City of Santa Barbara

Sandman Inn Redevelopment Project 3714-3744 State Street Final EIR Volume II - Appendices

Prepared for:

Community Development Department/Planning Division
630 Garden Street
Santa Barbara, CA 93102-1990
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November 2009

Sandman Inn Redevelopment Project

3714-3744 State Street

Final Environmental Impact Report

Volume II – Appendices

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Notice of Preparation (NOP), Initial Study, and Responses to the NOP

Notice of Preparation

City of Santa Barbara
Planning Division

NOTICE OF EIR PREPARATION/ NOTICE OF ENVIRONMENTAL SCOPING HEARING

Project Title: 3714-3744 State Street and 3715 San Remo Drive "Sandman Project"

Project Location: The 4.58 acre project site is comprised of two adjacent parcels and is located immediately northeast of the State Street/Hitchcock Way intersection and is commonly known as 3714-3748 State Street. The site is in the North State Street neighborhood of the City of Santa Barbara, Santa Barbara County.

Project No.: MST2007-00591**APN:** 053-300-023, 053-300-031, 053-300-032 and 053-222-010 **General Plan:** General Commerce, Offices, Residential 12 units per acre and Buffer **Zone(s):** C-P/S-D-2 Restricted Commercial Zone and Upper State Street Special District Zone (APN 053-300-023); C-P/R-3/R-4/S-D-2 Restricted Commercial Zone, Limited Multiple Family Residence Zone and Hotel-Motel-Multiple Residence Zone, and Upper State Street Special District Zone (APN 053-300-031); R-4/S-D-2 Hotel-Motel-Multiple Residence Zone and Upper State Street Special District Zone (APN 053-300-032); and R-2/S-D-2 Two Family Residence Zone and Upper State Street Special District Zone (APN 053-222-010)

Public Scoping Hearing: Thursday, June 12, 2008, City Council Chambers, Santa Barbara City Hall, De La Guerra Plaza, 735 Anacapa Street. *Note time below.

Public Comment Period: Tuesday, May 27, 2008, through **Thursday, June 26, 2008**

Project Description: The applicant proposes to demolish the existing 113 room Sandman Inn Hotel and all site improvements, and construct a new 106 room hotel and 73 residential condominium units. The project proposes a total of 291 parking spaces (111 parking spaces for the hotel component, 163 parking spaces for the residential component and 17 common/shared spaces). The hotel and residential development would be on separate parcels.

The hotel would measure 44 feet, 6 inches above existing grade and would have three stories above a one-level underground parking garage. The hotel building would be 62,298 square feet, including 19,834 square feet of non-room area (i.e. meeting rooms, corridors, lobby, laundry area, etc.), above a 46,701 square foot parking garage. The first floor of the hotel would be set back 20 feet from the edge of the State Street right-of-way (back of sidewalk), and the second and third floors would step back from the first floor 10 and 30 feet, respectively. The hotel has been designed in a "U" configuration around a porte cochere / loading area and includes a pool and lounging areas within the interior courtyard. The first floor of the hotel would include the lobby, administration area, meeting rooms, a fitness room, a breakfast room and restrooms, along with 29 hotel rooms. The second and third floors would include 40 and 37 hotel rooms, respectively. The residential development would have a maximum height of 31 feet above finished grade. Of the 73 residential condominium units proposed, 22 units would be one-bedroom units of approximately 829-1,178 square feet, 14 units would contain two-bedrooms of approximately 1,166-1,251 square feet, and 37 units would contain three bedrooms of approximately 1,448-1,531 square feet. The applicant proposes to provide 11 of the 73 project units (2 one-bedroom units, 4 two-bedroom units and 5 three-bedroom units) at sales prices targeted to middle-income households earning from 120-160% of area median income, pursuant to the City of Santa Barbara's Affordable Housing requirements.

Ingress to and egress from the proposed hotel would be provided via a driveway located off of State Street between the hotel and residences. Ingress to and egress from the residential condominiums would be via a driveway from State Street at the eastern side of the site leading down to the residential parking garages. Secondary access to the residential units is also provided via the hotel driveway. Access to the Town and Country Apartments, located immediately behind the subject parcels, is currently provided though the hotel site. This access would be permanently closed as part of the project. Access to the Town and Country Apartments would be provided via a new driveway connection off of San Remo Drive. Pedestrian access between the new

residential development and the Town and Country Apartments would be provided.

The **City of Santa Barbara** will be the Lead Agency and will prepare an environmental impact report (EIR) to evaluate impacts of the proposed project**.** The purpose of an EIR is to provide decision-makers and the public with information that enables them to consider the environmental consequences of the proposed project. The EIR would identify potentially significant effects, and any feasible means of avoiding or reducing these effects through project redesign, the imposition of mitigation measures, or implementation of alternatives to the project.

Comments on the proposed EIR scope of analysis are invited from public agencies, community interest groups, and individual members of the public. We request the views of public agencies as to the scope and content of environmental information germane to agency statutory responsibilities for the project. Some agencies may need to use the EIR prepared by our agency when considering approvals for the project. Please provide the name of an agency contact persons, if applicable.

EIR Scope of Analysis: The proposed EIR scope of analysis would include evaluation of project environmental effects associated with **traffic/circulation, air quality, and visual/aesthetic impacts**. An Initial Study, describing potentially significant transportation, air quality and visual impacts as well as potentially significant, but mitigable, and less than significant impacts in other issue areas, is available for review at the City Planning Division located at 630 Garden Street, or online at www.SantaBarbaraCA.gov/pc

Comments: Written comments on the EIR scope of analysis identified in the Initial Study should be sent at the earliest possible date, but **received not later than June 26, 2008, at 4:30 p.m.** Please send your written comments to the attention of Allison De Busk, Project Planner, at 630 Garden Street, Santa Barbara, CA 93101, or by e-mail at adebusk@SantaBarbaraCA.gov

AMERICANS WITH DISABILITIES ACT: In compliance with the Americans with Disabilities Act, if you need special assistance to gain access to, comment at, or participate in this meeting, please contact the City Administrator's Office at (805) 564-5305. If possible, notification at least 48 hours prior to the meeting will enable the City to make reasonable arrangements in most cases.

*** NOTE:** The regular Planning Commission meeting begins at 1:00 p.m. On Monday, June 9, 2008, an agenda with all items to be heard on Thursday, June 12, 2008, will be available at 630 Garden Street. Copies of all documents relating to agenda items are available for review at 630 Garden St., in the City Clerk's Office, at the Central Library, and www.SantaBarbaraCa.gov/pc. Agenda items are subject to change. It is recommended that interested persons plan to arrive at 1:00 P.M. Continuances will not be granted unless there are exceptional circumstances. *This regular meeting of the Planning Commission will be broadcast live and rebroadcast in its entirety on Friday at 6:00 p.m. and again on Sunday at 9:00 a.m. on Channel 18.*

Initial Study

CITY OF SANTA BARBARA
COMMUNITY DEVELOPMENT DEPARTMENT, PLANNING DIVISION

DRAFT INITIAL STUDY/ ENVIRONMENTAL CHECKLIST MST2007-00591

PROJECT: 3714-3744 State Street and 3715 San Remo Drive

May 22, 2008

This Initial Study has been completed for the project described below because the project is subject to review under the California Environmental Quality Act (CEQA) and was determined not to be exempt from the requirement for the preparation of an environmental document. The information, analysis and conclusions contained in this Initial Study are the basis for deciding whether a Negative Declaration (ND) is to be prepared or if preparation of an Environmental Impact Report (EIR) is required to further analyze impacts. Additionally, if preparation of an EIR is required, the Initial Study is used to focus the EIR on the effects determined to be potentially significant.

APPLICANT/ PROPERTY OWNER

Applicant: L & P Consultants

Applicant Representative: Brent Daniels, L & P Consultants

Owner: Kellog Associates, L.P.

PROJECT ADDRESS/LOCATION

The 4.58 acre main project site is composed of two adjacent parcels located in the Upper State Street area immediately northeast of the State Street/Hitchcock Way intersection, commonly known as 3714-3748 State Street. The project also includes changes to 3730 State Street and 3715 San Remo Drive (1.0 and 0.20 acres, respectively). The sites are in the North State neighborhood of the City of Santa Barbara.

Vicinity Map

PROJECT DESCRIPTION (See *Exhibit A-Project Plans*)

Project Components: The applicant proposes to demolish the existing 113 room Sandman Inn hotel, related restaurant and all site improvements, and construct a new 106 room hotel and 73 residential condominium units. The project proposes a total of 291 parking spaces (111 parking spaces for the hotel component, 163 parking spaces for the residential component and 17 common/shared spaces).

The proposed hotel would measure 44 feet, 6 inches in height above existing grade and would contain three stories above a one-level underground parking garage. The hotel building would be 62,298 square feet, including 19,834 square feet of non-room area (i.e. meeting rooms, corridors, lobby, laundry area, etc.), above a 46,701 square foot parking garage containing 110 parking spaces. The first floor of the hotel would be set back 20 feet from the edge of the State Street right-of-way (back of sidewalk), and the second and third floors would step back from the first floor 10 and 30 feet, respectively. The hotel has been designed in a "U" configuration around a porte cochere / loading area and includes a pool and lounging areas within the interior courtyard. The first floor of the hotel would include the lobby, administration area, meeting rooms, a fitness room, a breakfast room and restrooms, along with 29 hotel rooms. The second and third floors would include 40 and 37 hotel rooms, respectively.

The proposed residential condominiums would be two to three stories tall and would be constructed above an underground parking garage containing 163 parking stalls. The residential development would have a maximum height of 31 feet above finished grade. The units closest to State Street would be set back 20 feet from the edge of the right-of-way (back of sidewalk), and their second floors would be set back 25 feet from the edge of the right-of-way (back of sidewalk). The closest three story residential building element is located a minimum of 66 feet from the edge of the right-of-way. Ten unit types are proposed, and these units would be clustered in groups of two to five units. Of the 73 residential condominium units proposed, 22 units would be one-bedroom units of approximately 829-1,178 square feet, 14 units would contain two-bedrooms of approximately 1,166-1,251 square feet, and 37 units would contain three bedrooms of approximately 1,448-1,531 square feet. The applicant proposes to provide 11 of the 73 project units (2 one-bedroom units, 4 two-bedroom units and 5 three-bedroom units) at sales prices targeted to middle-income households earning from 120-160% of area median income, pursuant to the City of Santa Barbara's Affordable Housing requirements. These units would be subject to income and sales price restrictions.

Ingress to and egress from the proposed hotel would be provided via a driveway located off of State Street between the hotel and residences. This driveway, flanked by parallel parking, buffers the hotel from the condominiums along the east side of the hotel. Ingress to and egress from the residential condominiums would be via a driveway at the eastern side of the site leading down to the residential parking garages. Secondary access to the residential units is also provided via the hotel driveway. Seventeen shared parking spaces are proposed along the hotel driveway as it leads to the residential development. A plaza and open space separate the hotel from the condominiums along the hotel's north side. The hotel and condominium development would be on separate parcels.

Access to the Town and Country Apartments, located immediately behind the subject parcels, is currently provided though the hotel site. This access would be permanently closed as part of the proposed project. Access to the Town and Country Apartments would be provided via a new driveway connection off of San Remo Drive, requiring demolition of one residential unit. A new trash enclosure for the Town and Country Apartments is also proposed. Private pedestrian access between the new residential development and the Town and Country Apartments would be provided.

Construction: The applicant estimates that project construction, including demolition activities, would require two years, five months (124 weeks) to complete from the commencement of grading and shoring activities through building construction and landscaping. Project staging would occur on-site. Construction parking would be provided on site.

Required Permits: In order for the project to proceed, the following discretionary approvals are required:

1. Lot Line Adjustment to transfer 1.88 acres from APN 053-300-031 to APN 053-300-023.
2. Design Review by the Architectural Board of Review (SBMC §22.68).

For the Hotel Project:

3. Transfer of Existing Development Rights (TEDR) to transfer 806 square feet of non-residential square footage

from 8 E. Figueroa (APN 039-282-001) to APN 053-300-031(SMBC §28.95.030).

4. Development Plan approval for a net increase of 9,969 square feet of non-residential development (SBMC §28.87.300).

For the Condominium Project:

5. Modification of the lot area requirements to allow eleven (11) over-density units (bonus density) on a lot in the C-P/R-3/R-4 zone district (SBMC §28.21.080).
6. Tentative Subdivision Map (TSM) for a one lot subdivision to create 73 residential condominium units (SBMC Chapters 27.07 and 27.13).

ENVIRONMENTAL SETTING

Existing Site Characteristics

Topography: Topography of the site is generally flat, sloping gently south towards State Street. Existing site drainage is towards State Street.

Seismic/Geologic Conditions: Geologic conditions onsite are characterized by sandy lean clays underlain with well-graded sands, poorly graded sands, clayey sands, sandy silts, sands with gravel and additional layers of sandy lean clay. Subsurface water was observed at depths of 22 to 26 feet in 2003. The City's Master Environmental Assessment (MEA) identifies a minimal potential for liquefaction to occur as a result of earthshaking. The potential for seismic hazards is low, except for earthquake groundshaking. There is minimal erosion potential.

Flooding: The project site is not located within the 100 year flood plain as shown on the Flood Insurance Rate maps.

Fire Hazard: The project site is not located in the High Fire Hazard Area of the City.

Creeks/Drainage: The closest creeks to the project site are Arroyo Burro Creek and San Roque Creek, located approximately 205 feet to the west and 210 feet to the east, respectively. The two creeks converge approximately 1,000 feet southwest of the site, near Hope Avenue. The site is within the Arroyo Burro Creek watershed. Drainage from the site sheet flows to the south.

Biological Resources: The project site is located within an urban area and is vegetated with non-native trees and ornamental landscaping of limited habitat value.

Archaeological Resources: The project site is not located in a cultural resources sensitivity area. A Phase I Archaeological investigation was prepared and approved for the site in 1987. No resources were identified onsite and the site is not considered to have the potential for onsite resources.

Noise: The project site is currently subject to noise levels of up to approximately 70 dBA Ldn. The primary noise source affecting the site is vehicular traffic on State Street.

PROPERTY CHARACTERISTICS

Assessor's Parcel Numbers:	Main Project Site APNs 053-300-023 and 053-300-031, but also involves APNs 053-300-032 and 053-222-010	**General Plan Designations:**	General Commerce, Offices, Residential, Buffer
Zoning:	053-300-023 = C-P / S-D-2 053-300-031 = C-P / R-3/R-4 / S-D-2 053-300-032 = R-4 / S-D-2 053-222-010 = R-2 / S-D-2	**Parcel Size:**	Main Project Site is 4.58 acres: 053-300-023 = 1.36 053-300-031 = 3.22 But also involves another 1.20 acres: 053-300-032 = 1.00 053-222-010 = 0.20
Existing Land Use:	Hotel (113 rooms) on APNs 053-300-023 and 053-300-031 (3714, 3740 and 3744 State Street) Apartments on APN 053-300-032 (3730 State Street) Duplex on APN 053-222-010 (3715 San Remo Drive)	**Proposed Land Use:**	New Hotel (106 rooms) and Residential Condominiums (73 units) on APNs 053-300-023 and 053-300-031, maintain existing apartments on APN 053-300-032 and convert duplex to a single-family residence on APN 053-222-010
Slope:	Approximately 2% (APNs 053-300-023 and 053-300-031)		
SURROUNDING LAND USES:			
North:	Apartment buildings and condominiums		
South:	State Street and commercial uses (restaurants, car wash, bank, retail, etc.)		
East:	Office buildings		
West:	Banks and office buildings		

PLANS AND POLICY DISCUSSION

Land Use and Zoning Designations:

The project site is designated General Commerce, Offices, Residential-12 units per acre and Buffer by the General Plan Land Use Element. The main project site is zoned C-P/R-3/R-4/S-D-2, Restricted Commercial Zone/Limited Multiple Family Residence Zone and Hotel-Motel-Multiple Residence Zone/Upper State Street Special District Zone.

