCE TO THE FOLLOWING:

A. Whereas on December 20, 1980, by Resolution No. 80-566, the Board of Supervisors of the County of Santa Barbara adopted the Comprehensive Plan for the County of Santa Barbara; and

B. Whereas on October 6, 2009, by Resolution No. 09-286, the Board of Supervisors of the County of Santa Barbara amended the Santa Barbara County Comprehensive Plan Land Use Element, and adopted the Santa Ynez Valley Community Plan; and

C. Whereas the Board of Supervisors now finds consistent with the authority of Government Code Section 65358 that it is in the interest of orderly development of the County and important to the preservation of the health, safety, and general welfare of the residents of said County to amend the Comprehensive Plan's Santa Ynez Valley Community Plan as follows:

   1) Adopt an amendment to Figure 2, Town of Santa Ynez Land Use, of the Santa Ynez Valley Community Plan of the Santa Barbara County Comprehensive Plan by re-designating Assessor's Parcel Number 141-380-014 from Residential, 1.0 dwelling units per acre, to Residential, 20 dwelling units per acre (RES-20), Residential, 30 dwelling units per acre (RES-30), and Office and Professional (P) as shown on Exhibit 1 attached hereto.

D. Whereas the proposed amendments are consistent with the Santa Barbara County Comprehensive Plan and the requirements of California Planning, Zoning, and Development laws.

E. Whereas public agencies, California Native American Indian Tribes, civic, education, and other community groups, public utility companies, and citizens have been provided the opportunity for involvement pursuant to Section 65351 of the Government Code.

F. Whereas the County conducted consultations with Native American tribes as required by Government Code Section 65352.3 and 65352.4.

G. Whereas the Planning Commission held a duly noticed hearing, as required by Section 65353 of the Government Code on the proposed amendment at which hearing the amendments were explained and comments invited from the persons in attendance and has endorsed and transmitted a written recommendation to the Board of Supervisors pursuant to Government Code Section 65354.

H. Whereas this Board has held a duly noticed public hearing, as required by Section 65353 of the Government Code on the proposed amendments, at which hearing the proposed amendments were explained and comments invited from the persons in attendance.

NOW, THEREFORE, IT IS HEREBY RESOLVED as follows:

1. The above recitations are true and correct.

2. In compliance with the provisions of Section 65356 of the Government Code, the above described changes are hereby adopted as amendments to the Santa Ynez Valley Community Plan.

3. Pursuant to provisions of Government Code Section 65357, the Clerk of the Board is hereby directed to make the documents amending the Santa Barbara County Comprehensive Plan, including the diagrams and text, available to the public for inspection.

4. The Chair and the Clerk of this Board are hereby authorized and directed to sign and certify all maps, documents, and other materials in accordance with this Resolution to reflect the above described action by the Board.

5. Pursuant to the provisions of Government Code Section 65357 the Clerk of the Board is hereby authorized and directed to send endorsed copies of said maps to the planning agency of each city within this County.

PASSED, APPROVED AND ADOPTED this _____ day of _____, 2014 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

MONA MIYASATO, COUNTY EXECUTIVE OFFICER
Clerk of the Board of Supervisors

By: _____
Deputy Clerk

_____
STEVE LAVAGNINO, CHAIR
BOARD OF SUPERVISORS
COUNTY OF SANTA BARBARA

APPROVED AS TO FORM:

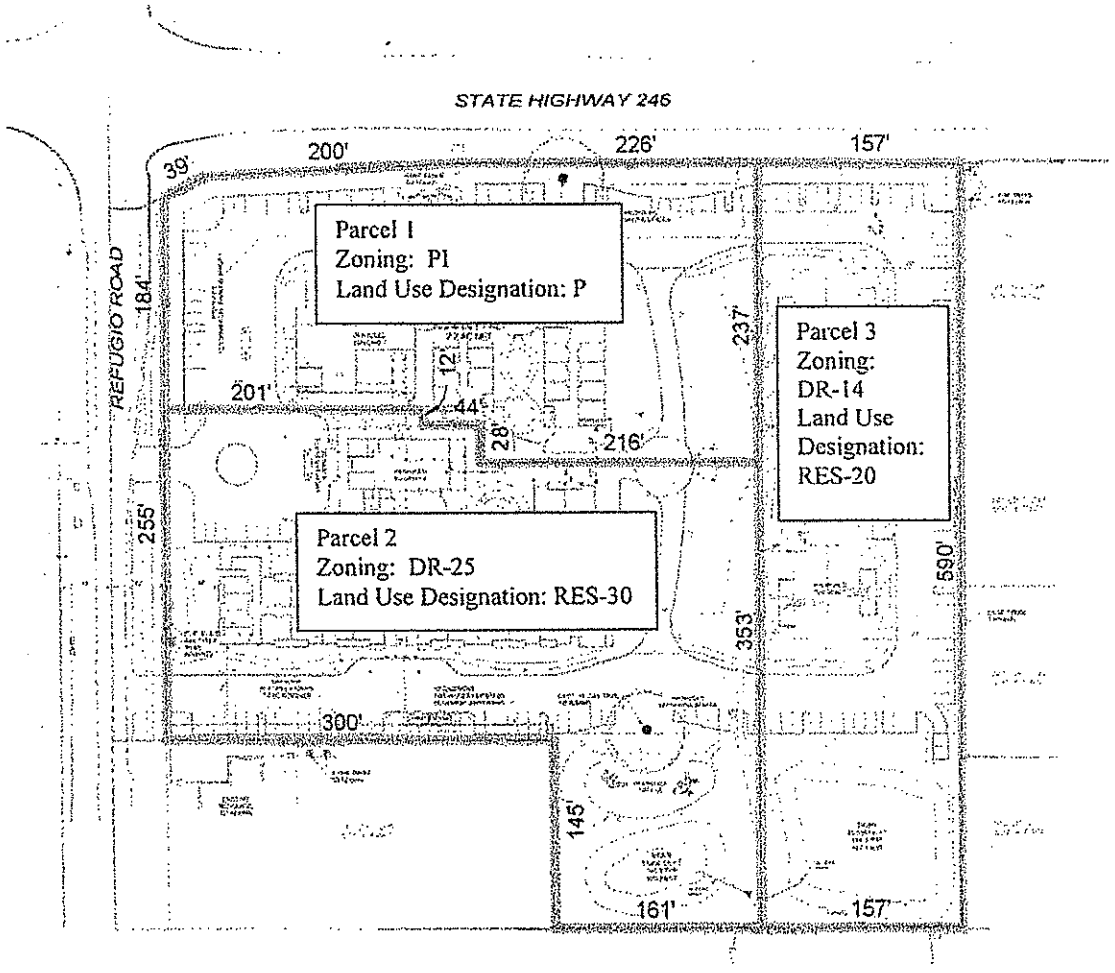
MICHAEL C. GHIZZONI
COUNTY COUNSEL

By _____
Deputy County Counsel

EXHIBITS:

1. Proposed Land Use Designations

EXHIBIT 1: Proposed Land Use Designations



ATTACHMENT E

RESOLUTION OF THE SANTA BARBARA COUNTY PLANNING COMMISSION
COUNTY OF SANTA BARBARA, STATE OF CALIFORNIA

IN THE MATTER OF RECOMMENDING TO THE BOARD OF SUPERVISORS THE ADOPTION OF AN AMENDMENT TO SECTION 35-1, THE SANTA BARBARA COUNTY LAND USE AND DEVELOPMENT CODE, OF CHAPTER 35, ZONING, OF THE SANTA BARBARA COUNTY CODE, THAT AMENDS THE COUNTY ZONING MAP WITHIN THE SANTA YNEZ VALLEY COMMUNITY PLAN AREA BY REDESIGNATING ASSESSOR'S PARCEL NUMBER 141-380-014 FROM SINGLE-FAMILY RESIDENTIAL, ONE ACRE MINIMUM LOT AREA (1-E-1), TO DESIGN RESIDENTIAL, 14 DWELLING UNITS PER ACRE (DR-14), DESIGN RESIDENTIAL, 25 DWELLING UNITS PER ACRE (DR-25), AND PROFESSIONAL AND INSTITUTIONAL (PI).	RESOLUTION NO.: 14 - _____ CASE NO.: 12RZN-00000-00002

WITH REFERENCE TO THE FOLLOWING:

A. On November 27, 2007, by Ordinance 4660, the Board of Supervisors adopted the Santa Barbara County Land Use and Development Code, Section 35-1 of Chapter 35, Zoning, of the Santa Barbara County Code which included the County Zoning Map that designates property within the unincorporated area of the County of Santa Barbara County with specific zones; and

B. On October 6, 2009, by Ordinance 4729, the Board of Supervisors adopted the Santa Ynez Valley Community Plan which adopted new zones for the portion of the unincorporated area of the County of Santa Barbara County lying within the boundaries of the Santa Ynez Valley Community Plan; and

C. The County Planning Commission now finds that it is in the interest of the orderly development of the County and important to the preservation of the health, safety and general welfare of the residents of the County to recommend that the Board of Supervisors adopt an Ordinance (Case No. 12RZN-00000-00002) amending Section 35-1 of Chapter 35, Zoning, of the Santa Barbara County Code, the Santa Barbara County Land Use and Development Code, by amending the County Zoning Map by redesignating Assessor's Parcel Number 141-380-014 from Single Family Residential, 1.0 acre minimum lot area (1-E-1), to Design Residential, 14 dwelling units per acre (DR-14), Design Residential, 25 dwelling units per acre (DR-25), and Professional and Institutional (PI) as shown on Exhibit 1 of Attachment A attached hereto.

Said Ordinance is attached hereto as Attachment A and is incorporated by reference.

D. In compliance with Section 65855 of the Government Code which requires inclusion of the reason for the recommendation and the relationship of the zoning map amendment to the applicable general and specific plans, the proposed Ordinance is in the interest of the general community welfare as it is necessary to provide a mixture of housing types and senior services including an assisted living/memory care facility, low income senior apartments, a senior community center, and 27 low income employee/family apartments which would be 100% affordable. The proposed Ordinance is also consistent with the broader goals and purposes of the Santa Barbara County Comprehensive Plan including the Santa Ynez Valley Community Plan,

and the requirements of the State Planning, Zoning and Development Laws, and offers benefits to the community that cannot be realized under the existing 1-E-1 zoning.

E. This Planning Commission has held a duly noticed public hearing, as required by Section 65484 of the Government Code, on the proposed Ordinance, at which hearing the proposed Ordinance was explained and comments invited from persons in attendance.

NOW, THEREFORE, IT IS HEREBY RESOLVED as follows:

1. The above recitations are true and correct.

2. In compliance with the provisions of Section 65855 of the Government Code, this Planning Commission recommends that the Board of Supervisors of the County of Santa Barbara , State of California, following the required noticed public hearing, approve and adopt the above-mentioned recommendation of this Planning Commission, based on the findings included as Attachment A of the Planning Staff Report dated April 24, 2014.

3. A certified copy of this resolution shall be transmitted to the Board of Supervisors.

4. The Chair of this Planning Commission is hereby authorized and directed to sign and certify all maps, documents, and other materials in accordance with this Resolution to show the above mentioned action by the Planning Commission.

PASSED, APPROVED AND ADOPTED this 14th day of May, 2014 by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
DANIEL BLOUGH, Chair
Santa Barbara County Planning Commission

ATTEST:

_____
DIANNE M. BLACK
Secretary to the Commission

APPROVED AS TO FORM:

MICHAEL C. GHIZZONI
COUNTY COUNSEL

By: _____
Deputy County Counsel

ATTACHMENTS:

A. Board of Supervisors' Ordinance

ATTACHMENT A

ORDINANCE NO. _____

AN ORDINANCE AMENDING SECTION 35-1, THE SANTA BARBARA COUNTY LAND USE AND DEVELOPMENT CODE, OF CHAPTER 35, ZONING, OF THE SANTA BARBARA COUNTY CODE BY AMENDING THE COUNTY ZONING MAP WITHIN THE SANTA YNEZ VALLEY COMMUNITY PLAN AREA BY REDESIGNATING ASSESSOR'S PARCEL NUMBER 141-380-014 FROM SINGLE-FAMILY RESIDENTIAL, ONE ACRE MINIMUM LOT AREA (1-E-1), TO DESIGN RESIDENTIAL, 14 DWELLING UNITS PER ACRE (DR-14), DESIGN RESIDENTIAL, 25 DWELLING UNITS PER ACRE (DR-25), AND PROFESSIONAL AND INSTITUTIONAL (PI).

Case No. 12RZN-00000-00002

The Board of Supervisors of the County of Santa Barbara ordains as follows:

SECTION 1

All zoning maps and zone designations previously adopted under the provisions of Section 35.14.020, Zoning Map and Zones, of Section 35-1, the Santa Barbara County Land Use and Development Code, of Chapter 35, Zoning, of the Santa Barbara County Code, State of California, are hereby repealed as they related to Assessor's Parcel Number 141-380-014 shown on the map attached hereto as Exhibit 1 and incorporated by reference.

SECTION 2

Pursuant to the provisions of Section 35.14.020, Zoning Map and Zones, of Section 35-1, the Santa Barbara County Land Use Development Code, of Chapter 35, Zoning, of the Santa Barbara County Code, State of California, the Board of Supervisors hereby amends the County Zoning Map within the Santa Ynez Valley Community Plan area by redesignating Assessor's Parcel Number 141-380-014 from Single Family Residential, 1.0 acre minimum lot area (1-E-1), to Design Residential, 14 dwelling units per acre (DR-14), Design Residential, 25 dwelling units per acre (DR-25), and Professional and Institutional (PI) as shown on Exhibit 1 attached hereto.

SECTION 3

The Chair of the Board of Supervisors is hereby authorized and directed to endorse said Exhibit 1 to show that said exhibit map has been adopted by this Board.

SECTION 4

Except as amended by this Ordinance, Article 35.4 and Article 35.11 of Section 35-1, the Santa Barbara County Land Use and Development Code shall remain unchanged and shall continue in full force and effect.

SECTION 5

This ordinance shall take effect and be in force 30 days from the date of its passage; and before the expiration of 15 days after its passage it, or a summary of it, shall be published once, with the names of the members of the Board of Supervisors voting for and against the same in the Santa Barbara News Press, a newspaper of general circulation published in the County of Santa Barbara.

PASSED, APPROVED, AND ADOPTED by the Board of Supervisors of the County of Santa Barbara, State of California, this ___ day of _____, 2014 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

STEVE LAVAGNINO, CHAIR
BOARD OF SUPERVISORS
COUNTY OF SANTA BARBARA

ATTEST:

MONA MIYASATO, COUNTY EXECUTIVE OFFICER
CLERK OF THE BOARD

By: _____
Deputy Clerk

APPROVED AS TO FORM:

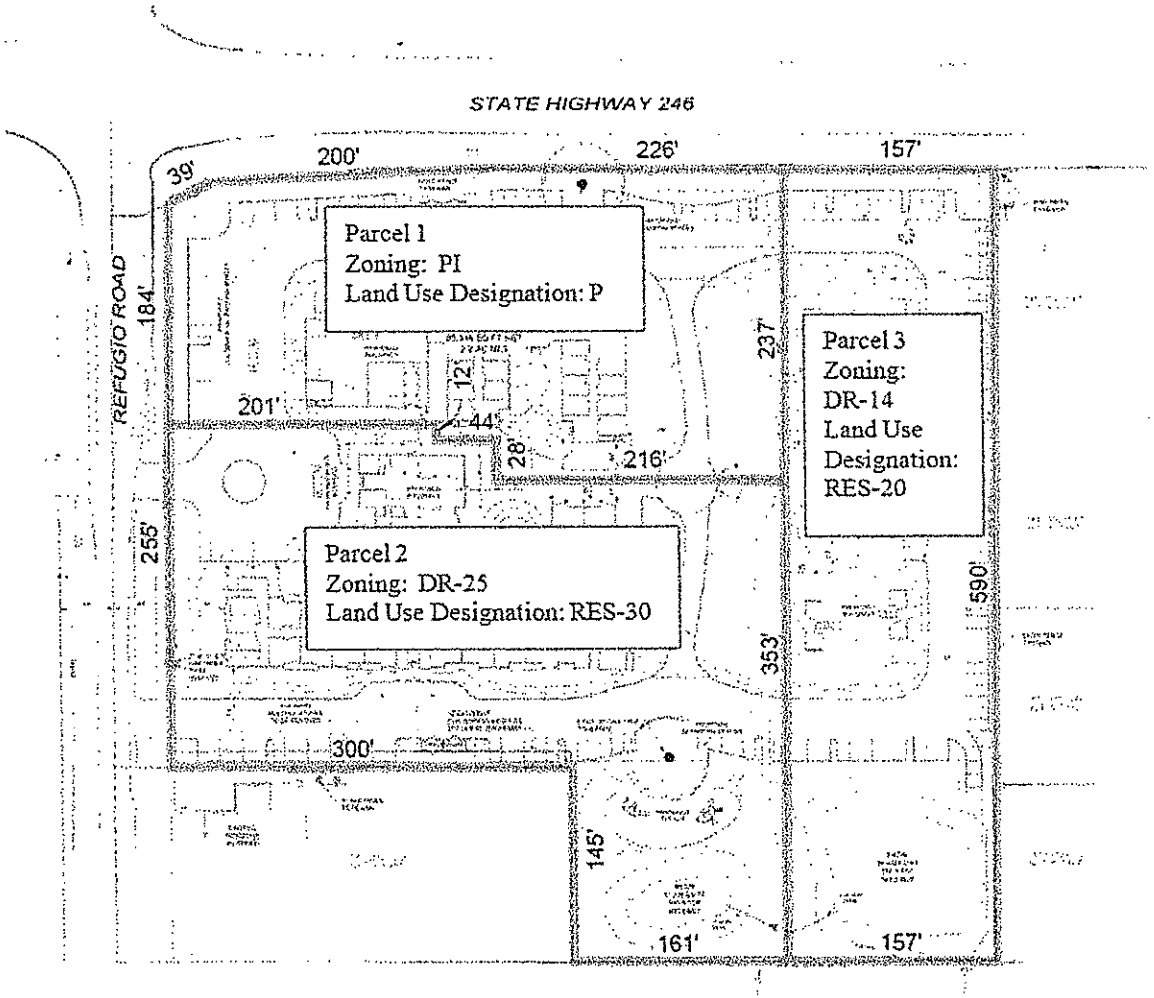
MICHAEL C. GHIZZONI
COUNTY COUNSEL

By: _____
Deputy County Counsel

Attachments:

Exhibit 1

EXHIBIT 1


STATE HIGHWAY 246
REFUGIO ROAD
39'
200'
226'
157'
184'
Parcel 1
Zoning: PI
Land Use Designation: P
237'
Parcel 3
Zoning:
DR-14
Land Use
Designation:
RES-20
12'
201'
44'
28'
216'
255'
Parcel 2
Zoning: DR-25
Land Use Designation: RES-30
590'
353'
300'
145'
161'
157'

6. **12BAR-00000-00194** **Rona Barrett Foundation Mixed-Use Complex of Affordable Senior and Family Living Facilities** **Santa Ynez**

12GPA-00000-00002/12RZN-00000-00002 (Gary Kaiser, Planner) **Jurisdiction: Commercial**

Request of Peikert Group Architects, Lisa Plowman agent for the owner, Rona Barrett Foundation, to consider Case No. 12BAR-00000-00194 for **conceptual review of a mixed-use complex of affordable senior and family living facility of approximately 91,065 square feet.** No structures currently exist on the parcel. Grading to be determined. The property is a 7.34 acre parcel zoned 1-E-1 and shown as Assessor's Parcel Number 141-380-014, located at **Highway 246 and Refugio Road** in the Santa Ynez area, Third Supervisorial District.

PUBLIC COMMENT:

- Patty Stewart (No Position)
- Mark Brooks (No Position)

CBAR COMMENTS:

a. This could be a fantastic project for the community and the environment.

Site Design

b. The site plan is well-conceived, including circulation, for this large development on a prominent corner.

c. As brought to the attention of the CBAR by members of the public, past drainage history and impact to adjacent down-slope properties require critical attention to drainage, including expansion of designated onsite retention/retardation areas onsite to ensure adequacy as necessary. As stated by the applicant, the detention basin sizing, etc. is to be reviewed for adequacy by the applicant's engineer.

Architecture

d. Architecturally, the materials fit the rural character at a pedestrian scale

e. The North and South elevations, which will convey the personality of the project to the community currently, feel like the backs of the building. There appears to be too much conventional, unbroken roofline which should be articulated and broken up. Consider options for stepping back building planes.

f. More relief and fenestration on the north side are needed. Consider variations in other treatments, including colors, to address façade concerns.

g. The Garden wall may be problematic; look at options for additional landscaping to achieve the desired public-private space balance.

h. The loading dock needs to be hidden from the SR 246 view corridor.

Landscaping

i. There is a nice balance between native and interior exotic plants.

j. The use oaks and sycamores along the SR 246 frontage is successful; eliminate the Deodor cedar.

k. Carefully consider the plant list with respect to long-term maintenance. Avoiding short-lived, susceptible, high maintenance plants will be beneficial.

l. Address AB 1881 landscape irrigation requirements.

Lighting

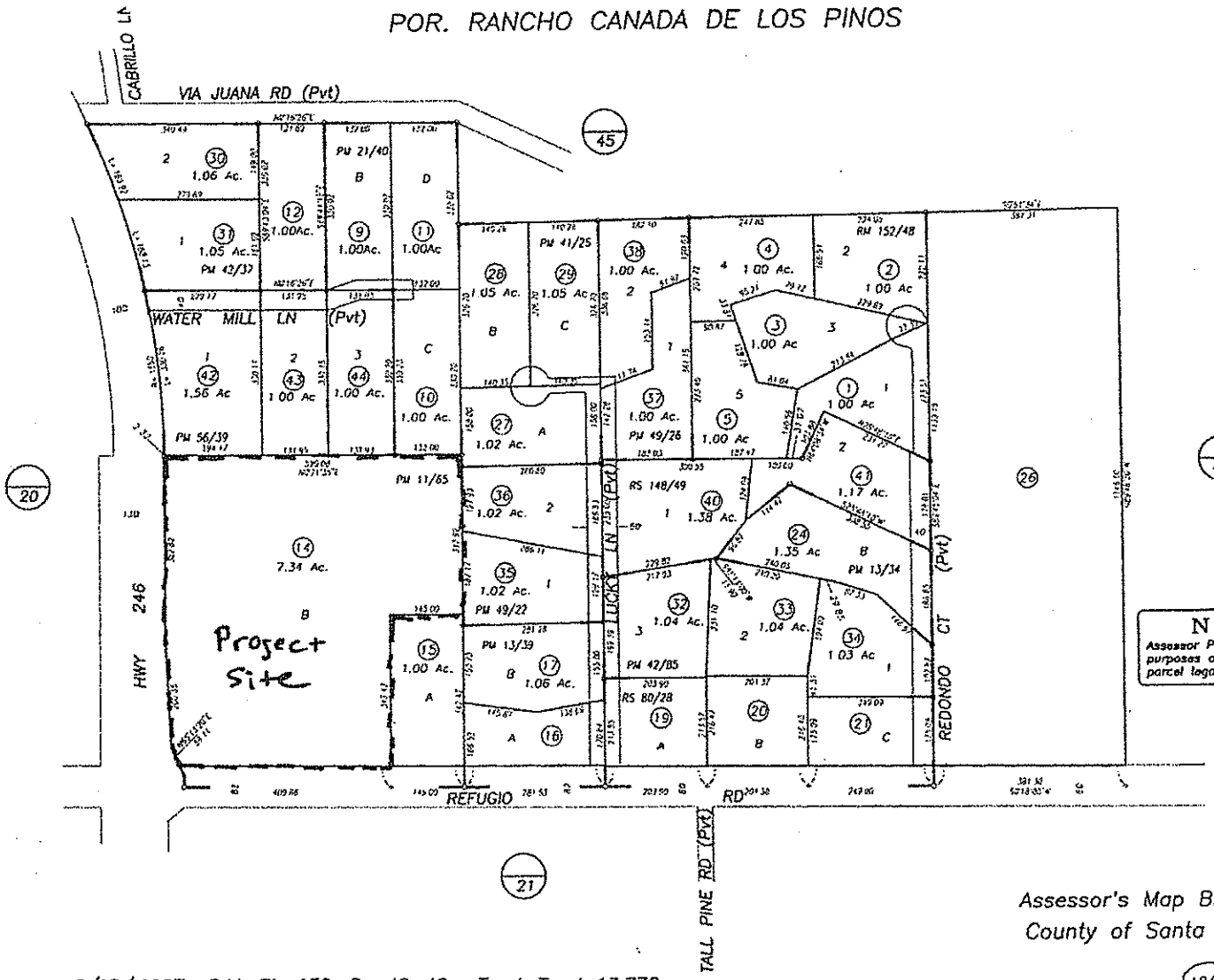
m. Provide a detailed lighting plan.

Project received conceptual review only, no action was taken. Applicant may return for further conceptual review. (Erickson abstained from this project.)