General Plan Policies:

Various sections of this Initial Study make reference to applicable General Plan policies and ordinance provisions. The EIR to be prepared based upon the conclusions discussed below will provide a further analysis of potential project consistency or inconsistency with the City General Plan elements, including the Land Use Element, Circulation Element, Conservation Element, Noise Element, Seismic Safety-Safety Element and other applicable plans and policies. Additional discussion of policy consistency issues will subsequently be provided in the staff reports to the Planning Commission. Final determinations of project consistency with applicable policies will be made by the decision-makers as part of their action to approve or deny the project proposal.

Upper State Street Study:

The project site is located in the Upper State Street Study Area. Initial analysis of the project's consistency or inconsistency with the Upper State Street Study (USSS) is provided in the Aesthetics and Transportation/Circulation Sections of the Initial Study. The EIR to be prepared based upon the conclusions discussed below will provide a further

analysis of potential project consistency or inconsistency with the USSS. Additional discussion of policy consistency issues will subsequently be provided in the staff reports to the Planning Commission. Final determinations of project consistency with the USSS will be made by the decision-makers as part of their action to approve or deny the project proposal.

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

A Mitigation Monitoring and Reporting Program will be prepared for the subject project in compliance with Public Resources Code §21081.6 and will be included in the EIR. The mitigation measures suggested in the Initial Study may be refined or augmented through the EIR process. Monitoring and reporting requirements are adopted as conditions of project approval.

ENVIRONMENTAL CHECKLIST

The following checklist contains questions concerning potential changes to the environment that may result if this project is implemented. If no impact would occur, **NO** should be checked. If the project might result in an impact, check **YES** indicating the potential level of significance as follows:

Significant: Known substantial environmental impacts. Further review needed to determine if there are feasible mitigation measures and/or alternatives to reduce the impact.

Potentially Significant: Unknown, potentially significant impacts that need further review to determine significance level and whether mitigable.

Potentially Significant, Mitigable: Potentially significant impacts that can be avoided or reduced to less than significant levels with identified mitigation measures agreed-to by the applicant.

Less Than Significant: Impacts that are not substantial or significant.

1. AESTHETICS Could the project:		**NO**	**YES** ***Level of Significance***
a)	Affect a public scenic vista or designated scenic highway or highway/roadway eligible for designation as a scenic highway?		Potentially Significant
b)	Have a demonstrable negative aesthetic effect in that it is inconsistent with Architectural Board of Review or Historic Landmarks Guidelines or guidelines/criteria adopted as part of the Local Coastal Program?		Potentially Significant
c)	Create light or glare?		Less than Significant

Visual Aesthetics - Discussion

Issues: Issues associated with visual aesthetics include the potential blockage of important public scenic views, project on-site visual aesthetics and compatibility with the surrounding area, and changes in exterior lighting.

Impact Evaluation Guidelines: Aesthetic quality, whether a project is visually pleasing or unpleasing, may be perceived and valued differently from one person to the next, and depends in part on the context of the environment in which a project is proposed. The significance of visual changes is assessed qualitatively based on consideration of the proposed physical change and project design within the context of the surrounding visual setting. First, the existing visual setting is reviewed to determine whether important existing visual aesthetics are involved, based on consideration of existing views, existing visual aesthetics on and around the site, and existing lighting conditions. Under CEQA, the evaluation of a project's potential impacts to scenic views is focused primarily on views from public viewpoints, but may also consider views experienced by private individuals in the project's immediate vicinity. The importance of existing views is assessed qualitatively based on whether important visual resources such as mountains, skyline trees, or the coastline, can be seen, the extent and scenic quality of the views, and whether the views are experienced from public viewpoints. The visual changes associated with the project are then assessed qualitatively to determine whether the project would result in substantial effects associated with important scenic views, on-site visual aesthetics, and lighting.

Significant visual aesthetics impacts may potentially result from:

- Substantial obstruction or degradation of important scenic views, including views from scenic highways; extensive grading and/or removal of substantial amounts of vegetation and trees visible from public areas without adequate landscaping; or substantial loss of important public open space.
- Substantial negative aesthetic effect or incompatibility with surrounding land uses or structures due to project size, massing, scale, density, architecture, signage, or other design features.
- Substantial light and/or glare that poses a hazard or substantial annoyance to adjacent land uses and sensitive receptors.

Visual Aesthetics – Existing Conditions and Project Impacts

The proposed hotel structure would have a first floor that is setback 20 feet from the edge of the right-of-way (back of proposed sidewalk), a second floor that is set back 30 feet from the right-of-way, and a third floor that is set back 50 feet from the right-of-way. For the residential development, the closest units would be located 20 feet from the right-of-way (first floor), with the second floor set back 25 feet from the right-of-way. Third story elements would be located a minimum of 85 feet from the right-of-way. Per the S-D-2 Overlay Zone, a 10-foot setback is required for structures that are less than 15 feet tall, and a 20-foot setback is required for structures that are more than 15 feet tall. Both the hotel and residential developments comply with the required front yard setbacks.

The proposed hotel design incorporates Mediterranean style architecture with red tile roofs and plaster finish. The hotel

has been designed in a "U" configuration around a porte cochere/loading area and includes a pool and lounging areas within the interior courtyard. The first floor of the hotel would include the lobby, administration area, meeting rooms, a fitness room, a breakfast room, restrooms, and 29 hotel rooms. The second and third floors would include 40 and 37 hotel rooms, respectively. A 110-car parking garage, including trash, laundry and mechanical rooms, would be located below the first floor of the building. The proposed structure would have a total height of 44'-6" above existing grade.

The residential condominiums are laid out in 23 buildings (groups of 2 to 5 units each) with walkways, open areas and private yards separating the buildings. The residential condominiums would have a maximum height of 31 feet above proposed grade. A driveway with parallel parking areas would separate the hotel from the condominiums along the hotel's eastern side, and a plaza and open space area separate the uses along the north side of the hotel.

There are currently 205 mature trees and large plants located on the project site (refer to Exhibit M, Tree Inventory). All of these trees will be removed as part of the proposed project, although it is proposed that 80 of the trees would be transplanted and re-used on-site in the new development.

1.a) Scenic Views

The project site is located in an urban environment in the North State neighborhood of the City of Santa Barbara. The site is currently developed with one- and two-story hotel buildings and associated improvements including pools and surface parking lots. Existing development in the project vicinity includes a mix of one- and two-story buildings containing retail, commercial and residential uses. The proposed project would include a new three-story hotel and three-story residential buildings.

The project site is not located on or visible from a designated scenic highway. Therefore, *no impacts* to a scenic highway will occur.

The project site is located on the north side of State Street, in an area identified as the Upper State Street corridor. The City recently undertook a comprehensive review of this corridor (Upper State Street Study (USSS)), focusing specifically on development standards, urban design, traffic and circulation. This Study was initiated by the City Council in April 2006, and was approved by the City Council on May 8, 2007 (Resolution No. 07-032). The Study addresses *immediate* needs for physical improvements and development design standards for the area, consistent with existing policy. The process for creating the USSS included preparation of an Information Booklet to establish a shared understanding of existing conditions related primarily to urban design and traffic (September 2006); preparation of an independent traffic, circulation and parking study; a Public Walking Tour of the Study area (October 2006); two community Workshops (October 2006); preparation of a draft USSS; review of the draft USSS by the public and City Boards and Commissions; and review and approval of the Study by City Council.

In the Summary of Improvement Measures approved by the City Council, direction is given to "Maintain the backdrop of panoramic views that contributes to the area's sense of place by protecting or establishing intermittent and recurring mountain view corridors and viewing locations on a block-by-block basis."

As identified in the USSS Information Booklet, the site is located within the West Subarea of the Upper State Street Area. The Information Booklet identifies views of the Santa Ynez Mountains as prevalent along the entire Upper State Street corridor, with few exceptions. Mountain views are most significant as one travels east along State Street. As part of the preparation of the USSS Information Booklet, panoramic and standard photos were used to try to capture the visual experience along the State Street corridor, but it is noted that in almost every case, the real life experience is grander than the camera is able to capture. As noted in the USSS Information Booklet, "The peaks of La Cumbre and Montecito create magnificent mountain views that are seen while traveling eastbound on State Street from Highway 101 to Calle Laureles."

The Conservation Element of the General Plan identifies hillsides as an important visual resource in the City. Visual Resources Policy 3.0 of the Conservation Element states " New development shall not obstruct scenic view corridors, including those of the ocean and lower elevations of the City viewed respectively from the shoreline and upper foothills, and of the upper foothills and mountains viewed respectively from the beach and lower elevations of the City."

Photosimulations of the project, prepared by the applicant and included as Exhibit B to this initial study, demonstrate that the project would be visible from State Street and would block existing views to the mountains. As viewed from the southwest corner of the State Street and Hitchcock Way intersection, the project would block views of the Santa Ynez Mountains currently visible through trees and over the existing one- and two-story buildings. The project would change

existing skyline views as seen from State Street and Hitchcock Way and as seen traveling eastward along the State Street corridor, and would obstruct or change scenic views of the mountains and hillside areas of the City. To address this impact, the applicant has designed the site to provide a view corridor through the middle of the site. While the site layout does create a view corridor when viewed from certain public viewpoints, overall, there will be a loss of mountain views. Given the great views that exist in this area, which help to define the character of the area and are important to the community, and the fact that the project causes a major change to the views, and blocks more of the views than the current development despite creation of a new view corridor, the loss of views is considered *potentially significant* and will require further study and analysis of impacts, potential mitigation and alternatives in an EIR.

1.b) On-Site Aesthetics

The existing site development consists of relatively low profile 1960's style buildings distributed throughout the property, interspersed with parking and open areas, and includes ample mature landscaping. The project would substantially increase the size and extent of building coverage and would include elements of increased structural height and additional structure mass located within the front setback area. The intensity of development would increase significantly with the proposed project, along with a reduction in the "openness" of the site. The loss of mature landscaping throughout the site will represent an aesthetic change to the site as well.

The project is located in the Outer State Area neighborhood, as identified in the Upper State Street Area Design Guidelines (1992). These Guidelines are intended to provide direction to architects, designers, applicants and the Architectural Board of Review (ABR) in reviewing the aesthetics of proposed developments in this area. Some of the broader design guidelines identified in that document are as follows: Parking is preferred behind the building; buildings should have setbacks from the street in scale with their height and mass, and respecting the setbacks of adjacent buildings; buildings must have human scale; encourage the planting of large skyline and canopy trees.; new structures should present a harmonious character with existing distinctive architecture where applicable, or shall lead the neighborhood toward designs which are harmonious with Santa Barbara's distinct style. The Guidelines currently provide limited direction to the ABR for development in the Outer State Street Area neighborhood in this area of the City. There is minimal guidance as far as design, preservation of scenic view corridors, landscaping, circulation, pedestrian amenities and parking design. The City's Planning Commission and ABR have for many years hoped to update the existing guidelines for the Upper State Street area.

The proposed development requires review and approval by the City's ABR. The architectural plans have been considered by the ABR on three occasions: once to review the hotel portion of the project, once to review the residential portion of the project, and, most recently, to review the project as a whole. The project has also received comments regarding its aesthetics from the Planning Commission on two occasions.

The ABR initially (2003) expressed the following concerns about the hotel project: the overall massing; massing at the corner of State and Hitchcock; the amount of third story mass; the hotel's presentation to State Street; and the ability to introduce significant canopy trees given the dense architecture and limited amount of site area without underground parking (refer to Exhibit B for complete Minutes from this meeting). With regard to the residential development, the ABR initially (2003) had the following comments: need to consider massing of the buildings in relation to mountain views; patios should not face State Street; consider a greater setback along State Street; concerned with the mass and verticality of some of the buildings (refer to Exhibit C for complete Minutes from this meeting). Then, the City's Planning Commission held a conceptual review of the project on July 13, 2003. Some Commissioners felt the height was "burdensome" on the streetscape, that mountain views should be maintained, that massing should be toward the middle of the site, and stated the importance of visual resources, view corridors, and good design, while others were more comfortable with the density and unit size. Minutes from this meeting are included as Exhibit E.

In response to these comments from the ABR and Planning Commission, revisions were incorporated into the project design. The Planning Commission reviewed the revised design as part of an environmental scoping hearing for the project, held on February 8, 2007, and expressed concerns with the density, lack of open space, building height and view impacts (refer to Exhibit F for Minutes). The ABR reviewed the revised design on February 11, 2008 and expressed concerns with the lack of open space and landscaping compared to the amount of building mass, although they generally liked the idea of underground parking and a pedestrian-oriented site plan (refer to Exhibit D for complete Minutes from this meeting).

The project is required to receive preliminary and final review and approval by the ABR for consistency with design

guidelines for views, visual aesthetics and compatibility, and lighting.

Given the scope of the project, the change to on-site aesthetics from the project design and the loss of existing mature vegetation and trees represent a *potentially significant* impact related to on-site aesthetics. This issue will require further study and analysis in an Environmental Impact Report to assess the significance, mitigation and alternatives.

1.c) Lighting

The project is located in a commercial/residential area with the nearest residence located 50 feet from the project site. Existing night lighting in the area is generally of parking lots and for security purposes around buildings. A lighting plan has not been provided for the proposed project; however, lighting is anticipated for security purposes. Additionally, interior lighting of residences would be visible from offsite. New exterior lighting would be required to comply with the requirements of the City's Outdoor Lighting and Design Ordinance (SBMC §22.75), which limits exterior lighting placement and height, and requires that lighting be hooded and directed so that it is not directed offsite. Compliance with this ordinance as enforced by ABR review of the lighting plan would ensure that exterior lighting does not result in a significant impact. Spillover of interior lighting would adversely increase lighting of the night sky in the area; however, this impact is considered *less than significant*.

2. AIR QUALITY Could the project:		**NO**	**YES** ***Level of Significance***
a)	Conflict with or obstruct implementation of the applicable air quality plan?		Less Than Significant
b)	Exceed any City air quality emission threshold? Long-term		Less Than Significant
	Short-term		Potentially Significant
c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is designated in non-attainment under an applicable federal or state ambient air quality standard?		
d)	Expose sensitive receptors to substantial pollutants?		Less Than Significant
e)	Create objectionable odors affecting a substantial number of people?		Less Than Significant

Air Quality - Discussion

Issues. Air quality issues involve pollutant emissions from vehicle exhaust and industrial or other stationary sources that contribute to smog, particulates and nuisance dust associated with grading and construction processes, and nuisance odors.

Smog, or ozone, is formed in the atmosphere through a series of photochemical reactions involving interaction of oxides of nitrogen [NO_x] and reactive organic compounds [ROG] (referred to as ozone precursors) with sunlight over a period of several hours. Primary sources of ozone precursors in the South Coast area are vehicle emissions. Sources of particulate matter (PM_{10} and $PM_{2.5}$).) include demolition, grading, road dust and vehicle exhaust, as well as agricultural tilling and mineral quarries.

Sensitive receptors are defined as children, elderly, or ill people that can be more adversely affected by air quality emissions. Land uses typically associated with sensitive receptors include schools, parks, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and clinics. Stationary sources of air emission are of particular concern to sensitive receptors, as is construction dust and particulate matter.

Long-Term (Operational) Impact Guidelines: A project may create a significant air quality impact by:

- Exceeding an APCD pollutant threshold; inconsistency with District regulations; or exceeding population forecasts in the adopted County Clean Air Plan.
- Exposing sensitive receptors, such as children, the elderly or sick people to substantial pollutant exposure.
- Creating nuisance odors inconsistent with APCD regulations.
- Emitting (from all project sources, both stationary and mobile) more than 240 pounds per day for ROG and NO_x , and 80 pounds per day for $PM_{10;}$
- Emitting more than 25 pounds per day of ROG or NO_x from motor vehicle trips only;
- Contributing more than 800 peak hour trips to an individual intersection (CO);
- Causing a violation of any California or National Ambient Air Quality Standard (except ozone);
- Exceeding the APCD health risks public notification thresholds adopted by the APCD Board; and
- Being inconsistent with the adopted federal and state air quality plans for Santa Barbara.

Short-Term (Construction) Impacts Guidelines***:*** A project would have a significant impact if combined emissions from all construction equipment exceed 25 tons of any pollutant (except carbon monoxide) within a 12-month period.

Projects involving grading, paving, construction, and landscaping activities may cause localized nuisance dust impacts and increased particulate matter (PM_{10} and $PM_{2.5}$). Substantial dust-related impacts may be potentially significant, but are generally considered mitigable with the application of standard dust control mitigation measures. Standard dust mitigation measures are applied to projects with either significant or less than significant effects.

Cumulative Impacts and Consistency with Clean Air Plan: If the project-specific impact exceeds the significance threshold, it is also considered to have a considerable contribution to cumulative impacts. When a project is not accounted for in the most recent Clean Air Plan (CAP) growth projections, then the project's impact may also be considered to have a considerable contribution to cumulative air quality impacts. The Santa Barbara County Association of Governments and Air Resources Board on-road emissions forecasts are used as a basis for vehicle emission forecasting. If a project provides for increased population growth beyond that forecasted in the most recently adopted CAP, or if the project does not incorporate appropriate air quality mitigation and control measures, or is inconsistent with APCD rules and regulations, then the project may be found inconsistent with the CAP and may have a significant impact on air quality.

Setting: The City of Santa Barbara is part of the South Coast Air Basin (SCAB). The City is subject to the National Ambient Air Quality Standards and the California Ambient Air Quality Standards (CAAQS), which are more stringent than the national standards. The CAAQS apply to six pollutants: photochemical ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide, particulate matter, and lead. The Santa Barbara County Air Pollution Control District (SBCAPCD) provides oversight on compliance with air quality standards and preparation of the County Clean Air Plan.

The SCAB is considered in attainment of the federal eight-hour ozone standard, and in attainment of the state one-hour ozone standard. The SCAB does not meet the state standard for particulate matter less than ten microns in diameter (PM_{10}). There is not yet enough data to determine SCAB attainment status for either the federal standard for particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) or the state $PM_{2.5}$ standard, although SCAB will likely be in attainment for the federal 2.5 standard.

Air Quality – Existing Conditions and Project Impacts

2.a) Clean Air Plan

Direct and indirect emissions associated with the project are accounted for in the CAP emissions growth assumptions. Appropriate air quality mitigation measures, including construction dust suppression, would be applied to the project, consistent with CAP and City policies. The project could be found consistent with the Clean Air Plan.

2.b) Air Pollutant Emissions

Long-Term (Operational) Emissions: Substantial long-term project emissions could potentially stem from stationary sources, which may require permits from the APCD and from motor vehicles associated with the project and from mobile sources including the automobile. The proposed project does not contain any stationary sources (gas stations, auto body

shops, dry cleaners, oil and gas production and processing facilities, and water treatment facilities) which require permits from APCD.

Utilizing the URBEMIS 9.2.4 computer model, it is estimated that the proposed project will generate 16.21 pounds per day of NO_x and 16.58 pounds per day of ROG. Utilizing the same model, it is estimated that the existing development generates 15.09 pounds per day of NO_x and 11.54 pounds per day of ROG. The project would result in a net increase in NO_x of 1.12 pounds per day and a net increase in ROG of 5.04 pounds per day. Therefore, the proposed project is anticipated to have *a less than significant* impact on the environment related to long-term emissions.

Short-Term (Construction) Emissions: The project would involve grading, paving and landscaping activities which could cause localized dust related impacts resulting in increases in particulate matter (PM_{10}). Dust-related impacts are considered *potentially significant, mitigable* with the application of standard dust control mitigation measures.

Construction equipment would also emit NO_x and ROG. However, in order for NO_x and ROG emissions from construction equipment to be considered a significant environmental impact, combined emissions from all construction equipment would need to exceed 25 tons of any pollutant (except carbon monoxide) within a 12-month period. The proposed project is proposing extensive grading and soil export from the site (80,000 cu/yds). Overall construction duration is estimated to be almost 2 ½ years. The emissions from construction equipment are not known at this time and are therefore considered *potentially significant* and will be further analyzed in an Environmental Impact Report.

Cumulative Impacts:

Global Climate Change (GCC) is a change in the average weather of the earth that can be measured by changes in wind patterns, storms, precipitation and temperature. GCC is generally thought to be caused by increased emission of greenhouse gases (GHG) because increased levels of these gases in the atmosphere trap heat in the atmosphere. Common GHG include water vapor, carbon dioxide, methane, nitrous oxides, chlorofluorocarbons, hydrofluorocarbons, ozone and aerosols. Natural processes and human activities emit GHG and help to regulate the earth's temperature; however, it is believed that substantial emissions from human activities, such as electricity production and vehicle use, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations. California is a substantial contributor of GHG (2nd largest contributor in the U.S. and the 16th largest contributor in the world), with transportation and electricity generation representing the two largest contributing factors (41 and 22 percent, respectively).

The carbon dioxide (CO_2) equivalent is a consistent methodology for comparing GHG emissions. Area source and operational emission estimates for the Project's CO_2 emissions are as follows:

CO_2 Emissions	Proposed (lbs/day)	Existing (lbs/day)	Net Increase (lbs/day, unmitigated)
TOTAL	9,261.42	8,254.80	**1,006.62**

The net increase in CO_2 emissions is anticipated to be 1,006.62 pounds per day. As there are currently no significance thresholds for CO_2 emissions or measuring GCC, this information is provided for informational purposes only.

As the proposed project is not anticipated to result in increased vehicle trips, it will not contribute significantly to the generation of GHG emissions. The City has adopted ordinances and guidelines in an effort to reduce the energy consumption of new construction. These measures to require more "green" construction serve to reduce GHG emissions from new and some refurbished development. Also, the City is in the process of preparing revisions to its General Plan. During the analysis of the impacts of the new Plan, additional guidance on how to deal with GHG emissions is anticipated.

2.c) Cumulative Emissions

Since project impacts do not exceed the significance thresholds and the project is consistent with the CAP, project cumulative impacts would be *less than significant*.

2.d) Sensitive Receptors

The proposed project would generate less than 800 new peak hour vehicle trips to any intersection and therefore would be unlikely to generate dangerous concentrations of carbon monoxide at any location. Additionally, the project does not include stationary sources. However, sensitive receptors could be affected by dust and particulates during project site

grading. As described above, impacts associated with dust and particulates are considered potentially significant, mitigable through application of dust control mitigation measures. Therefore, the less than significant amounts of dust and particulates would result in a *less than significant* impact related to exposure of sensitive receptors to these pollutants.

2.e) Odors

The project would not contain features with the potential to emit substantial odorous emissions, from sources such as commercial cooking equipment, combustion or evaporation of fuels, sewer systems, or solvents and surface coatings. Due to the nature of the proposed land use and limited size of the project, project impacts related to odors are considered *less than significant*.

Air Quality – Required Mitigation

AQ-1 Construction Dust Control – Minimize Disturbed Area/Speed. Minimize amount of disturbed area and reduce on site vehicle speeds to 15 miles per hour or less.

AQ-2 Construction Dust Control - Watering. During site grading and transportation of fill materials, regular water sprinkling shall occur using reclaimed water whenever the Public Works Director determines that it is reasonably available. During clearing, grading, earth moving or excavation, sufficient quantities of water, through use of either water trucks or sprinkler systems, shall be applied to prevent dust from leaving the site. Each day, after construction activities cease, the entire area of disturbed soil shall be sufficiently moistened to create a crust.

Throughout construction, water trucks or sprinkler systems shall also be used to keep all areas of vehicle movement damp enough to prevent dust raised from leaving the site. At a minimum, this will include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency will be required whenever the wind speed exceeds 15 mph.

AQ-3 Construction Dust Control – Tarping. Trucks transporting fill material to and from the site shall be covered from the point of origin.

AQ-4 Construction Dust Control – Gravel Pads. Gravel pads shall be installed at all access points to prevent tracking of mud on to public roads.

AQ-5 Construction Dust Control – Stockpiling. If importation, exportation and stockpiling of fill material are involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation.

AQ-6 Construction Dust Control – Disturbed Area Treatment. After clearing, grading, earth moving or excavation is completed, the entire area of disturbed soil shall be treated to prevent wind pickup of soil. This may be accomplished by:

A. Seeding and watering until grass cover is grown;

B. Spreading soil binders;

C. Sufficiently wetting the area down to form a crust on the surface with repeated soakings as necessary to maintain the crust and prevent dust pickup by the wind;

D. Other methods approved in advance by the Air Pollution Control District.

AQ-7 Construction Dust Control – Paving. All roadways, driveways, sidewalks, etc., shall be paved as soon as possible. Additionally, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

AQ-8 Construction Dust Control – PEC. The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when construction work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to land use clearance for map recordation and land use clearance for finish grading for the structure.

The following shall be adhered to during project grading and construction to reduce NOx and PM2.5 emissions from construction equipment:

AQ-9 Heavy-duty diesel-powered construction equipment manufactured after 1996 (with federally mandated "clean" diesel engines) shall be utilized wherever feasible.

AQ-10 The engine size of construction equipment shall be the minimum practical size.

AQ-11 The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.

AQ-12 Construction equipment shall be maintained in tune per the manufacturer's specifications.

AQ-13 Construction equipment operating onsite shall be equipped with two to four degree engine timing retard or pre-combustion chamber engines.

AQ-14 Catalytic converters shall be installed on gasoline-powered equipment, if feasible.

AQ-15 Diesel catalytic converters, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California shall be installed, if available.

AQ-16 Diesel powered equipment shall be replaced by electric equipment whenever feasible.

AQ-17 To the maximum extent feasible, biodiesel shall be used for all construction equipment.

AQ-18 Idling of heavy-duty diesel trucks during loading and unloading shall be limited to five minutes; auxiliary power units shall be used whenever possible.

Air Quality - Residual Impacts

Implementation of Mitigation Measures AQ-1 through AQ-8 would reduce the effects of dust generation during construction to a less than significant level. Project-related operational impacts would be less than significant and no mitigation is required or recommended. Potentially significant adverse impacts from construction-related NOx and ROC emissions require further analysis in an Environmental Impact Report; however, AQ9-AQ18 are included here as these are standard mitigation measures to reduce emissions from construction equipment. Additional mitigation measures may be developed as part of the EIR. Operational impacts would be less than significant. Cumulative impacts will be discussed further in the EIR in the Plans and Policy discussion and in the Other Impact Discussion at the end of the document.

3. BIOLOGICAL RESOURCES Could the project result in impacts to:		**NO**	**YES** ***Level of Significance***
a)	Endangered, threatened or rare species or their habitats (including but not limited to plants, fish, insects, animals, and birds)?		Less than Significant
b)	Locally designated historic, Landmark or specimen trees?		Less than Significant
c)	Natural communities (e.g. oak woodland, coastal habitat, etc.).	X	
d)	Wetland habitat (e.g. marsh, riparian, and vernal pool)?	X	
e)	Wildlife dispersal or migration corridors?	X	

Biological Resources - Discussion

Issues: Biological resources issues involve the potential for a project to substantially affect biologically-important natural vegetation and wildlife, particularly species that are protected as rare, threatened, or endangered by federal or state wildlife agencies and their habitat, native specimen trees, and designated landmark or historic trees.

Impact Evaluation Guidelines: Existing native wildlife and vegetation on a project site are qualitatively assessed to identify whether they constitute important biological resources, based on the types, amounts, and quality of the resources

within the context of the larger ecological community. If important biological resources exist, project effects to the resources are qualitatively evaluated to determine whether the project would substantially affect these important biological resources. Significant biological resource impacts may potentially result from substantial disturbance to important wildlife and vegetation in the following ways:

- Elimination or substantial reduction or disruption of important natural vegetative communities and wildlife habitat or migration corridors, such as oak woodland, coastal strand, riparian, and wetlands.
- Substantial effect on protected plant or animal species listed or otherwise identified or protected as endangered, threatened or rare.
- Substantial loss or damage to important native specimen trees or designated landmark or historic trees.

Biological Resources – Existing Conditions and Project Impacts

3.a,c,d,e) Native Wildlife and Habitat

As recognized by the City of Santa Barbara Master Environmental Assessment, the project site is located in a portion of the City that is almost entirely urbanized, and biological resources are limited. Vegetation on the project site is characterized primarily by specimen non-native plant material, mainly sub-tropical plants such as Palms, Bird of Paradise, Yucca and Tupidanthus, as well as Jacaranda, Coral and one Cedar tree. No endangered, threatened or rare species or their habitats currently listed nor candidates for State or Federal protection are present at this site. The project site does not support any contiguous natural communities nor function as an important wildlife movement or dispersal area. No wetlands exist on the project site. The proposed project would not result in any significant impacts to these resources, their habitats or wildlife movement opportunities. Project impacts to biological resources would be *less than significant*.

The vegetation onsite has limited habitat value for roosting and foraging by urban-adapted species, such as by birds and invertebrates. However, given the amount, height and type of trees and vegetation currently existing on site, all of which are proposed to be removed as part of the project, there may be an adverse, but *less than significant* impact on birds and invertebrates. A recommended mitigation measure is included to reduce possible disturbances to nesting species to further reduce this less than significant impact.

3.b) Specimen Trees

Mature native and non-native specimen trees provide numerous benefits to the environment, including visual beauty, shade, soil stability, air quality and localized habitat for urban-adapted wildlife species, such as birds. City policies address the protection, maintenance and replacement of mature trees, and require replacement on a minimum one-to-one basis when removed.

The project site includes approximately 205 mature trees and ornamental plants, according to the Tree Inventory prepared for the site (Exhibit M). There are no City-designated specimen, historic or landmark trees on the site. The majority of the trees on-site are palm trees. All of the trees on site are proposed to be removed, although approximately 80 of the trees are proposed to be transplanted for re-use in the new development. The preliminary landscape plan includes enhanced street tree planting and placement of trees in planters around the perimeter of the site. Skyline trees are proposed to screen adjacent commercial uses. The removal of existing skyline trees and vegetation is considered a *less than significant* impact related to biological resources, and is discussed further under the Aesthetics Section.

Biological Resources – Recommended Mitigation

BIO-1 Seasonal Restriction. Removal of trees during initial site development should be limited to the time period between September 1 and January 31. If tree removal or construction is to occur during the bird nesting season (February 1 through August 31), a City-approved biologist shall conduct a survey at the site for active nests two weeks prior to any scheduled tree removal, tree pruning, development or grading. If active nests are located, setbacks for construction work would be required until the nest is no longer active or the young have fledged. If no active nests are found, the construction, tree removal, or grading restrictions specified in this section shall not apply.

Biological Resources – Residual Impacts

Project specific impacts would be less than significant and further reduced by the recommended mitigation measure.