ATTACHMENT G

POR. RANCHO CANADA DE LOS PINOS

141–38



rotation= 90°

1" = 200 scale

NOTICE

Assessor Parcels are for tax assessment purposes only and do not indicate either parcel legality or a valid building site.

Assessor's Map Bk, 141–Pg, 38
County of Santa Barbara, Calif.

10/03 8 into 42, 43 & 44

8/12/1987 R.M. Bk. 152, Pg. 48–49 , Tract Tract 13,776

The Golden Inn Santa Ynez, California

Building Areas

[illegible]

Lot Coverage / Parcel Sizes

[illegible]

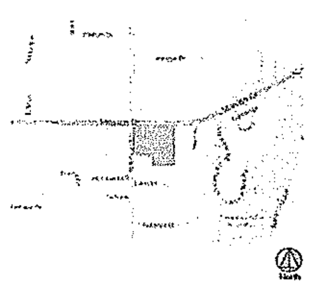
Project Description

[illegible]

Site Data

[illegible]

Vicinity Map



Parking

[illegible]

Sheet Index

[illegible]

peikert + rrmdesigngroup

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Fax: 805.963.8184
www.rrmdesign.com

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www.ronabarrettfoundation.org

Housing Authority of
the County of Santa Barbara

815 West Ocean Avenue
Lompoc, CA 93436
Tel: 805.736.3423 Fax:
805.735.7672
www.hasbarco.org

The Golden Inn

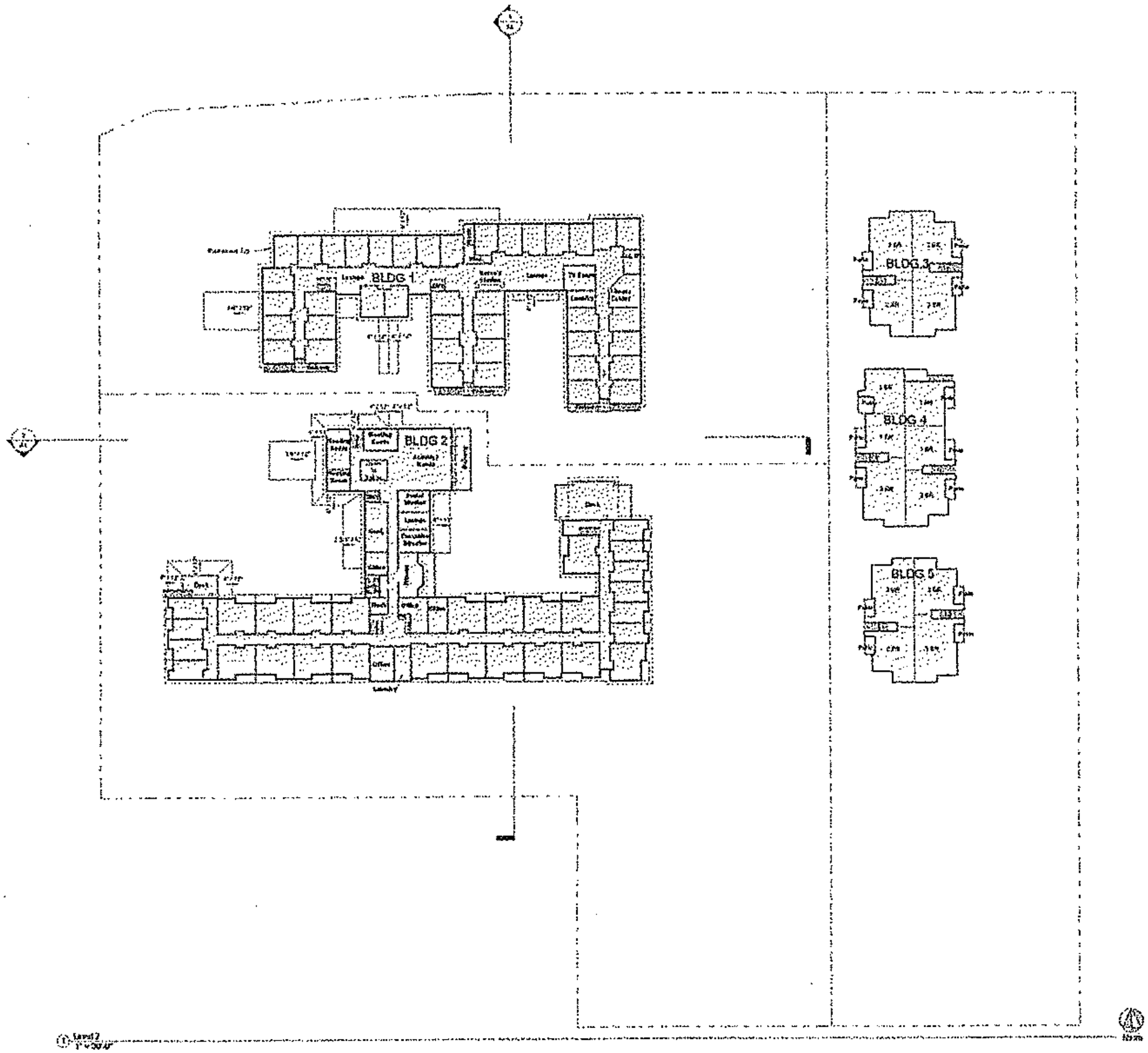
Hwy. 246 & Refugio Rd.
Santa Ynez, CA.

15/09/2013

Cover Sheet

A1

ATTACHMENT H



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Rona Barrett Foundation

Housing Authority of the County of Santa Barbara
hacsb

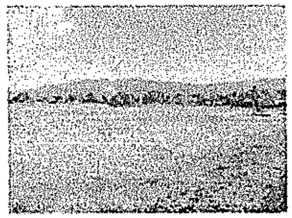
The Golden Inn

Hwy. 246 & Refugio Rd.
Santa Ynez, CA.

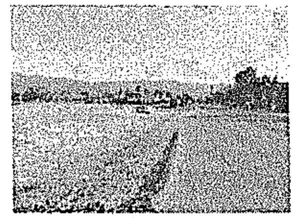
Second Floor Site Plan

A3

(1) Looking Southest at Site from 246 & Refugio
N.T.S.

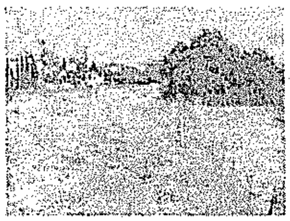


(2) Looking Southeast at Site from 246 & Refugio
N.T.S.

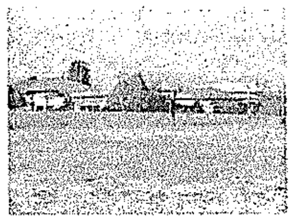


(3) View Looking South along Refugio
N.T.S.

(4) House to South of Site
N.T.S.

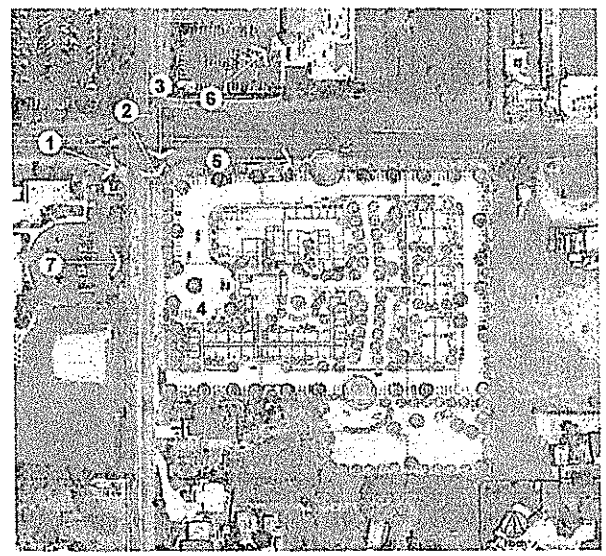


(5) Frontage along Hwy 246
N.T.S.



(6) Uses to North of Site
N.T.S.

(7) Panoramic View from Refugio Road - Looking East at Site
N.T.S.



Key Plan - Photos
SCALE: 1" = 100'-0"

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The Golden Inn

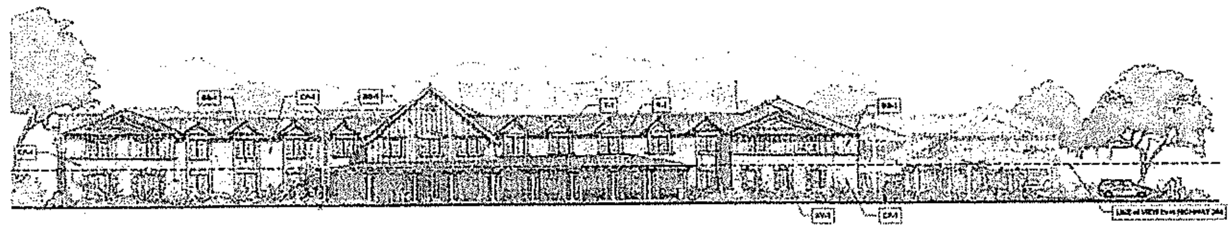
Hwy. 246 & Refugio Rd.
Santa Ynez, CA.

9.30.2013

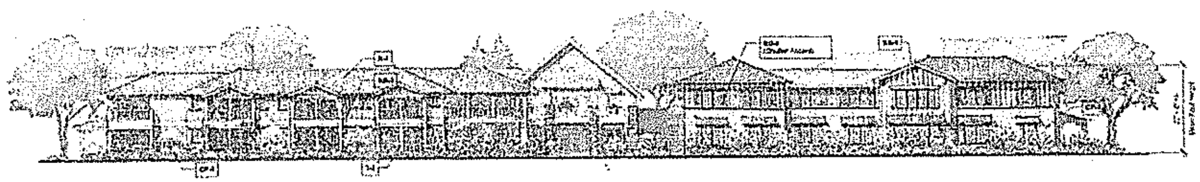
Site Views

A4

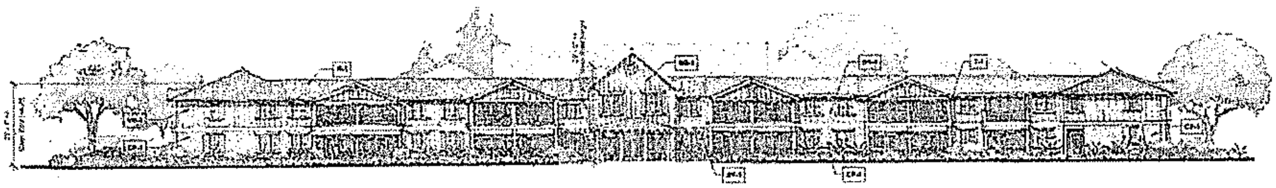
① West Site Elevation
1/16" = 1'-0"



② North Site Elevation
1/16" = 1'-0"



③ East Site Elevation at Fire Lane
1/16" = 1'-0"



④ South Site Elevation
1/16" = 1'-0"

Exterior Colors & Materials Legend

Board & Batten Cement Fiber Siding

Cement Plaster

Trim, Doors, Windows & Railings

Corrugated Metal Roofing

Stone Veneer

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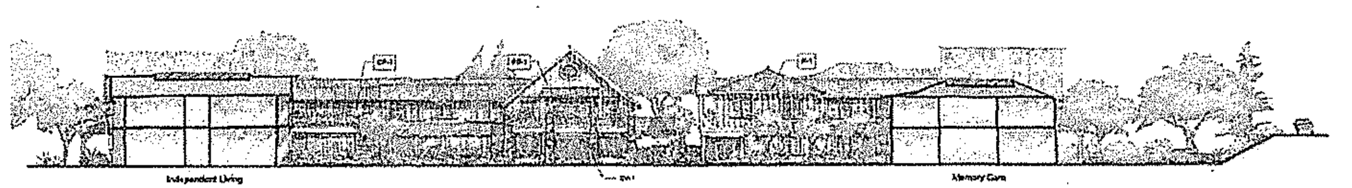
Hwy. 246 & Refugio Rd.
Santa Ynez, CA.

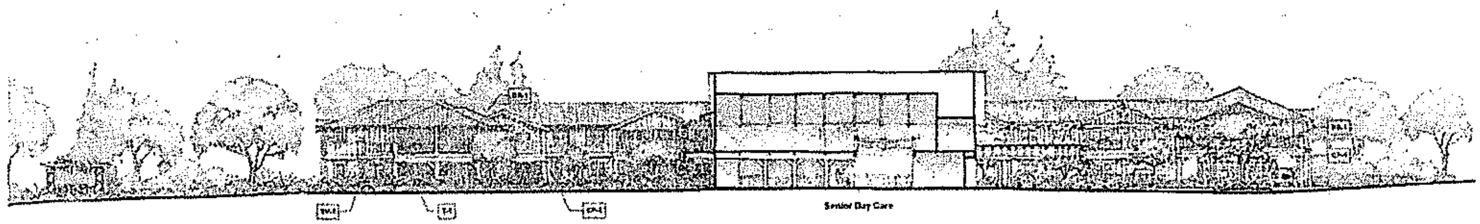
9.30.2013

Site Elevations

A5



(1) North South Site Section
1/16" = 1'-0"



(2) East West Site Section
1/16" = 1'-0"

Exterior Colors & Materials Legend

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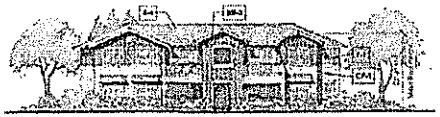
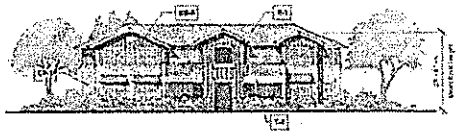
Site Sections

A6



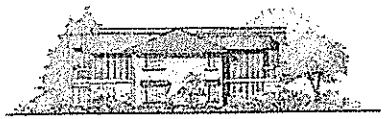
1 Bldg. 2 (2 & 3 BR) Front and Rear Elevation
1/16" = 1'-0"

2 Bldg. 4 West Elevation
1/16" = 1'-0"



3 Bldg. 2 (2 & 3 BR) Front & Rear Elevation
1/16" = 1'-0"

4 Bldg. 3 (2 & 3 BR) Side Elevation
1/16" = 1'-0"



5 Bldg. 4 South Elevation
1/16" = 1'-0"

6 Bldg. 2 (2 & 3 BR) Side Elevation
1/16" = 1'-0"

7 Bldg. 4 East Elevation
1/16" = 1'-0"

8 Bldg. 4 North Elevation
1/16" = 1'-0"

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www.hacsb.org

Project Name:
The Golden Inn

Hwy. 246 & Refugio Rd.
Santa Ynez, CA.

Consultant

Stamp

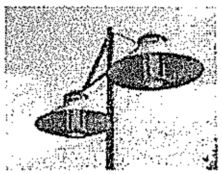
8/30/2013

Revisions
1
2
3

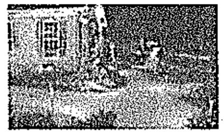
Sheet Title:
Elevations

Sheet No.:
A7

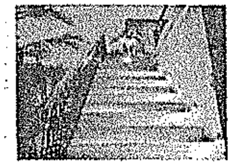
VEHICULAR PATH

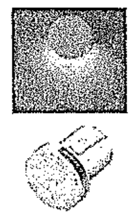


SEATING AREAS

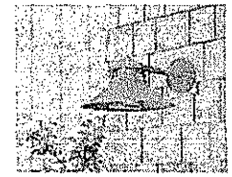


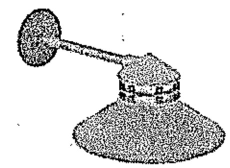
STAIRS



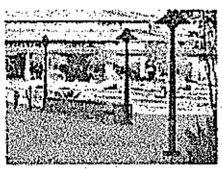


PRIVATE BUILDING ENTRANCES

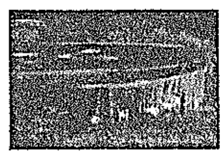


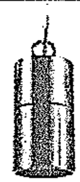


PEDESTRIAN PATH

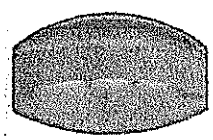


FEATURES





COMMON BUILDING ENTRANCES



NARRATIVE

Lighting Design Proposal for Golden Inn

Fixtures shall be compatible with Agricultural/Rural Architectural Style

Lighting Shall provide safety & comfort for Aging residents
- Even illumination
- Minimize unsafe glare
- Slower Adaptive Reflexes time - Not too bright
- Use lighting as a Wayfinding tool

Preserve dark starry night sky & Retain Community Character
- Direct Light Downward
- Use Full Cut-Off or Fully Shielded where possible
- Minimize height of fixture

Limit Light crossing Property Lines/Light Trespass

Conserve Natural Resources
- Low-wattage, Energy Efficient lighting
- Use Motion Sensors and/or timers so that lights are only on when needed
- Minimize lighting to extent necessary to meet Safety purposes