4. CULTURAL RESOURCES Could the project:		**NO**	**YES** ***Level of Significance***
a)	Disturb archaeological resources?		Less than Significant
b)	Affect a historic structure or site designated or eligible for designation as a National, State or City landmark?	X	
c)	Have the potential to cause a physical change which would affect ethnic cultural values or restrict religious uses in the project area?	X	

Cultural Resources - Discussion

Issues: Archaeological resources are subsurface deposits dating from Prehistoric or Historical time periods. Native American culture appeared along the channel coast over 10,000 years ago, and numerous villages of the Barbareno Chumash flourished in coastal plains now encompassed by the City. Spanish explorers and eventual settlements in Santa Barbara occurred in the 1500's through 1700's. In the mid-1800's, the City began its transition from Mexican village to American city, and in the late 1800's through early 1900's experienced intensive urbanization. Historic resources are above-ground structures and sites from historical time periods with historic, architectural, or other cultural importance. The City's built environment has a rich cultural heritage with a variety of architectural styles, including the Spanish Colonial Revival style emphasized in the rebuilding of Santa Barbara's downtown following a destructive 1925 earthquake.

Impact Evaluation Guidelines: Archaeological and historical impacts are evaluated qualitatively by archeologists and historians. First, existing conditions on a site are assessed to identify whether important or unique archaeological or historical resources exist, based on criteria specified in the State CEQA *Guidelines* and City Master Environmental Assessment *Guidelines for Archaeological Resources and Historical Structures and Sites*, summarized as follows:

- Contains information needed to answer important scientific research questions and there exists a demonstrable public interest in that information.
- Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- Is directly associated with an important prehistoric or historic event or person.

If important archaeological or historic resources exist on the site, project changes are evaluated to determine whether they would substantially affect these important resources.

Cultural Resources – Existing Conditions and Project Impacts

4.a) Archaeological Resources

The project site is not located within a Prehistoric or Historic cultural resources sensitivity area. However, as with any ground disturbing activity, there is the remote possibility of encountering unknown buried deposits. For this reason contractors and construction personnel should be alerted to the remote possibility of encountering archaeological resources within the project parcel. If archaeological resources are encountered, work in the area of the find should be halted and a professional archaeologist consulted. Therefore, impacts to archaeological resources are considered *less than significant*.

4.b) Historic Resources

The project site is currently developed with a hotel that was constructed approximately 50 years ago, with additions being made through the 1960's. The structures on the site are not considered to have historic merit. *No impacts* to historic structures or sites would occur as a result of the proposed project.

4.c) Ethnic/Religious Resources

There is no evidence that the site involves any ethnic or religious use or importance. The project would have *no impact* on historic, ethnic or religious resources.

Cultural Resources – Recommended Mitigation

CR-1 Unanticipated Archaeological Resources Contractor Notification. Prior to the start of any vegetation or paving removal, demolition, trenching or grading, contractors and construction personnel shall be alerted to the possibility of uncovering unanticipated subsurface archaeological features or artifacts associated with past human occupation of the parcel. If such archaeological resources are encountered or suspected, work shall be halted immediately, the City Environmental Analyst shall be notified and an archaeologist from the most current City Qualified Archaeologists List shall be retained by the applicant. The latter shall be employed to assess the nature, extent and significance of any discoveries and to develop appropriate management recommendations for archaeological resource treatment, which may include, but are not limited to, redirection of grading and/or excavation activities, consultation and/or monitoring with a Barbareño Chumash representative from the most current City qualified Barbareño Chumash Site Monitors List, etc.

If the discovery consists of possible human remains, the Santa Barbara County Coroner shall be contacted immediately. If the Coroner determines that the remains are Native American, the Coroner shall contact the California Native American Heritage Commission. A Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Environmental Analyst grants authorization.

If the discovery consists of possible prehistoric or Native American artifacts or materials, a Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Environmental Analyst grants authorization.

Cultural Resources – Residual Impacts

Project specific impacts would be less than significant and further reduced by the recommended mitigation measure.

5. GEOPHYSICAL CONDITIONS Could the project result in or expose people to:		***NO***	***YES*** ***Level of Significance***
a)	Seismicity: fault rupture?		Less than Significant
b)	Seismicity: ground shaking or liquefaction?		Less than Significant
c)	Seismicity: seiche or tsunami?	X	
d)	Landslides or mudslides?	X	
e)	Subsidence of the land?	X	
f)	Expansive soils?		Potentially Significant, Mitigable
g)	Excessive grading or permanent changes in the topography?		Less than Significant

Geophysical Conditions - Discussion

Issues: Geophysical impacts involve geologic and soil conditions and their potential to create physical hazards affecting persons or property; or substantial changes to the physical condition of the site. Included are earthquake-related conditions such as fault rupture, ground-shaking, liquefaction (a condition in which saturated soil looses shear strength during earthquake shaking); or seismic sea waves; unstable soil or slope conditions, such as landslides, subsidence, expansive or compressible/collapsible soils; or erosion; and extensive grading or topographic changes.

Impact Evaluation Guidelines: Potentially significant geophysical impacts may result from:

- Exposure to or creation of unstable earth conditions due to seismic conditions, such as earthquake faulting, groundshaking, liquefaction, or seismic waves.
- Exposure to or creation of unstable earth conditions due to geologic or soil conditions, such as landslides, settlement, or expansive, collapsible/compressible, or expansive soils.
- Extensive grading on slopes exceeding 20%, substantial topographic change, destruction of unique physical features; substantial erosion of soils, overburden, or sedimentation of a water course.

Geophysical Conditions – Existing Conditions and Project Impacts

5.a-c) Seismic Hazards

Fault Rupture: The City Master Environmental Assessment (MEA) identifies the project site as not located on or near a known fault or fault zone. The closest mapped fault is the Mission Ridge/Arroyo Parida fault, which is approximately 500 feet to the southeast. This fault is not considered to be active. The Santa Ynez fault is the closest mapped active fault, and is approximately 4.5 miles northwest of the project site. Because no known active or potentially active faults are located within or immediately adjacent to the subject site, potential impacts associated with fault rupture from proposed development would be *less than significant*.

Ground Shaking and Liquefaction: The project site is located in a seismically active area of southern California (Seismic Zone 4 per 2001 California Building Code (CBC), Chapter 16, Figure 16-2). Significant ground shaking as a result of a local or regional earthquake is likely to occur during the life of the project. Ground shaking and liquefaction are considered potentially significant impacts. The City Master Environmental Assessment (MEA) indicates that the project site is located in an area of anticipated low damage level to 1- to 3-story structures, and moderate damage level with larger structures from potential earthquake ground shaking. Future development would be required to comply with building code requirements that would minimize potential hazards associated with ground shaking. The site is considered to be minimally susceptible to liquefaction in the event of a strong earthquake per the City's MEA. Further, the types of soils present (high percentage of silt and/or clay) are less prone to liquefaction than a more granular material would be. The Soils Engineering Report prepared for the site identifies a relatively low potential for liquefaction. Therefore, impacts from ground shaking or liquefaction would be *less than significant*.

Seiche or Tsunami: The project site is not located within the tsunami run-up zone as identified in the City's Master Environmental Assessment. Seiche refers to seismic waves within an enclosed water body such as a lake, which is not applicable to the project site location. *No impacts* related to tsunami or seiche are anticipated.

5.d-f) Geologic or Soil Instability

A Soils Engineering Report was prepared for the subject site by Earth Systems Pacific in September 2003 (Exhibit I). This Study was used, along with the City's MEA, to determine potential hazards from geophysical conditions related to the proposed project. The MEA identifies the site as having variable clay conditions, with soil type Qal Alluvium.

Landslides: The project site topography is flat and therefore *no impacts* associated with landslide hazards would occur.

Subsidence: The potential for subsidence on the site is considered low, and impacts are considered *less than significant*. Further, recommendations in the Earth Systems Pacific report include overexcavation and replacement of soils such that any risk from subsidence would be substantially reduced.

Expansive Soils: The soils tests performed at the site indicated that the soil would be classified in the "medium" expansion category per CBC Table 18-I-B. Precautionary measures are proposed by the Soils Engineer to reduce any *potentially significant, mitigable* impacts associated with expansive soils to a *less than significant* level.

5.g) Topography; Grading

Grading: Site preparation would include demolition of all existing site improvements, including a motel, restaurant, and three swimming pools. Removal of these features is likely to result in disturbed soils at significant depths. Subsurface parking garages are proposed for both the hotel and residential development, resulting is excavation up to 15 feet in depth, excluding foundation excavation. It is anticipated that excavation will total approximately 80,000 cubic yards of material. Although the project will require extensive excavation, it is to construct underground parking facilities for the project;

therefore, the proposed grading would not result in a significant alteration of the natural landform or substantially change the existing topography of the site. Impacts associated with landform changes (grading) are considered *less than significant*.

Geophysical Conditions – Required Mitigation

G-1 **Geotechnical Recommendations.** Site preparation and project construction related to soil conditions and seismic hazards shall be in accordance with the recommendations contained in the Soils Engineering Report prepared by Earth Systems Pacific, dated September 25, 2003. Compliance shall be demonstrated on plans submitted for grading and building permits.

Geophysical Conditions – Residual Impacts

Implementation of the required site preparation and structural design measures would mitigate potential geologic hazards associated with expansive soils to less than significant levels.

6. HAZARDS Could the project involve:		**NO**	**YES** ***Level of Significance***
a)	A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)?	X	
b)	The creation of any health hazard or potential health hazards?	X	
c)	Exposure of people to existing sources of potential health hazards?		Less than Significant
d)	Increased fire hazard in areas with flammable brush, grass, or trees?		Less than Significant

Hazards - Discussion

Issues: Hazardous materials issues involve the potential for public health or safety impacts from exposure of persons or the environment to hazardous materials or risk of accidents involving combustible or toxic substances.

Impact Evaluation Guidelines: Significant impacts may result from the following:

- Siting of incompatible projects in close proximity to existing sources of safety risk, such as pipelines, industrial processes, railroads, airports, etc.
- Exposure of project occupants or construction workers to unremediated soil or groundwater contamination.
- Exposure of persons or the environment to hazardous substances due to improper use, storage, or disposal of hazardous materials.
- Siting of development in a high fire hazard areas or beyond adequate emergency response time, with inadequate access or water pressure, or otherwise in a manner that creates a fire hazard

Hazards – Existing Conditions and Project Impacts

6.a,b,c) Public Health and Safety

Hazardous Materials and Safety Risks:

No hazardous materials are known to exist on the site with the exception of asbestos used in the construction of the existing buildings. Abatement is proposed to occur in compliance with Santa Barbara Air Pollution Control District's rules and regulations during the first phases of construction. Impacts from asbestos exposure are anticipated to be *less*

than significant.

The proposed hotel and residential condominiums are not anticipated to create any new hazards. Hazardous materials usage on the site would likely be limited to the storage and use of relatively small quantities of materials such as paint, oils, cleaners, and landscape maintenance materials. Any usage of hazardous materials would be subject to all applicable State and local requirements for management and disposals of such materials. *No impact* from hazardous materials is anticipated.

6.d) Fire Hazard

The project site is not located in a City designated high fire hazard area. Existing vegetation would be relocated or replaced with building and limited ornamental landscaping. The project would be subject to Fire Department and City Ordinance requirements for adequate access, structural design and materials. Adherence to the standard requirements of the Uniform Fire Code with respect to building design would ensure that fire hazard impacts for the proposed project would be *less than significant*.

Hazards - Mitigation

No mitigation required.

7. NOISE Could the project result in:	**NO**	**YES** ***Level of Significance***
a) Increases in existing noise levels?		Potentially Significant, Mitigable
b) Exposure of people to severe noise levels?		Potentially Significant, Mitigable

Noise - Discussion

Issues: Noise issues are associated with siting of a new noise-sensitive land use in an area subject to high ambient background noise levels, siting of a noise-generating land use next to existing noise-sensitive land uses, and/or short-term construction-related noise.

The primary source of ambient noise in the City is vehicle traffic noise. The City Master Environmental Assessment (MEA) *Noise Contour Map* identifies average ambient noise levels within the City.

Ambient noise levels are determined as averaged 24-hour weighted levels, using the Day-Night Noise Level (L_{dn}) or Community Noise Equivalence Level (CNEL) measurement scales. The L_{dn} averages the varying sound levels occurring over the 24-hour day and gives a 10 decibel penalty to noises occurring between the hours of 10:00 p.m. and 7:00 a.m. to take into account the greater annoyance of intrusive noise levels during nighttime hours. Since L_{dn} is a 24-hour average noise level, an area could have sporadic loud noise levels above 60 dB(A) which average out over the 24-hour period. CNEL is similar to L_{dn} but includes a separate 5 dB(A) penalty for noise occurring between the hours of 7:00 p.m. and 10:00 p.m. CNEL and L_{dn} values usually agree with one another within 1 dB(A). The Equivalent Noise Level (L_{eq}) is a single noise level, which, if held constant during the measurement time period, would represent the same total energy as a fluctuating noise. L_{eq} values are commonly expressed for periods of one hour, but longer or shorter time periods may be specified. In general, a change in noise level of less than three decibels is not audible. A doubling of the distance from a noise source will generally equate to a change in decibel level of six decibels.

Guidance for appropriate long-term background noise levels for various land uses are established in the City General Plan Noise Element Land Use Compatibility Guidelines. Building codes also establish maximum average ambient noise levels for the interiors of structures.

High construction noise levels occur with the use of heavy equipment such as scrapers, rollers, graders, trenchers and large trucks for demolition, grading, and construction. Equipment noise levels can vary substantially through a construction period, and depend on the type of equipment, number of pieces operating, and equipment maintenance. Construction equipment generates noise levels of more than 80 or 90 dB(A) at a distance of 50 feet, and the shorter

impulsive noises from other construction equipment (such as pile drivers and drills) can be even higher, up to and exceeding 100 dB(A). Noise during construction is generally intermittent and sporadic, and after completion of the initial demolition, grading and site preparation activities, tends to be quieter.

The Noise Ordinance (Chapter 9.16 of the Santa Barbara Municipal Code) governs short-term or periodic noise, such as construction noise, operation of motorized equipment or amplified sound, or other sources of nuisance noise. The ordinance establishes limitations on hours of construction and motorized equipment operations, and provides criteria for defining nuisance noise in general.

Impact Evaluation Guidelines: A significant noise impact may result from:

- Siting of a project such that persons would be subject to long-term ambient noise levels in excess of Noise Element land use compatibility guidelines as follows:
    - Transient Lodging (Hotel): Normally acceptable maximum exterior ambient noise level of 70 dB(A); maximum interior noise level of 45 db(A).
    - Residential: Normally acceptable maximum exterior ambient noise level of 60 dB(A); maximum interior noise level of 45 dB(A).
- Substantial noise from grading and construction activity in close proximity to noise-sensitive receptors for an extensive duration.

Noise – Existing Conditions and Project Impacts

7.a-b) Increased Noise Level; Exposure to High Noise Levels

Long-Term Operational Noise:

The project site is located in an area subject to average ambient noise levels from roadway noise of less than 60 dBA Ldn, 60-65 dBA Ldn and 65-70 dBA Ldn, as shown on the City's Master Environmental Assessment noise contour maps. A Noise Study, dated June 15, 2005 and a Supplemental Noise Study to Address Construction-Related Impacts, dated April 2006, were prepared by Rincon Consultants and submitted by the applicant. The Noise Study and Supplement are attached as Exhibits G and H respectively. As part of the Study, existing noise levels were monitored at a number of points. This information was then used to model current and future expected noise levels for the proposed project. Measured and modeled noise levels indicate current noise levels at a range of 45-49 dBA Ldn at the northwest corner of the site to a high of 67.7-70 dBA Ldn along State Street.

Interior Noise Levels – Standard construction practices are considered to reduce noise levels by 15 dBA; therefore, interior areas of the hotel and residential units exposed to exterior noise levels above 60 dBA Ldn may not meet the 45 dBA Ldn standard. Therefore, interior noise level impacts are considered *potentially significant, mitigable*. The Noise Study prepared for the project includes noise attenuation features that would reduce interior noise levels to 45 dBA Ldn or less. With incorporation of these features (mitigation measures N-1 and N-2), interior noise level impacts would be reduced to *less than significant* levels.

Exterior Noise Levels – The exterior noise level at the site is less than the 70 dBA Ldn standard for hotel uses, so no mitigation would be required. However, the five residential condominiums along State Street (Unit Type E) would be subject to exterior noise levels that exceed the City's standard for outside residential uses. The design of these two-story condominiums would attenuate noise from State Street to approximately 45.5 dBA Ldn at the required outdoor living spaces for each unit. No additional exterior mitigation is required apart from the proposed building design. All other exterior living areas on the project site would be protected from noise levels above 60 dBA Ldn. Impacts associated with exterior noise levels are considered *less than significant*.

Temporary Construction Noise:

Uses around the project site are primarily commercial, retail and residential. Residential uses are considered noise sensitive. The closest residences are located approximately 50 feet from the project site's northern perimeter.

Noise from grading and construction equipment, truck traffic and vibration would affect surrounding noise-sensitive uses during the approximately 2 ½ years (124 weeks) construction period. The applicant has prepared a construction phasing schedule to address project length, construction equipment, trucks and personnel required for each stage of the

development. Hazardous material abatement, building demolition and site clearing operations are anticipated to last 14 weeks (3 ½ months). Temporary shoring and mass excavation, which has the greatest potential noise impacts, is anticipated to last 10 weeks (2 ½ months). Underground parking construction is anticipated to last 30 weeks (7 ½ months). New hotel and condominium construction is scheduled to be completed over a 70 week (1 year, 4 ½ months) period.

The Supplemental Noise Study to Address Construction-Related Impacts prepared by Rincon Consultants (April 2006) concludes that, at 50 feet from sensitive receptors, construction noise during the 124 weeks of construction will range between 60-85 dBA CNEL, and that for 12-13 weeks of the duration of construction the noise level will range from 81-85 dBA at 50 feet from the sensitive receptor. These conclusions from the Supplemental Noise Study are based on assumptions that mechanical equipment other than vehicles and equipment that are operated by electricity obtained from an electricity utility company would not be used before 7 a.m. or after 7 p.m. Monday-Friday or before 8 a.m. or after 7 p.m. on Saturday, Sunday and Holidays. Temporary construction noise impacts are considered *potentially significant, mitigable* (see Mitigation Measures N-6 through N-13).

Noise – Required Mitigation

N-1: **Sound Barrier.** As part of the building plan submittal, either of the following shall be included to reduce noise levels to the easternmost residence adjacent to the parking garage driveway:

a. The easternmost residence along State Street shall include a solid wall on its eastern side to act as a noise barrier between the driveway and interior living area of that unit; or

b. The driveway slope shall not exceed 10% for at least one car length at the top of the ramp where cars may be waiting to exit to State Street; do not allow windows to directly face the driveway at this location on the first floor; and use dual-glazed window panes on any second-story windows that overlook the driveway.

N-2: **Interior Noise Reduction:**

a. The walls, doors and windows of units that face State Street shall be constructed to include sufficient noise attenuation to reduce interior levels to a CNEL of 45 dBA. This would require, at a minimum, the use of double-paned windows on all floors for those windows that face State Street.

b. Windows shall have a minimum Standard Transmission Class (STC) of 35 and be properly installed, weather-stripped, and insulated.

c. Doors with a minimum STC of 35 shall be used for doorways facing State Street and shall be insulated in conformance with California Title 24 requirements.

d. The exterior wall facing shall be stucco and/or shall be designed for a minimum STC of 45.

e. Roof or attic vents facing State Street shall be baffled.

f. Air conditioning or a mechanical ventilation system shall be installed in at least the five dwelling units fronting on State Street, as well as the two others outside the 60 dB noise corridor so that windows and doors may remain closed. Ventilation systems shall be installed and operable prior to Certificate of Occupancy.

N-3: **Exterior Residential Areas**. Usable residential exterior areas (patios, balconies, courtyards) shall be oriented away from State Street to the extent feasible, and preferably shielded from roadways by the structures themselves.

N-4: **Pavement.** The residential parking lot driveway shall be paved with a coating to reduce tire squeal. This coating would consist of granulate rubber made from used tires as its aggregate, and urethane resin as its binder.

N-5: **Left Turns.** Prohibit left turns onto State Street from the residential parking lot to eliminate sudden car accelerations that could otherwise occur when making this turn.

N-6: **Construction Notice.** At least 30 days prior to commencement of construction, the contractor shall provide written notice to all property owners and building occupants within 450 feet of the project area that proposed construction activities could substantially affect outdoor or indoor living areas. The notice shall contain a description of the proposed project, a construction schedule including days and hours of construction, a description of noise reduction measures and the name and phone number of the Project Environmental Coordinator (PEC) who can answer questions and provide additional information or address problems that may

arise associated with construction noise. A 24-hour construction hot line shall be provided. Any noise complaints received shall be documented, and as appropriate, construction activities shall be modified to the extent feasible to address such complaints. Informational signs with the PEC's name and telephone number shall also be posted at the site and shall be easily viewed from adjacent public areas.

N-7: **Construction Hours.** Noise-generating construction activities (which may include preparation for construction work) shall be permitted weekdays between the hours of 8:00 a.m. and 5:00 p.m., excluding holidays observed by the City as legal holidays: New Year's Day (January 1st); Martin Luther King Jr.'s Birthday (3rd Monday in January); President's Day (3rd Monday in February); Memorial Day (Last Monday in May); Independence Day (July 4th); Labor Day (1st Monday in September); Thanksgiving Day (4th Thursday in November); Day Following Thanksgiving Day (Friday following Thanksgiving); Christmas Day (December 25th). *When a holiday falls on a Saturday or Sunday, the preceding Friday or following Monday respectively shall be observed as a legal holiday.

Occasional night work may be approved for the hours between 5 p.m. and 8 a.m. weekdays by the Chief of Building and Zoning (per Section 9.13.015 of the Municipal Code). In the event of such night work approval, the applicant shall provide written notice to all property owners and occupants within 450 feet of the project property boundary and the City Planning and Building Divisions at least 48 hours prior to commencement of night work. Night work shall not be permitted on weekends or holidays.

N-8: **Construction Equipment Sound Barrier.** Stationary construction equipment that generates noise that exceeds 50 dBA at the property boundaries shall be shielded with a barrier that meets a sound transmission class (STC) rating of 25.

N-9: **Construction Equipment Sound Control.** All construction equipment powered by internal combustion engines shall be properly muffled and maintained. No internal combustion engine shall be operated on the site without said muffler. All diesel equipment shall be operated with closed engine doors and shall be equipped with factory-recommended mufflers. Unnecessary idling of internal combustion engines shall be prohibited.

N-10: **Construction Noise Barrier.** Air compressors and generators used for construction shall be surrounded by temporary acoustical shelters. Whenever feasible, electrical power shall be used to run air compressors and similar power tools.

N-11: **Window Replacement.** The applicant shall offer to have a minimum 4 millimeter thick double paned glass installed in the first and second story windows of the residences that face the project site.

N-12: **Air Conditioning.** The applicant shall offer to install temporary air conditioning in those residential units adjacent to the project site that do not already have this feature, to allow such residents to keep their windows closed during construction activities.

N-13: **Construction Sound Barrier Wall.** Install a temporary construction sound barrier wall along the northern half of the western edge of the project site, the entire northern end of the site, and the northern half of the eastern edge of the project site. The barrier should be made of sound attenuating material (not landscaping). The noise barrier can be constructed from concrete, masonry, wood, metal, or other materials determined to be appropriate by the City. To effectively reduce sound transmission through the barrier, the material chosen must be rigid and sufficiently dense (at least 20 kilograms/square meter). All noise barrier material types are equally effective, acoustically, if they have this density. The barrier shall be of sufficient height to block direct line of sight to the first story of adjacent residential uses. It is estimated that a noise barrier of the prescribed density would reduce average noise levels to sensitive receptors by up to 5 dB if the barrier blocks direct line of sight, and an additional 1.5 dB for each meter of barrier height for those uses blocked from direct line of sight.

Noise – Residual Impact

Implementation of the identified mitigation measures would reduce operational interior noise impacts and temporary construction noise levels to less than significant levels.

8. POPULATION AND HOUSING Could the project:		**NO**	**YES** **Level of Significance**
a)	Induce substantial growth in an area either directly or indirectly (e.g. through projects in an undeveloped area or extension of major infrastructure)?		Less than Significant
b)	Displace existing housing, especially affordable housing?	X	

Population and Housing - Discussion

Impact Evaluation Guidelines: Issues of potentially significant population and housing impacts may involve:

- Growth inducement, such as provision of substantial population or employment growth or creation of substantial housing demand; development in an undeveloped area, or extension/ expansion of major infrastructure that could support additional future growth.
- Loss of a substantial number of housing units, especially loss of more affordable housing.

Population and Housing – Existing Conditions and Project Impacts

8.a) Growth-Inducing Impacts

The project site is located in an existing developed urban area already served by urban infrastructure. No extensions of infrastructure or urban services would be necessary to serve the project site. The proposed residential units are intended to meet existing demand for ownership housing units within the community and would not induce growth. Growth inducing impacts as a result of the project would be *less than significant*.

8.b) Housing Displacement

The project includes the removal of one residential unit (duplex at 3715 San Remo Drive would be converted to a single-family residence to allow for vehicular access to the Town & Country apartments (3730 State Street)). While the project results in the loss of one residential unit, it would provide 73 housing units for the City, 11 of which would be designated as middle-income affordable housing units. *No adverse housing impact* would result from the project.

Population and Housing - Mitigation

No mitigation required.

9. PUBLIC SERVICES Could the project have an effect upon, or result in a need for new or altered services in any of the following areas:	NO	YES *Level of Significance*
a) Fire protection?		Less than Significant
b) Police protection?		Less than Significant
c) Schools?		Less than Significant
d) Maintenance of public facilities, including roads?		Less than Significant
e) Other governmental services?		Less than Significant
f) Electrical power or natural gas?		Less than Significant
g) Water treatment or distribution facilities?		Less than Significant
h) Sewer or septic tanks?		Less than Significant
i) Water distribution/demand?		Less than Significant
j) Solid waste disposal?		Significant, Mitigable

Public Services - Discussion

Issues: This section evaluates project effects on fire and police protection services, schools, road maintenance and other governmental services, utilities, including electric and natural gas, water and sewer service, and solid waste disposal.

Impact Evaluation Guidelines: The following may be identified as significant public services and facilities impacts:

- Creation of a substantial need for increased police department, fire department, road maintenance, or government services staff or equipment.
- Generation of substantial numbers of students exceeding public school capacity where schools have been designated as overcrowded.
- Inadequate water, sewage disposal, or utility facilities.
- Substantial increase in solid waste disposal to area sanitary landfills.

Public Services – Existing Conditions and Project Impacts

9a-b,d-g. Facilities and Services

The project site is located in an urban area where all public services are available. In 2005, the City prepared a General Plan Update: 2030 Conditions, Trends, and Issues (CTI) Report (September 2005) that examined existing conditions associated with fire protection, police protection, library services, public facilities, governmental facilities, electrical power, and natural gas. The CTI Report specifically analyzed whether there were deficiencies existing or anticipated for each of the public services. The CTI report determined that police and fire protection services, and library services are being provided at acceptable levels to the City. In addition, the CTI Report determined that electricity, natural gas, telephone, and cable telecommunication services are being provided at acceptable service levels and utility companies did not identify any deficiencies in providing service in the future. Finally, the CTI Report determined that demand for City buildings and facilities will continue to be impacted by growth, although no appropriate/acceptable levels of service have been established.

The project site is located in an urban area and involves the demolition of existing buildings and construction of new buildings in its place. Because the existing buildings already utilize existing public services, the project would be served with connections to existing public services for gas, electricity, cable, and telephone traversing the site, as well as access

to existing roads. The project is not anticipated to create a substantially different demand on fire or police protection services, library services, or City buildings and facilities than that anticipated in the CTI Report. Therefore, impacts to fire protection, police protection, library services, City buildings and facilities, electrical power, natural gas, telephone, and cable telecommunication services are anticipated to be *less than significant*.

9.c) Schools

The project site is served by the Santa Barbara Elementary and High School Districts for elementary and high school. The project would provide an increase of 73 residential units, which could generate additional students.

The project may also result in a minor increase in area employees. It would be expected that some of the added employees would already reside in the area. Some portion of new employees may in-migrate. The commercial portion of the proposed project may generate new elementary and secondary students to the extent that new employment created by the project results in new residents to the area. Unlike the residential portion of this project that falls into a defined school attendance area, students generated by the commercial portion of the proposed project could live and attend a school in any area of the South Coast. Some students generated by the commercial portion of this project could also live outside the boundaries of the Santa Barbara School Districts or attend private schools.

None of the school districts in the South Coast have been designated "overcrowded" as defined by California State law. School impact fees would be applied to the project in accordance with State law. Project impacts to schools would be *less than significant*.

9.h,i) Water and Sewer

Water

The City of Santa Barbara's water supply comes from the following sources, with the actual share of each determined by availability and level of customer demand: Cachuma Reservoir and Tecolote Tunnel, Gibraltar Reservoir and Mission Tunnel, 300 Acre Feet per Year (AFY) of contractual transfer from Montecito Water district, groundwater, State Water Project entitlement, desalination, and recycled water. Conservation and efficiency improvements are projected to contribute to the supply by displacing demand that would otherwise have to be supplied by additional sources. In 1994, based on the comprehensive review of the City's water supply in the Long Term Water Supply Alternatives Analysis (LTWSAA), the City Council approved the Long Term Water Supply Program (LTWSP). The LTWSP outlines a strategy to use the above sources to meet the projected demand of 17,900 AFY (including 1,500 AFY of demand projected to be met with conservation) plus a 10 percent safety margin for a total of 19,700 AFY. Therefore, the target for the amount of water the system will actually have to supply, including the safety margin, is 18,200 AFY. The 2003 Water Supply Management Report documents an actual system demand of 13,460 AFY and a theoretical commitment of 16,170 AFY. Of the total system production, 95% was potable water and 5% was reclaimed water.

In 2005, the City prepared a General Plan Update: 2030 Conditions, Trends, and Issues Report (September 2005) that examined existing conditions associated with water supply, treatment, and distribution system, and specifically analyzed and determined that there were no existing or anticipated deficiencies for the next 20-year planning period based on a growth rate of .7% per year.

The proposed project receives water service from the City of Santa Barbara. The proposed project is within the anticipated growth rate for the City and therefore, the City's long-term water supply and existing water treatment and distribution facilities would adequately serve the proposed project.

The proposed project's net water demand is estimated at 19.53 AFY (refer to Exhibit N for worksheet). This increase in water use would result in a *less than significant* impact to the City's water supply and distribution facilities.

Sewer

The maximum capacity of the El Estero Treatment Plant is 11 million gallons per day (MGD), with current average daily flow of 8.5 MGD. The Treatment Plant is designed to treat the wastewater from a population of 104,000. The proposed project's estimated net new sewer demand is 15,127 gallons per day or 16.94 AFY (refer to Exhibit N for worksheet). Increased sewage treatment associated with the project can be accommodated by the existing City sewer system and sewage treatment plant, and would represent a *less than significant* impact.