Honor the Oaks
- Use shielded "moonlights" (pendant) to celebrate the trees being preserved

---

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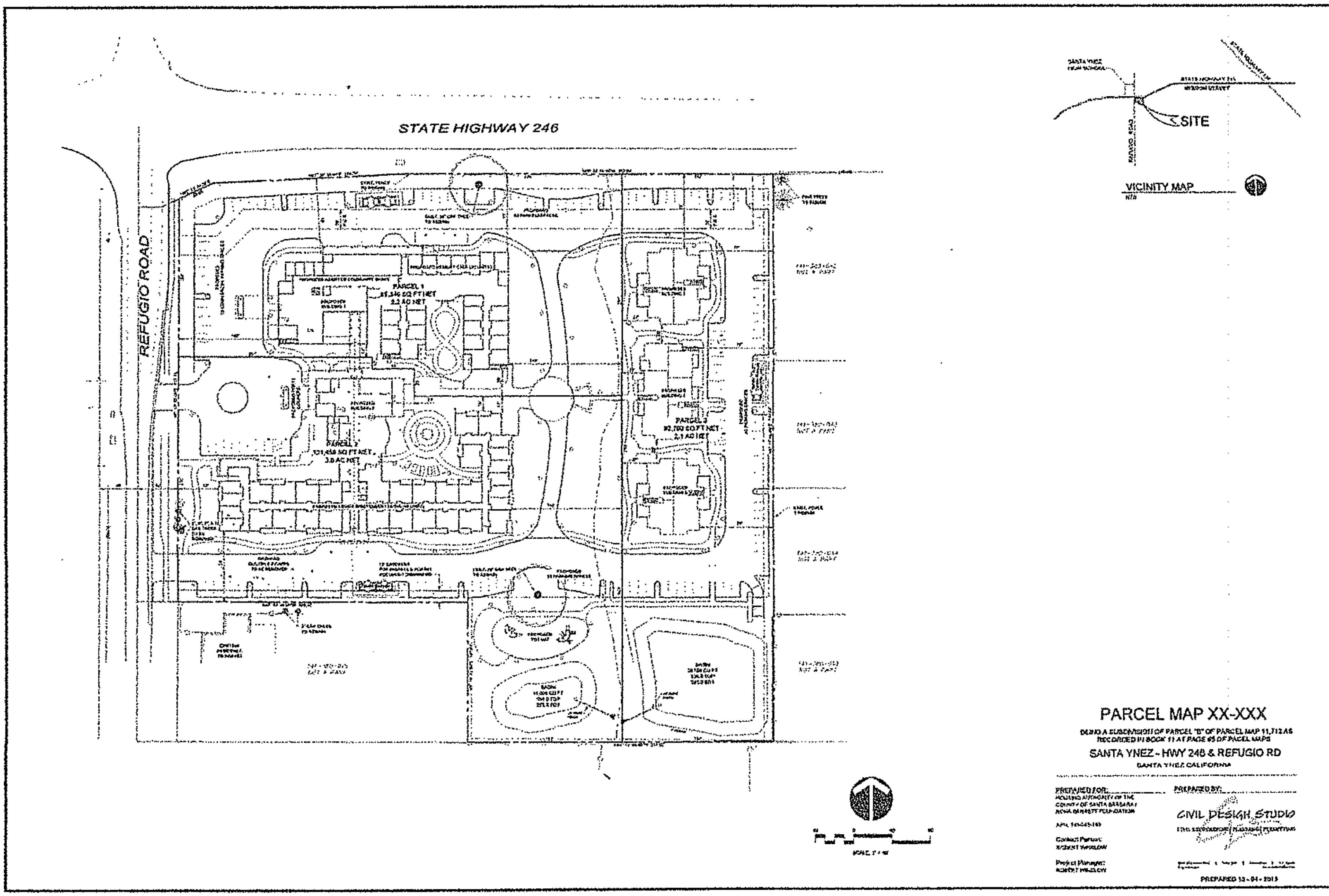
The Golden Inn

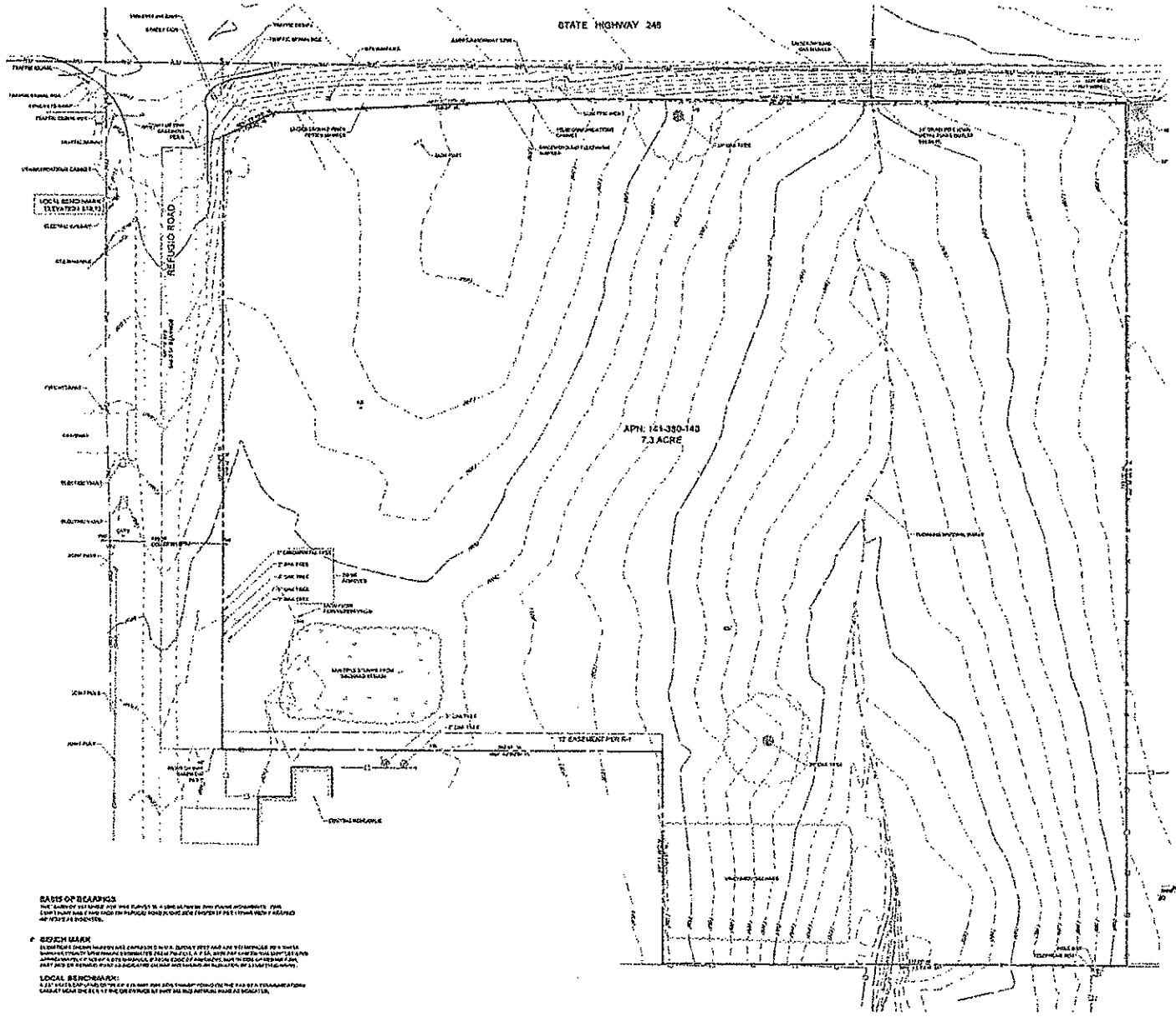
Hwy. 246 & Refugio Rd.
Santa Ynez, CA.