9.j) Solid Waste Generation/ Disposal

Most of the waste generated in the City is transported on a daily basis to seven landfills located around the County. The County of Santa Barbara, which operates the landfills, has developed impact significance thresholds related to the impacts of development on remaining landfill capacity. The County thresholds are based on the projected average solid waste generation for Santa Barbara County from 1990-2005. The County assumes a 1.2% annual increase (approximately 4,000 tons per year) in solid waste generation over the 15-year period.

The County's threshold for project specific impacts to the solid waste system is 196 tons per year (this figure represents 5% of the expected average annual increase in solid waste generation [4,000 tons per year]). Source reduction, recycling and composting can reduce a project's waste stream by as much as 50%. If a proposed project generates 196 or more tons per year after reduction and recycling efforts, impacts would be considered significant and unavoidable.

Proposed projects with a project specific impact as identified above (196 tons per year or more) would also be considered cumulatively significant, as the project specific threshold of significance is based on a cumulative growth scenario. However, as landfill space is already extremely limited, any increase in solid waste of 1% or more of the expected average annual increase in solid waste generation [4000 tons per year], which equates to 40 tons per year, is considered an adverse cumulative impact.

Long-Term (Operational). The project use is estimated to generate 268.58 tons per year of solid waste as follows:

Attached Residential:	2.65 people/unit x 73 units x 0.95 tons/year =	183.78 tons/year
Hotel/Motel:	106 rooms x 0.80 (tons/year) =	84.80 tons/year
Total:		268.58 tons/year

The existing use is estimated to generate 90.4 tons per year of solid waste. Therefore, the net solid waste generation of the project would be 178.18 tons per year. With application of source reduction, reuse and recycling, landfill disposal of solid waste could be reduced by 50%, to 89.09 tons per year. The project specific impact is considered less *than significant* because the 196 tons per year threshold is not exceeded; however, an adverse cumulative impact would result because waste generation would exceed 40 tons per year.

The County of Santa Barbara is working on an update to their waste generation rates and thresholds; however it has not yet been adopted. The draft updated waste generation numbers reflect the increase in residential trash generation over the last decade. Under the updated residential generation rates, the net solid waste generation of the project would be approximately 323 tons per year. However, a numeric threshold of significance is not identified with the updated generation rates. Because all measures that could be feasibly applied to projects are currently required by state law and City ordinance, recycling programs are available and required throughout the City and the County has met and is exceeding its state mandated waste diversion requirements, operational solid waste generation from new discretionary development is considered to result in an adverse but less than significant solid waste impact on County operated facilities.

Short-Term (Demolition and Construction). Project demolition and excavation will require export of non-structural fill. The solid waste generation/disposal thresholds adopted by the City do not apply to short-term construction projects. However, new construction, especially remodeling and demolition, represents the greatest challenge to maintaining existing diversion rates. Draft solid waste generation guidelines have been developed by the County of Santa Barbara; however, it should be noted that these numbers have not been adopted. Based on these draft guidelines, it is anticipated that the project would generate 4,121 tons of waste for demolition and construction (2,640 tons of demolition waste plus 1,481 tons of construction waste). Under the County's draft significance thresholds, any project that is projected to create more than 350 tons of construction and demolition debris is considered to have a significant impact on solid waste generation. Therefore, under these draft thresholds of significance, the subject project would be considered to have a *potentially significant, mitigable* impact based on its construction-related solid waste generation. Although this threshold has not been formally adopted by the City, the amount of trash anticipated to be generated by the project warrants mitigation. The implementation of a Solid Waste Management Plan that includes measures to reduce, re-use, and recycle construction and demolition waste to the extent feasible would reduce short-term waste disposal impacts to a less than significant level.

Public Services – Required Mitigation

PS-1 **Operational Recycling.** Hotel and restaurant operators shall encourage guests to recycle by using recyclable materials, and providing sufficient and appropriate receptacles, such as recycling or green waste containers, in each room. Recyclable material collection and pick-up areas shall be provided on-site for the hotel and restaurant operations. The hotel and restaurant operators shall use materials that are recyclable to the extent feasible.

PS-2 **Trash Enclosure Provision and Design.** A trash enclosure with adequate area for recycling containers shall be provided on each Property and screened from view from surrounding properties and the street. Dumpsters and containers with a capacity of 1.5 cubic yards or more shall not be placed within five (5) feet of combustible walls, openings, or roofs, unless protected with fire sprinklers. Project trash container areas shall incorporate approved long-term structural storm water best management practices (BMPs) to protect water quality. The applicant shall submit project plans to the satisfaction of Public Works Engineering and Solid Waste that incorporate long-term structural best management practices for trash storage areas to protect storm water quality. The owners shall maintain these structural storm water quality protections in working order for the life of the project, and shall inspect at least annually and report to the City annually.

PS-3 **Waste Management Plan.** The Applicant shall develop and implement a Solid Waste Management Plan to reduce waste generated by construction and demolition activities. Consistent with City of Santa Barbara ordinances and in order to achieve the waste diversion goals required by state law, the Contractor may choose to separate waste and recyclables on-site or use a combination of source separation and a construction and demolition (C&D) sorting facility. The Solid Waste Management Plan shall include the following:

1. Contact information: The name and contact information of who will be responsible for implementing the Solid Waste Management Plan.
2. Waste assessment: A brief description of the proposed project wastes to be generated, including types and estimated quantities during the construction phase of this project. A minimum of 90% of demolition and construction materials shall be recycled or reused.
3. Recycling and waste collection areas: Waste sorting and/or collection and/or recycling areas shall be clearly indicated on the project plans and approved by the City Solid Waste Specialist.
4. Transportation: A description of the means of transportation of recyclable materials and waste (whether materials will be site-separated and self-hauled to designated centers, or whether mixed materials will be collected by a waste hauler and removed from the site to be processed) and destination of materials.
5. Landfill information: The name of the landfill(s) where trash will be disposed of and a projected amount of material that will be landfilled.
6. Meetings: A description of meetings to be held between applicant and contractor to ensure compliance with the site Solid Waste Management Plan.
7. Alternatives to landfilling: A list of each material proposed to be salvaged, reused, or recycled during the course of the Project.
8. Contingency Plan: An alternate location to recycle and/or stockpile C&D in the event of local recycling facilities becoming unable to accept material (for example: all local recycling facilities reaching the maximum tons per day due to a time period of unusually large volume).
9. Implementation and Documentation of Solid Waste Management Plan:
    a. Manager: The Permit Applicant or Contractor shall designate an on-site party (or parties) responsible for instructing workers and overseeing and documenting results of the Solid Waste Management Plan for the Project Site Foreman. The contact will notify the Public Works Department immediately should any deviance from the Solid Waste Management Plan be necessary.
    b. Distribution: The Contractor shall distribute copies of the Solid Waste Management Plan to the Job Site Foremen, impacted subcontractors, and the Architect.

c. Instruction: The Permit Applicant or Contractor shall provide on-site instruction of appropriate separation, handling, and recycling, salvage, reuse, and return methods to be used by all parties at the appropriate stages of project development.

d. Separation and/or Collection areas: The Permit Applicant or Contractor shall ensure that the approved recycling and waste collection areas are designated on site.

e. Construction of Recycling and Waste container facilities: Inspection shall be made by Public Works to ensure the appropriate storage facilities are created in accordance with AB 2176, California State Public Resources Code 42911 and City of Santa Barbara Zoning Ordinances.

f. Hazardous wastes: Hazardous wastes shall be separated, stored, and disposed of according to federal, state and local regulations.

g. Documentation: The Contractor shall submit evidence at each inspection to show that recycling and/or reuse goals are being met and a Summary of Waste Generated by the Project shall be submitted on a monthly basis. Failure to submit this information shall be grounds for a stop work order. The Summary shall be submitted on a form acceptable to the Public Works Department and shall contain the following information:

- Disposal information: amount (in tons or cubic yards) of material landfilled; identity of the landfill; total amount of tipping fees paid at the landfill; weight tickets, manifests, receipts, and invoices (attach copies).
- Recycling information: amount and type of material (in tons or cubic yards); receiving party; manifests, weight tickets, receipts, and invoices (attach copies).
- Reuse and salvage information: list of items salvaged for reuse on project or campus (if any); amount (in tons or cubic yards); receiving party or storage location.

h. Contingency Plan: The Permit Applicant or Contractor shall detail the location and recycling of stockpiled material in the event of the implementation of a Contingency Plan.

Public Services – Residual Impacts

Implementation of the identified mitigation measures would reduce cumulative and short-term solid waste impacts to less than significant levels.

10. RECREATION Could the project:		**NO**	**YES** ***Level of Significance***
a)	Increase the demand for neighborhood or regional parks or other recreational facilities?		Less than Significant
b)	Affect existing parks or other public recreational facilities?		Less than Significant

Recreation - Discussion

Issues: Recreational issues are associated with increased demand for recreational facilities, or loss or impacts to existing recreational facilities.

Impact Evaluation Guidelines: Recreation impacts may be significant if they result in:

- Substantial increase in demand for park and recreation facilities in an area under-served by existing public park and recreation facilities.
- Substantial loss or interference with existing park space or other public recreational facilities such as hiking, cycling, or horse trails.

Recreation – Existing Conditions and Project Impacts

10.a) Recreational Demand

Currently within the City there are more than 1,800 acres of natural open space, park land and other recreational facilities. In addition, there are 28 tennis courts, 2 public outdoor swimming pools, beach volleyball courts, sport fields, lawn bowling greens, a golf course, 13 community buildings and a major skateboard facility. The City also offers a wide variety of recreational programs for people of all ages and abilities in sports, various classes, tennis, aquatics and cultural arts.

In 2005, the City prepared a General Plan Update: 2030 Conditions, Trends, and Issues (CTI) Report (September 2005) that examined existing conditions associated with recreation and parks. Population characteristics including income, age, population growth, education and ethnicity affect recreation interests and participation levels.

The National Recreation and Park Association (NRPA) has established park service area standards for various types of parks. The NRPA standards have not been adopted by the City; however, the standards do provide a useful tool for assessing park space needs. The CTI Report determined that, based on NRPA standards, there is an uneven distribution of parkland in the City, such that some areas of the City may currently be underserved with neighborhood and community parks, but overall the City has adequate passive, community, beach, regional, open space, and sports facility parks.

The development of the proposed project with new residences and a hotel would create an increase in the demand for park and recreational opportunities in the general area. As indicated above, the City of Santa Barbara has ample parkland, albeit unevenly distributed throughout the City, and adequate recreation facilities. The proposed project would introduce additional residents into the North State neighborhood where existing nearby neighborhood parks (those intended to serve nearby residents) include MacKenzie Park, Stevens Park, Willowglen Park and Los Robles Park. None of the above referenced neighborhood parks are within the NRPA ¼ to ½-mile radius standard of the proposed project site. Residents of the proposed project would have access to these neighborhood parks, although somewhat less conveniently than if located within the NRPA standard distance. In addition, residents would have access to other community, beach, regional, open space and sports facility parks, and all City recreation programs.

Because of the transient nature of hotel guests, their park and recreation needs differ from that of residents. Often, onsite recreational opportunities are provided that are tailored to hotel guest needs (i.e. swimming pool, kids' game room, etc.). In addition, hotel guests often seek more tourist oriented attractions and destinations, and overall, their use of neighborhood and community parks is limited.

The increase in park and recreational demands associated with the residences and hotel guests is considered a *less than significant* impact.

10.b) Existing Recreational Facilities

As described above, the proposed project is not within close proximity of either neighborhood or community parks. The project is located across State Street from a path along San Roque Creek, and within a block of the YMCA facility. However, the proposed residential and hotel land uses by their nature, would not interfere or cause a substantial loss of use of existing parks or recreational facilities by means of obnoxious or offensive emission of odors, dust, gas, fumes, smoke, liquids, wastes, noise, vibrations, or disturbances. Therefore, the project would have a *less than significant* impact on recreational facilities.

Recreation - Mitigation

No mitigation required.

11. TRANSPORTATION/CIRCULATION Could the project result in:	**NO**	**YES** ***Level of Significance***
a) Increased vehicle trips?		Potentially Significant
b) Hazards to safety from design features (e.g. sharp curves, inadequate sight distance or dangerous intersections)?		Potentially Significant
c) Inadequate emergency access or access to nearby uses?		Less than Significant
d) Insufficient parking capacity on-site or off-site?		Potentially Significant
e) Hazards or barriers for pedestrians or bicyclists?		Less than Significant

Transportation - Discussion

Issues: Transportation issues include traffic, access, circulation, safety, and parking. Vehicle, bicycle and pedestrian, and transit modes of transportation are all considered, as well as emergency vehicle access. The City General Plan Circulation Element contains policies addressing circulation, traffic, and parking in the City.

Impact Evaluation Guidelines: A proposed project may have a significant impact on traffic/ circulation/ parking if it would:

Vehicle Traffic

- Cause an increase in traffic that is substantial in relation to the existing traffic load and street system capacity (see traffic thresholds below).
- Cause insufficiency in transit system.
- Conflict with the Congestion Management Plan (CMP) or Circulation Element or other adopted plan or policy pertaining to vehicle or transit systems.

Circulation and Traffic Safety

- Create potential hazards due to addition of traffic to a roadway that has design features (e.g., narrow width, roadside ditches, sharp curves, poor sight distance, inadequate pavement structure) or that supports uses that would be incompatible with substantial increases in traffic.
- Diminish or reduce safe pedestrian and/or bicycle circulation.
- Result in inadequate emergency access on-site or to nearby uses.

Parking

- Result in insufficient parking capacity for the projected amount of automobiles and bicycles.

Traffic Thresholds of Significance: The City uses Levels of Service (LOS) "A" through "F" to describe operating conditions at signalized intersections in terms of volume-to-capacity (V/C) ratios, with LOS A (0.50-0.60 V/C) representing free flowing conditions and LOS F (0.90+ V/C) describing conditions of substantial delay. The City General Plan Circulation Element establishes the goal for City intersections to not exceed LOS C (0.70-0.80 V/C).

For purposes of environmental assessment, LOS C at 0.77 V/C is the threshold Level of Service against which impacts are measured. An intersection is considered "impacted" if the volume to capacity ratio is .77 V/C or greater.

Project-Specific Significant Impact: A project-specific significant impact results when:

(a) Project peak-hour traffic would cause a signalized intersection to exceed 0.77 V/C, or

(b) The V/C of an intersection already exceeding 0.77 V/C would be increased by 0.01 (1%) or more as a result of project

peak-hour traffic.

For non-signalized intersections, delay-time methodology is utilized in evaluating impacts.

Significant Cumulative Contribution: A project would result in a significant contribution to cumulative traffic impacts when:

(a) Project peak-hour traffic together with other cumulative traffic from existing and reasonably foreseeable pending projects would cause an intersection to exceed 0.77 V/C, or

(b) Project would contribute traffic to an intersection already exceeding 0.77 V/C.

Transportation – Existing Conditions and Project Impacts

11.a) Traffic

Long-Term (Operational) Traffic:

A Traffic and Circulation Study of the project was prepared by Associated Transportation Engineers (ATE), dated August 19, 2005 and is included as Exhibit K. Findings of the Study conclude that the existing uses, a 113 room motel and stand-alone quality restaurant, generate 1,029 and 561 average daily trips (ADT), respectively, for a combined existing traffic generation of 1,590 ADT. The Institute of Transportation Engineers (ITE) Trip Generation Manual land use code 320 was assigned to the motel and land use code 931 was assigned to the restaurant. The Study further found that the proposed uses (at the time the study was prepared), a 112 room hotel and 73 residential condominiums, would generate 999 and 428 ADTs, respectively, for a combined generation of 1,427 ADTs. ITE Trip Generation Manual land use code 310 was assigned to the hotel and land use code 230 was assigned to the residential condominiums. Based on the current proposal, which includes a 106-room hotel and 73 residential units, the project would generate 1,374 ADTs. The net change in traffic generation is anticipated to be a reduction of 216 ADT.