8.20.2013

Dark Sky Lighting Plan

A8


STATE HIGHWAY 246
REFUGIO ROAD
SITE
VICINITY MAP
PARCEL MAP XX-XXX
SANTA YNEZ - HWY 246 & REFUGIO RD
PREPARED BY:
CIVIL DESIGN STUDIO



BASIS OF BEARINGS

BENCH MARK

LOCAL BENCHMARK:

Peikert Group Architects, LLP

10 E. Figueroa St., Suite 1
Santa Barbara, CA 93101

Tel: 805.963.8283
Fax: 805.963.8184
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hacsb
815 West Ocean Avenue
Lompoc, CA 93436
Tel: 805.736.2423 Fax: 805.735.7472
www.hacsb.org

CIVIL DESIGN STUDIO

The Golden Inn

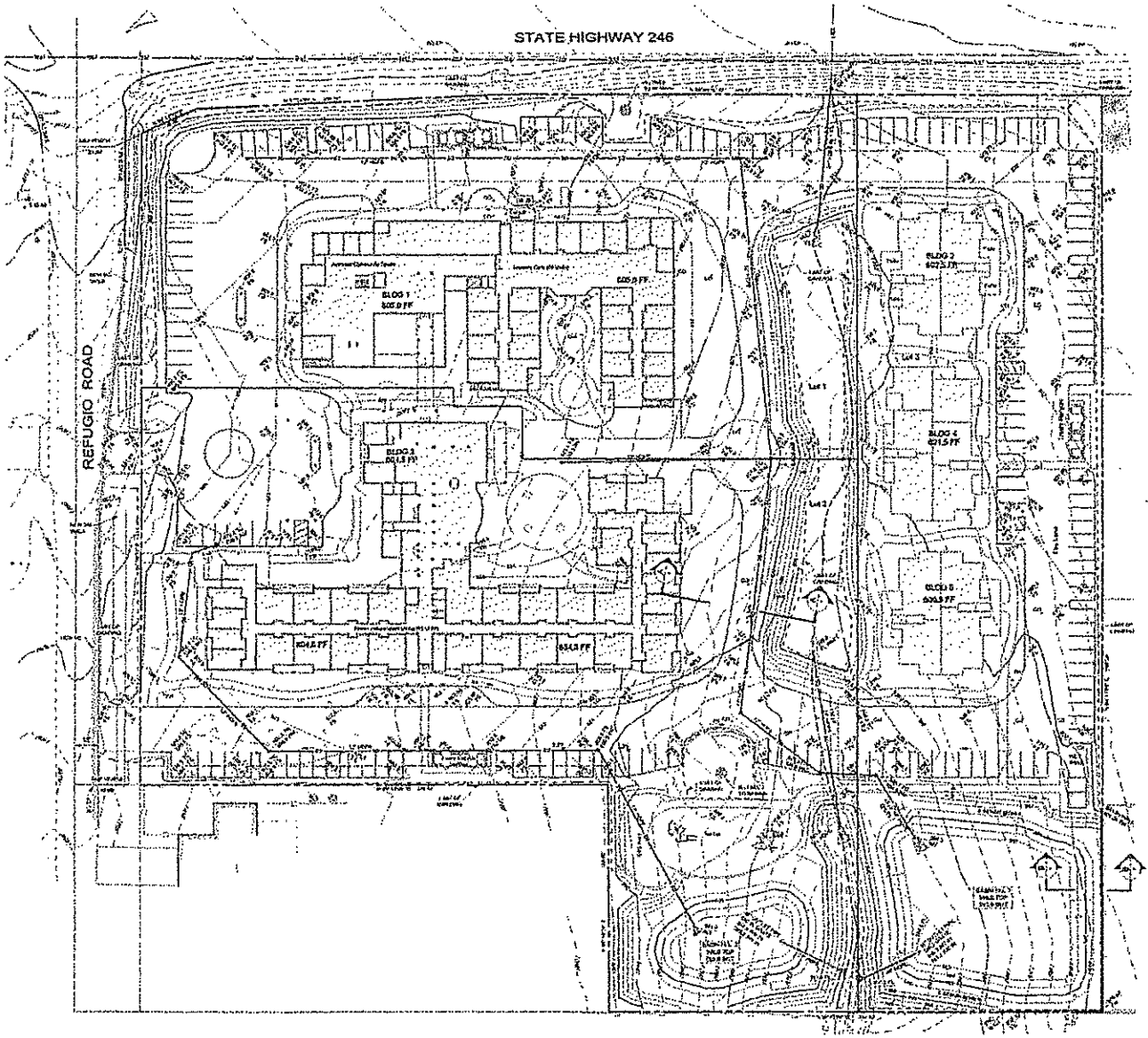
Hwy. 246 & Refugio Rd.
Santa Ynez, CA.

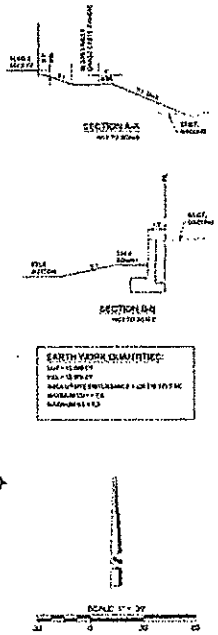
Rona Barrett

Project Status 09.04.2013

PRELIMINARY TOPOGRAPHY & SITE PLAN

C-1





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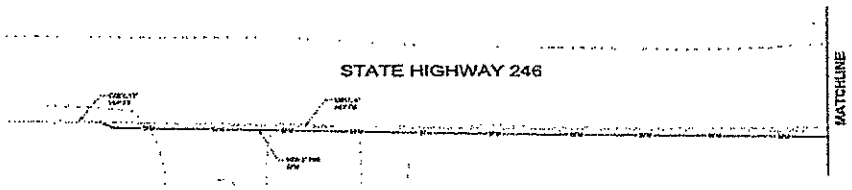
Rona Barrett

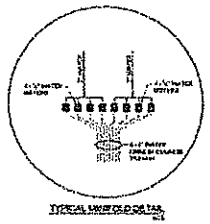
CIVIL DESIGN STUDIO

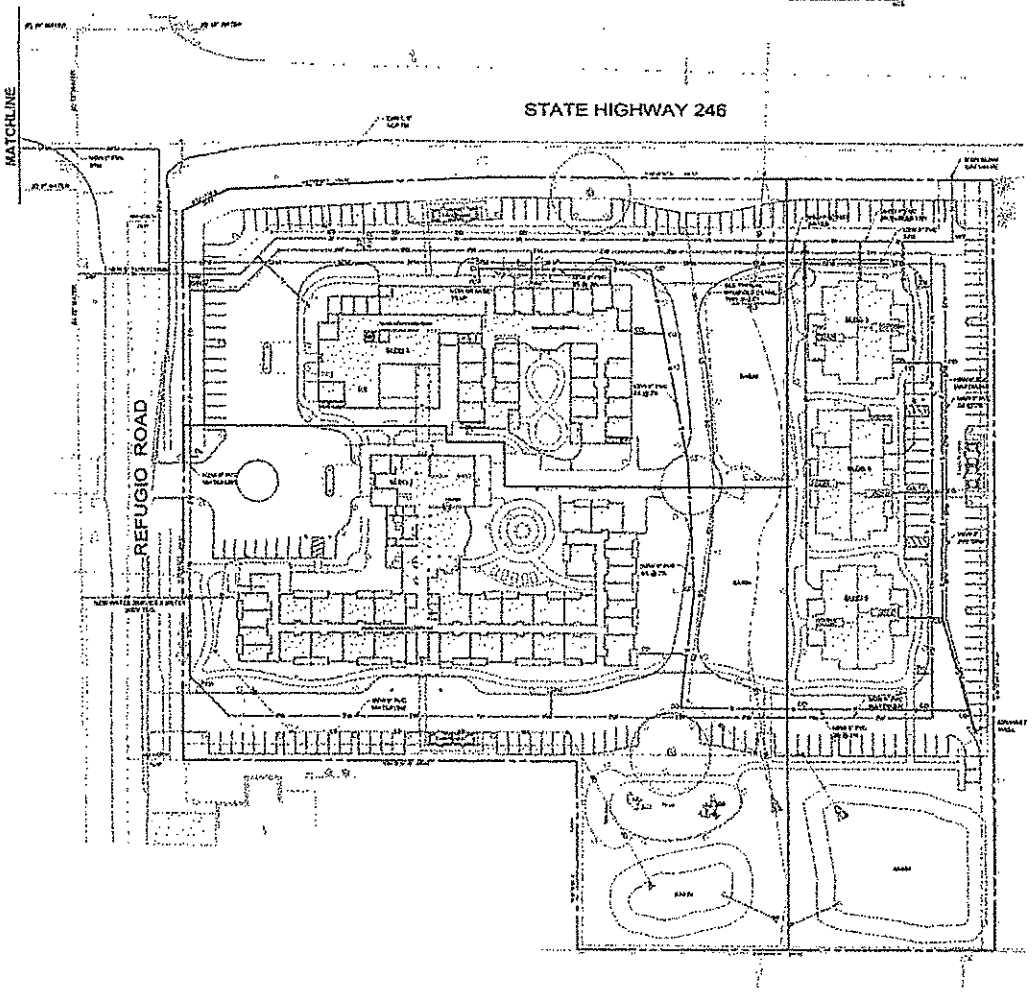
Project Status 02.04.2013

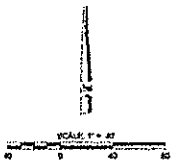
PRELIMINARY GRADING AND DRAINAGE PLAN

C-2









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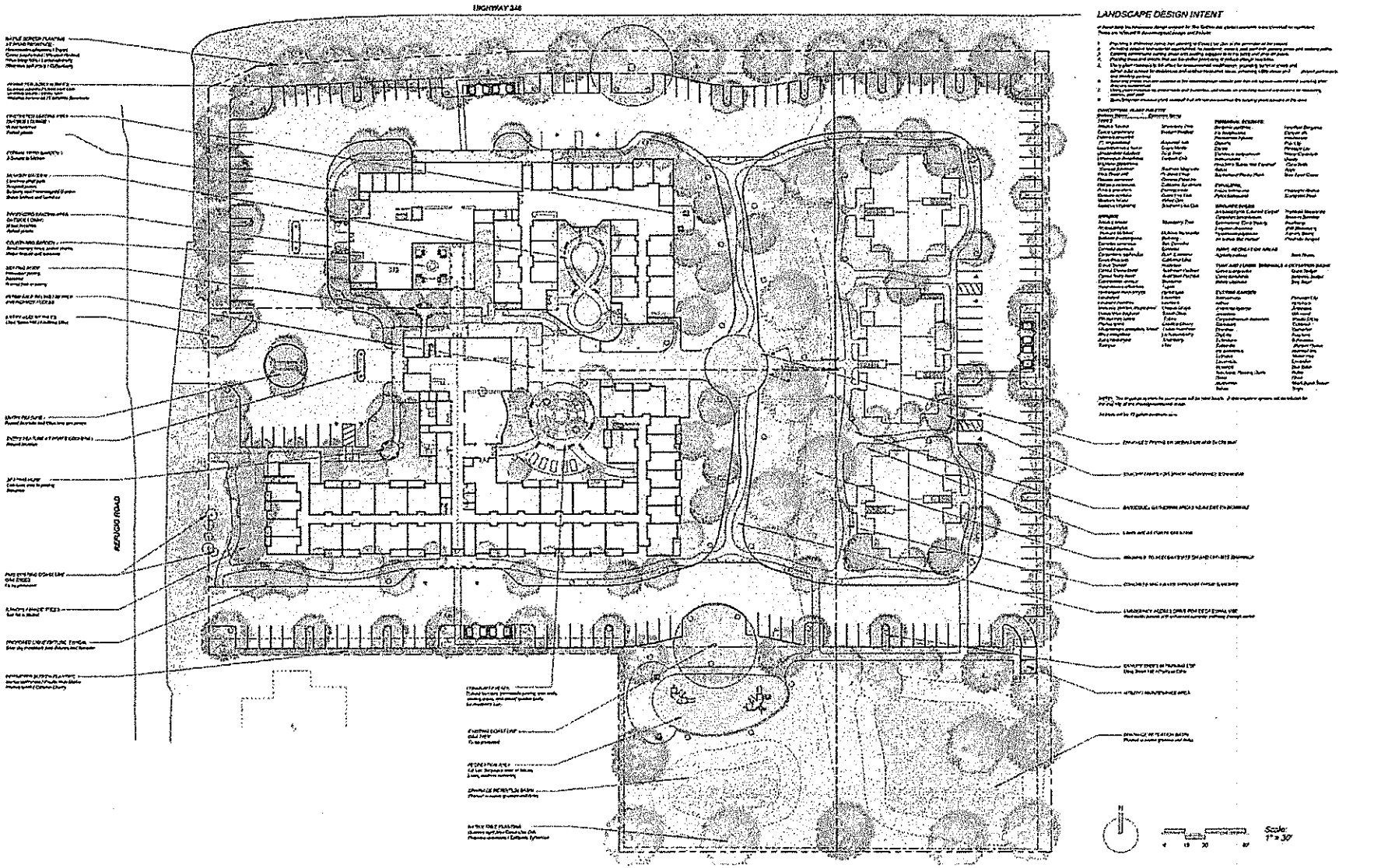
CIVIL DESIGN STUDIO

Project Status: 06.04.2013

PRELIMINARY UTILITY PLAN

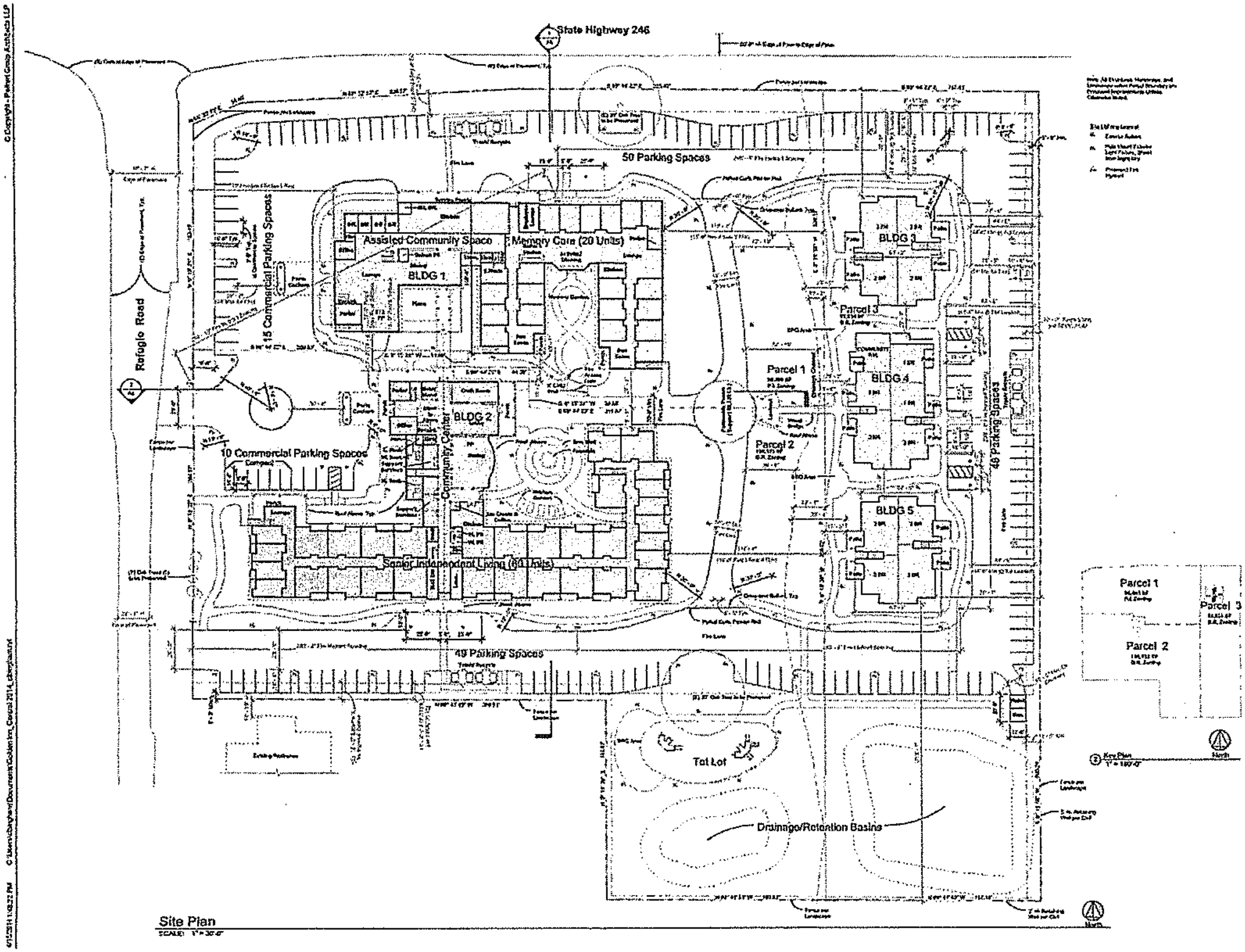
C-3



PRELIMINARY LANDSCAPE PLAN

GOLDEN INN

Hwy. 246 & Refugio Road Santa Ynez, California



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10/04/2013

Site Plan

A2