However, given the proposed change is uses on site, the project would be anticipated to result in a net increase of 25 A.M. peak hour trips and a net loss of 3 P.M. peak hour trips. The Traffic Study prepared for the project includes traffic counts and level of service calculations for area intersections, as well as project trip distribution information. This data indicates that the project's additional A.M. peak hour trips will result in a *less than significant* impact on existing and cumulative traffic levels of service, based on the City's thresholds of significance.

Subsequently, the City prepared the Upper State Street Traffic, Circulation, and Parking Study (USS Traffic Study), prepared by Meyer, Mohaddes Associates dated February 2007. The findings of this Study provide new information regarding existing V/C and LOS for intersections in the project vicinity. This Study also includes driveway counts to determine trip rates of existing uses. This Study confirms that the proposed redevelopment of the project site would result in a net decrease in P.M. peak hour trips. Therefore, the proposed Sandman development project would have a *less than significant* traffic impact.

However, potential impacts associated with proposed changes to the existing access provided to the 24-unit Town & Country (T&C) Apartments complex, located north of the project site, have not been analyzed. Access to the T&C Apartments is currently provided via a driveway that extends through the Sandman Inn and connects to State Street. The project is proposing to eliminate this driveway connection and provide a new driveway connection for the T&C Apartments to San Remo Drive. Study of the traffic (ADT and peak hour traffic) associated with the relocated T&C Apartment access, and its potential change to the existing San Remo/Hope Avenue/Ontare Avenue neighborhood traffic and impact surrounding intersections, is required to analyze unknown, *potentially significant* impacts, and will be included in an Environmental Impact Report (EIR).

Short-Term Construction Traffic:

The overall project construction process is estimated to last approximately 2 years and 5 months (29 months). This would include demolition and site preparation lasting approximately 14 weeks, grading and excavation for an estimated ten weeks, and construction duration of estimated 25 months. Working hours during the construction process are proposed to be 7 a.m. – 7 p.m. Monday through Saturday and 8 a.m. – 7 p.m. Sunday and holidays. It is anticipated that staging, equipment, materials storage, and temporary construction worker parking would occur onsite for the duration of the project

The project would generate construction-related traffic that would occur over the twenty-nine month construction period and would vary depending on the stage of construction. The peak traffic generated at any one time by construction is estimated to be 120 vehicles per day (during Phase III – Temporary Shoring and Mass Excavation). Temporary construction traffic is generally considered an adverse but not significant impact. However, given the relatively long duration of construction required for this project, the potential for construction to overlap with other large projects proposed in the area, and existing traffic levels in the area, short-term construction-related traffic may create a *potentially significant* impact, and will be further evaluated in an Environmental Impact Report.

11.b) Access/ Circulation/ Safety

The project is proposing to allow eastbound left turns into the residential driveway, and to restrict egress turning movements from both driveways to right turn only. This will require alteration of the existing median located on State Street to allow for a left turn pocket and queuing area. In addition to the Traffic and Circulation Study of the project prepared by Associated Transportation Engineers (ATE), dated August 19, 2005 (Exhibit K), a Supplemental Analysis of the Access Alternatives for the Proposed Sandman Inn Redevelopment Project, dated March 3, 2006, was prepared by ATE and is included as Exhibit L. Both studies analyzed access alternatives to the site. Neither study has been accepted by the City Transportation staff due to unresolved issues with the studies' assumptions and findings, particularly relative to the left turn pocket and queuing analysis near the State/Hitchcock intersection, and associated U-turns at the State/Hitchcock intersection. Therefore, the proposed ingress/egress from/to State Street, and associated circulation and safety impacts, is considered *potentially significant* and will be further studied in an Environmental Impact Report.

Further, the Upper State Street Study (USSS) recommends installation of additional raised medians on State Street between Hitchcock Way and Ontare Road in order limit mid-block left turns from State Street and to restrict left turns on to State Street. The recommendation includes extending the existing median from approximately 314 feet to approximately 520 feet in length, as measured from the State Street/Hitchcock Way intersection. This proposed improvement would block left turns from State Street into the residential driveway. Left turns into and out of the hotel driveway would be blocked by the existing median. Additionally, proposed driveways for the development are located approximately 90 feet apart. The USSS recommends driveway spacing of 440 feet if feasible, but a minimum spacing of 220 feet, in order to reduce potential conflicts/"friction" (traffic safety issue) and improve mid-block through traffic flow.

Additionally, existing access for the existing 24-unit Town & Country (T&C) Apartments complex, located north of the project site, is provided via a driveway that extends through the Sandman Inn and connects to State Street. The project is proposing to eliminate this driveway connection and provide a new driveway connection for the T&C Apartments to San Remo Drive. The proposed access and circulation change for T&C Apartments and its potential safety impacts at San Remo and potential change to the existing San Remo/Hope Avenue/Ontare Avenue neighborhood character due to additional traffic are considered *potentially significant* and require analysis in an Environmental Impact Report.

Relative to the design and circulation of the interior of the residential parking garage, Transportation staff continues to have concerns with visibility, friction and turning movements. Resolution regarding compliance with SBMC 28.90 has not been reached. Impacts associated with on-site circulation are considered *potentially significant* and will be further analyzed in an Environmental Impact Report.

11.c Emergency Access

The Fire Department has reviewed the site plan for the proposed project and indicates that emergency vehicle maneuvering areas are adequate and access/distance from fire-fighting equipment to the proposed structures meets standards. Emergency access impacts of the project would be *less than significant.*

11.d) Parking

The project proposes a total of 291 parking spaces (111 parking spaces for the hotel component, 163 parking spaces for the residential component and 17 common/shared spaces). The Municipal Code parking requirement for the project is 259 spaces (106 for the hotel component and 153 for the residential component).

A Traffic and Circulation Study of the project was prepared by Associated Transportation Engineers, dated August 19, 2005 (Exhibit K). Findings of the Study conclude that the project would result in a peak demand for 219 parking spaces based upon the ITE parking generation handbook and the Urban Land Institute's Shared Parking report. This estimate assumes demand of 1 space per hotel room (and 112 hotel rooms as previously proposed) and 1.46 spaces per residential

unit.

Forty of the residential parking spaces are provided in a tandem configuration in underground garages. These tandem spaces would only be counted as one space unless a parking design waiver is approved by Transportation Planning Staff. A reasonable worst case scenario would result in the tandem parking spaces being counted as one space, rather than two, thereby reducing the number of proposed residential parking spaces by 20 to 143. Adding in the 17 shared/guest spaces proposed, the project would continue to satisfy its parking requirement per the Municipal Code requirements.

There are several parking spaces within the residential project that staff believes will not function according to the City's design requirements. Adjustments will be required to the garage plans that may result in a reduced quantity of parking spaces. Final design of the residential project would require compliance with the City's minimum residential parking requirements (73 covered, 62 uncovered and 18 guest spaces for a total of 153 spaces). Compliance with the City's minimum residential parking requirements is unclear at this time and therefore determined to be *potentially significant* and will be further analyzed in an Environmental Impact Report.

Additionally, the adjacent T&C Apartments development is non-conforming as to parking requirements. The T&C Apartments appear to utilize the project site for parking. This parking will no longer be available once the proposed project is constructed. This may result in additional parking on surrounding streets. A *potentially significant* impact due to insufficient parking may occur and will need to be further analyzed in an Environmental Impact Report.

11.e) Pedestrians and Cyclists

The project is proposing to widen the sidewalk from approximately four feet in width to eight feet in width with a four foot wide parkway adjacent to State Street. This will increase pedestrian circulation opportunities and improve the pedestrian environment along the State Street corridor. Impacts associated with sidewalk improvements are considered *less than significant*.

San Remo is a Class 3 bikeway and State Street is a Class 2 bikeway, as designated in the City's Bicycle Master Plan. The proposed access and circulation change for the Town & Country Apartments may have *potentially significant* impacts to bicyclists using the San Remo bikeway. Analysis of potential conflicts associated with relocation of the Town & Country access to San Remo is required in an Environmental Impact Report.

Transportation – Residual Impact

Potentially significant traffic, circulation, and parking impacts and potential mitigation would be further analyzed in an Environmental Impact Report. Further information and discussion of traffic and parking impacts in the EIR would include the following:

- Discussion of existing and cumulative traffic levels of service for both surrounding signalized and non-signalized impacted intersections and freeway ramps and analysis of the effect of project trips (Short-term, construction).
- Identification of mitigation measures to reduce short-term construction impacts.
- Quantification and discussion of traffic, circulation and safety impacts from relocated access for the Town & Country Apartments, in conjunction with the proposed project.
- On-site and off-site access and circulation impacts and mitigation.
- Analysis of parking demand and supply on-site and off-site on area streets, including identification of mitigation measures to address impacts.

12. WATER ENVIRONMENT Could the project result in:		NO	YES *Level of Significance*
a)	Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?		Less than Significant
b)	Exposure of people or property to water related hazards such as flooding?	X	
c)	Discharge into surface waters?		Potentially Significant, Mitigable
d)	Change in the quantity, quality, direction or rate of flow of ground waters?	X	
e)	Increased storm water drainage?		Less than Significant

Water – Discussion

Issues: Water resources issues include changes in offsite drainage and infiltration/groundwater recharge; storm water runoff and flooding; and water quality.

Impact Evaluation Guidelines: A significant impact would result from:

Water Resources and Drainage

- Substantially changing the amount of surface water in any water body or the quantity of groundwater recharge.
- Substantially changing the drainage pattern or creating a substantially increased amount or rate of surface water runoff that would exceed the capacity of existing or planned drainage and storm water systems.

Flooding

- Locating development within 100-year flood hazard areas; substantially altering the course or flow of flood waters or otherwise exposing people or property to substantial flood hazard

Water Quality

- Substantial discharge of sediment or pollutants into surface water or groundwater, or otherwise degrading water quality, including temperature, dissolved oxygen, or turbidity.

Water Resources – Existing Conditions and Project Impacts

12.a,c,e) Drainage and Surface Runoff Rate and Quality

Drainage: Drainage from the site sheet flows in a southerly direction down the existing driveway to State Street, at which point it flows in a westerly direction via curb and gutter towards drainage inlets that eventually convey runoff to Arroyo Burro Creek. A Preliminary Drainage Analysis prepared by Flowers & Associates, Inc., dated April 27, 2006 (Exhibit J), indicates that runoff from the site in a 25-year storm event would increase by 0.90 cubic feet per second following construction of the project. An underground collection system is proposed to reduce the increase in peak flow, and corresponding overall drainage volume, to pre-project levels. Thus, there would be no net increase of runoff and impacts would be *less than significant*.

Surface Water Quality: Project demolition and grading activities create the potential for erosion and sedimentation affecting water quality. Surface water quality impacts are therefore considered *potentially significant, mitigable* through implementation of erosion control measures. Numerous federal, state and local regulatory programs have been established to minimize impacts to water quality resulting from construction operations. Compliance with applicable regulations and the mitigation requirements provided below will reduce the potential for the proposed project to result in short-term construction-related water quality impact to a less than significant level.

Runoff of pollutants from parking areas or commercial operations could also degrade water quality. Project drainage will be designed to flow southerly toward State Street, as it currently flows. Storm flows that are directed to the underground garage areas will be pumped via a lift station up to grade. Outflow from the detention facility will be discharged via gravity flow to an existing subsurface storm drain conduit under State Street. Compliance with standard City requirements would reduce the project's *potentially significant, mitigable* long-term water quality impacts to a less than significant level. These requirements include the preparation of an operation and maintenance plan for the use of storm drain surface water pollutant interceptors, stenciling of storm drain warnings of the direct connection of the drainage system to creeks and the ocean, and implementation of water quality protection best management practices (BMPs).

12.b) Flooding

The project site is not within a Flood Hazard Area as shown on the Federal Insurance Rate Map published by FEMA. *No impacts* are anticipated related to flooding.

12.d) Groundwater

The groundwater table onsite was measured at 22-26 feet below the surface in 2003. Onsite grading is not anticipated to reach the level of the groundwater table and therefore direct contact with groundwater is not anticipated to occur. Therefore, *no impacts* to groundwater are expected.

Water Resources – Required Mitigation

W-1 **Construction Erosion/Sedimentation Control Plan**. Project grading and construction shall be conducted in accordance with an approved erosion control plan to protect water quality throughout the site preparation, earthwork, and construction process. Prior to the issuance of a demolition or building permit for the proposed project, the applicant or project developer shall prepare an erosion control plan that is consistent with the requirements outlined in the *Procedures for the Control of Runoff into Storm Drains and Watercourses* and the Building and Safety Division *Erosion/Sedimentation Control Policy* (2003). The erosion control/water quality protection plan shall specify how the required water quality protection procedures are to be designed, implemented and maintained over the duration of the development project. A copy of the plan shall be submitted to the Community Development and Public Works Departments for review and approval, and a copy of the approved plan shall be kept at the project site.

At a minimum, the erosion control/water quality protection plan prepared for the proposed project shall address the implementation, installation and/or maintenance of each of the following water resource protection strategies: Paving and Grinding, Sandbag Barriers, Spill Prevention/Control, Solid Waste Management, Storm Drain Inlet Protection, Stabilize Site Entrances and Exits, Illicit Connections and Illegal Discharges, Water Conservation, Stockpile Management, Liquid Wastes, Street Sweeping and Vacuuming, Concrete Waste Management, Sanitary/Septic Waste Management, Vehicle and Equipment Maintenance, Vehicle and Equipment Cleaning, Vehicle and Equipment Fueling.

W-2 **Minimization of Storm Water Pollutants of Concern.** The applicant shall implement approved plans incorporating long-term storm water best management practices (BMPs) to minimize identified storm water pollutants of concern including automobile oil, grease and metals. The applicant shall submit project plans incorporating long-term BMPs to minimize storm water pollutants of concern to the extent feasible, and obtain approval from Public Works Engineering. The owners association shall maintain approved facilities in working order for the life of the project, and shall inspect annually and submit report to City annually.

W-3 **Storm Drain System Stenciling and Signage.** Within the project area, the applicant shall implement stenciling of all storm drain inlets and catch basins, and posting of signs at all public access points along channels and creeks, with language in English and Spanish and graphic icons prohibiting dumping, per approved plans. The applicant shall submit project plans to the satisfaction of Public Works Engineering that identify storm drain inlet locations throughout the project area, and specified wording and design treatment for stenciling of storm drain inlets and signage for public access points that prohibit dumping. The owners association shall maintain ongoing legibility of the stenciling and signage for the life of the project, and shall inspect at least annually and submit report annually.

PS-2 **Trash Enclosure Provision and Design.** A trash enclosure with adequate area for recycling containers shall be

provided on each Property and screened from view from surrounding properties and the street. Dumpsters and containers with a capacity of 1.5 cubic yards or more shall not be placed within five (5) feet of combustible walls, openings, or roofs, unless protected with fire sprinklers. Project trash container areas shall incorporate approved long-term structural storm water best management practices (BMPs) to protect water quality. The applicant shall submit project plans to the satisfaction of Public Works Engineering and Solid Waste that incorporate long-term structural best management practices for trash storage areas to protect storm water quality. The owners shall maintain these structural storm water quality protections in working order for the life of the project, and shall inspect at least annually and report to the City annually.

Water Resources – Residual Impact

Implementation of the identified mitigation measures would reduce potential short- and long-term water quality impacts to a less than significant level.

MANDATORY FINDINGS OF SIGNIFICANCE.		YES	NO
a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildfire population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X
b)	Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	X	
c)	Does the project have potential 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	
d)	Does the project have potential environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	X	

a) Biological and Cultural Resources.

The project area is located in an urban area and consists of land developed with buildings, pavement and non-native and ornamental vegetation. No impacts to biological resources are anticipated.

No known archaeological resources are located on the project site and the site is not considered sensitive for the potential presence of prehistoric or historic archaeological resources. No impacts to cultural resources are anticipated.

b) Short-Term vs. Long-Term Environmental Goals.

The proposed project would have the beneficial effect of providing additional housing. However, the project has the potential to result in significant environmental effects associated with visual and aesthetic resources, air quality, and traffic and circulation, which could result in long-term significant environmental impacts.

c) Cumulative Impacts.

The project would increase the number of residential units located in the immediate vicinity. The project would result in an increased intensity and height of development on the site when compared to existing conditions. These changes represent a potentially significant project-specific and cumulative impact to scenic views, on-site aesthetics, increased traffic, circulation and access, safety, and parking supply.

d) Other Environmental Effects.

Potential impacts relative to noise, geophysical conditions, public services and water environment would be reduced to a less than significant level with implementation of identified mitigation measures.

INITIAL STUDY CONCLUSION

On the basis of this initial evaluation it has been determined that the proposed project may have a significant effect on the environment, and further study in an Environmental Impact Report is required.

Case Planner/Initial Study Preparer: Allison De Busk, Project Planner

Environmental Analyst: Debra Andaloro Date: 5-22-08

EXHIBITS:

A. Project Plans: Lot Line Adjustment Map, Vesting Tentative Map, Site Plan Hotel Plans, Residential Plans, View Simulations of Project, Landscape Plans,

B. Architectural Board of Review Minutes, 10/27/03 (Hotel portion)

C. Architectural Board of Review Minutes, 11/03/03 (Residential portion)

D. Architectural Board of Review Minutes, 2/11/08

E. Planning Commission Minutes, 7/13/03

F. Planning Commission Minutes, 2/8/07

G. Noise Study, prepared by Rincon Consultants, dated June 15, 2005

H. Supplemental Noise Study to Address Construction-Related Impacts, prepared by Rincon Consultants, dated April 14, 2006

I. Soils Engineering Report, prepared by Earth Systems Pacific, dated September 25, 2003

J. Preliminary Drainage Analysis, prepared by Flowers & Associates, dated April 27, 2006

K. Traffic and Circulation Study, prepared by Associated Transportation Engineers, dated August 19, 2005

L. Supplemental Analysis of Access Alternatives, prepared by Associated transportation Engineers, dated March 3, 2006

M. Tree Inventory, prepared by Westree, dated November 29, 2006

N. Water and Sewer Worksheets dated March 27, 2008

LIST OF SOURCES USED IN PREPARATION OF THIS INITIAL STUDY

The following sources used in the preparation of this Initial Study are located at the Community Development Department, Planning Division, 630 Garden Street, Santa Barbara and are available for review upon request.

California Environmental Quality Act (CEQA) & CEQA Guidelines

General Plan Circulation Element

General Plan Conservation Element

2004 Housing Element

General Plan Land Use Element

General Plan Noise Element w/appendices

General Plan Map

General Plan Seismic Safety/Safety Element

General Plan Update 2030: Conditions, Trends and Issues Report

Geology Assessment for the City of Santa Barbara

Institute of Traffic Engineers Parking Generation Manual

Institute of Traffic Engineers Trip Generation Manual

Master Environmental Assessment

Santa Barbara Municipal Code

Special District Map

Uniform Building Code as adopted by City

Upper State Street Area Design Guidelines (1992)

Upper State Street Study Information Booklet (September 29, 2006)

Upper State Street Study (2007)

Upper State Street Traffic, Circulation, and Parking Study (February 2007)

URBEMIS 2007 9.2.4 Software (Air Quality)

Zoning Ordinance & Zoning Map

Initial Study

CITY OF SANTA BARBARA
COMMUNITY DEVELOPMENT DEPARTMENT, PLANNING DIVISION

DRAFT INITIAL STUDY/ ENVIRONMENTAL CHECKLIST MST2007-00591

PROJECT: 3714-3744 State Street and 3715 San Remo Drive

May 22, 2008

This Initial Study has been completed for the project described below because the project is subject to review under the California Environmental Quality Act (CEQA) and was determined not to be exempt from the requirement for the preparation of an environmental document. The information, analysis and conclusions contained in this Initial Study are the basis for deciding whether a Negative Declaration (ND) is to be prepared or if preparation of an Environmental Impact Report (EIR) is required to further analyze impacts. Additionally, if preparation of an EIR is required, the Initial Study is used to focus the EIR on the effects determined to be potentially significant.

APPLICANT/ PROPERTY OWNER

Applicant: L & P Consultants

Applicant Representative: Brent Daniels, L & P Consultants

Owner: Kellog Associates, L.P.

PROJECT ADDRESS/LOCATION

The 4.58 acre main project site is composed of two adjacent parcels located in the Upper State Street area immediately northeast of the State Street/Hitchcock Way intersection, commonly known as 3714-3748 State Street. The project also includes changes to 3730 State Street and 3715 San Remo Drive (1.0 and 0.20 acres, respectively). The sites are in the North State neighborhood of the City of Santa Barbara.

Vicinity Map

PROJECT DESCRIPTION (See *Exhibit A-Project Plans*)

Project Components: The applicant proposes to demolish the existing 113 room Sandman Inn hotel, related restaurant and all site improvements, and construct a new 106 room hotel and 73 residential condominium units. The project proposes a total of 291 parking spaces (111 parking spaces for the hotel component, 163 parking spaces for the residential component and 17 common/shared spaces).

The proposed hotel would measure 44 feet, 6 inches in height above existing grade and would contain three stories above a one-level underground parking garage. The hotel building would be 62,298 square feet, including 19,834 square feet of non-room area (i.e. meeting rooms, corridors, lobby, laundry area, etc.), above a 46,701 square foot parking garage containing 110 parking spaces. The first floor of the hotel would be set back 20 feet from the edge of the State Street right-of-way (back of sidewalk), and the second and third floors would step back from the first floor 10 and 30 feet, respectively. The hotel has been designed in a "U" configuration around a porte cochere / loading area and includes a pool and lounging areas within the interior courtyard. The first floor of the hotel would include the lobby, administration area, meeting rooms, a fitness room, a breakfast room and restrooms, along with 29 hotel rooms. The second and third floors would include 40 and 37 hotel rooms, respectively.

The proposed residential condominiums would be two to three stories tall and would be constructed above an underground parking garage containing 163 parking stalls. The residential development would have a maximum height of 31 feet above finished grade. The units closest to State Street would be set back 20 feet from the edge of the right-of-way (back of sidewalk), and their second floors would be set back 25 feet from the edge of the right-of-way (back of sidewalk). The closest three story residential building element is located a minimum of 66 feet from the edge of the right-of-way. Ten unit types are proposed, and these units would be clustered in groups of two to five units. Of the 73 residential condominium units proposed, 22 units would be one-bedroom units of approximately 829-1,178 square feet, 14 units would contain two-bedrooms of approximately 1,166-1,251 square feet, and 37 units would contain three bedrooms of approximately 1,448-1,531 square feet. The applicant proposes to provide 11 of the 73 project units (2 one-bedroom units, 4 two-bedroom units and 5 three-bedroom units) at sales prices targeted to middle-income households earning from 120-160% of area median income, pursuant to the City of Santa Barbara's Affordable Housing requirements. These units would be subject to income and sales price restrictions.

Ingress to and egress from the proposed hotel would be provided via a driveway located off of State Street between the hotel and residences. This driveway, flanked by parallel parking, buffers the hotel from the condominiums along the east side of the hotel. Ingress to and egress from the residential condominiums would be via a driveway at the eastern side of the site leading down to the residential parking garages. Secondary access to the residential units is also provided via the hotel driveway. Seventeen shared parking spaces are proposed along the hotel driveway as it leads to the residential development. A plaza and open space separate the hotel from the condominiums along the hotel's north side. The hotel and condominium development would be on separate parcels.

Access to the Town and Country Apartments, located immediately behind the subject parcels, is currently provided though the hotel site. This access would be permanently closed as part of the proposed project. Access to the Town and Country Apartments would be provided via a new driveway connection off of San Remo Drive, requiring demolition of one residential unit. A new trash enclosure for the Town and Country Apartments is also proposed. Private pedestrian access between the new residential development and the Town and Country Apartments would be provided.

Construction: The applicant estimates that project construction, including demolition activities, would require two years, five months (124 weeks) to complete from the commencement of grading and shoring activities through building construction and landscaping. Project staging would occur on-site. Construction parking would be provided on site.

Required Permits: In order for the project to proceed, the following discretionary approvals are required:

1. Lot Line Adjustment to transfer 1.88 acres from APN 053-300-031 to APN 053-300-023.
2. Design Review by the Architectural Board of Review (SBMC §22.68).

For the Hotel Project:

3. Transfer of Existing Development Rights (TEDR) to transfer 806 square feet of non-residential square footage

from 8 E. Figueroa (APN 039-282-001) to APN 053-300-031(SMBC §28.95.030).

4. Development Plan approval for a net increase of 9,969 square feet of non-residential development (SBMC §28.87.300).

For the Condominium Project:

5. Modification of the lot area requirements to allow eleven (11) over-density units (bonus density) on a lot in the C-P/R-3/R-4 zone district (SBMC §28.21.080).
6. Tentative Subdivision Map (TSM) for a one lot subdivision to create 73 residential condominium units (SBMC Chapters 27.07 and 27.13).

ENVIRONMENTAL SETTING

Existing Site Characteristics

Topography: Topography of the site is generally flat, sloping gently south towards State Street. Existing site drainage is towards State Street.

Seismic/Geologic Conditions: Geologic conditions onsite are characterized by sandy lean clays underlain with well-graded sands, poorly graded sands, clayey sands, sandy silts, sands with gravel and additional layers of sandy lean clay. Subsurface water was observed at depths of 22 to 26 feet in 2003. The City's Master Environmental Assessment (MEA) identifies a minimal potential for liquefaction to occur as a result of earthshaking. The potential for seismic hazards is low, except for earthquake groundshaking. There is minimal erosion potential.

Flooding: The project site is not located within the 100 year flood plain as shown on the Flood Insurance Rate maps.

Fire Hazard: The project site is not located in the High Fire Hazard Area of the City.

Creeks/Drainage: The closest creeks to the project site are Arroyo Burro Creek and San Roque Creek, located approximately 205 feet to the west and 210 feet to the east, respectively. The two creeks converge approximately 1,000 feet southwest of the site, near Hope Avenue. The site is within the Arroyo Burro Creek watershed. Drainage from the site sheet flows to the south.

Biological Resources: The project site is located within an urban area and is vegetated with non-native trees and ornamental landscaping of limited habitat value.

Archaeological Resources: The project site is not located in a cultural resources sensitivity area. A Phase I Archaeological investigation was prepared and approved for the site in 1987. No resources were identified onsite and the site is not considered to have the potential for onsite resources.

Noise: The project site is currently subject to noise levels of up to approximately 70 dBA Ldn. The primary noise source affecting the site is vehicular traffic on State Street.

PROPERTY CHARACTERISTICS

Assessor's Parcel Numbers:	Main Project Site APNs 053-300-023 and 053-300-031, but also involves APNs 053-300-032 and 053-222-010	**General Plan Designations:**	General Commerce, Offices, Residential, Buffer
Zoning:	053-300-023 = C-P / S-D-2 053-300-031 = C-P / R-3/R-4 / S-D-2 053-300-032 = R-4 / S-D-2 053-222-010 = R-2 / S-D-2	**Parcel Size:**	Main Project Site is 4.58 acres: 053-300-023 = 1.36 053-300-031 = 3.22 But also involves another 1.20 acres: 053-300-032 = 1.00 053-222-010 = 0.20
Existing Land Use:	Hotel (113 rooms) on APNs 053-300-023 and 053-300-031 (3714, 3740 and 3744 State Street) Apartments on APN 053-300-032 (3730 State Street) Duplex on APN 053-222-010 (3715 San Remo Drive)	**Proposed Land Use:**	New Hotel (106 rooms) and Residential Condominiums (73 units) on APNs 053-300-023 and 053-300-031, maintain existing apartments on APN 053-300-032 and convert duplex to a single-family residence on APN 053-222-010
Slope:	Approximately 2% (APNs 053-300-023 and 053-300-031)		
SURROUNDING LAND USES:			
North:	Apartment buildings and condominiums		
South:	State Street and commercial uses (restaurants, car wash, bank, retail, etc.)		
East:	Office buildings		
West:	Banks and office buildings		

PLANS AND POLICY DISCUSSION

Land Use and Zoning Designations:

The project site is designated General Commerce, Offices, Residential-12 units per acre and Buffer by the General Plan Land Use Element. The main project site is zoned C-P/R-3/R-4/S-D-2, Restricted Commercial Zone/Limited Multiple Family Residence Zone and Hotel-Motel-Multiple Residence Zone/Upper State Street Special District Zone.

General Plan Policies:

Various sections of this Initial Study make reference to applicable General Plan policies and ordinance provisions. The EIR to be prepared based upon the conclusions discussed below will provide a further analysis of potential project consistency or inconsistency with the City General Plan elements, including the Land Use Element, Circulation Element, Conservation Element, Noise Element, Seismic Safety-Safety Element and other applicable plans and policies. Additional discussion of policy consistency issues will subsequently be provided in the staff reports to the Planning Commission. Final determinations of project consistency with applicable policies will be made by the decision-makers as part of their action to approve or deny the project proposal.

Upper State Street Study:

The project site is located in the Upper State Street Study Area. Initial analysis of the project's consistency or inconsistency with the Upper State Street Study (USSS) is provided in the Aesthetics and Transportation/Circulation Sections of the Initial Study. The EIR to be prepared based upon the conclusions discussed below will provide a further

analysis of potential project consistency or inconsistency with the USSS. Additional discussion of policy consistency issues will subsequently be provided in the staff reports to the Planning Commission. Final determinations of project consistency with the USSS will be made by the decision-makers as part of their action to approve or deny the project proposal.

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

A Mitigation Monitoring and Reporting Program will be prepared for the subject project in compliance with Public Resources Code §21081.6 and will be included in the EIR. The mitigation measures suggested in the Initial Study may be refined or augmented through the EIR process. Monitoring and reporting requirements are adopted as conditions of project approval.

ENVIRONMENTAL CHECKLIST

The following checklist contains questions concerning potential changes to the environment that may result if this project is implemented. If no impact would occur, **NO** should be checked. If the project might result in an impact, check **YES** indicating the potential level of significance as follows:

Significant: Known substantial environmental impacts. Further review needed to determine if there are feasible mitigation measures and/or alternatives to reduce the impact.

Potentially Significant: Unknown, potentially significant impacts that need further review to determine significance level and whether mitigable.

Potentially Significant, Mitigable: Potentially significant impacts that can be avoided or reduced to less than significant levels with identified mitigation measures agreed-to by the applicant.

Less Than Significant: Impacts that are not substantial or significant.

1. AESTHETICS Could the project:		**NO**	**YES** ***Level of Significance***
a)	Affect a public scenic vista or designated scenic highway or highway/roadway eligible for designation as a scenic highway?		Potentially Significant
b)	Have a demonstrable negative aesthetic effect in that it is inconsistent with Architectural Board of Review or Historic Landmarks Guidelines or guidelines/criteria adopted as part of the Local Coastal Program?		Potentially Significant
c)	Create light or glare?		Less than Significant

Visual Aesthetics - Discussion

Issues: Issues associated with visual aesthetics include the potential blockage of important public scenic views, project on-site visual aesthetics and compatibility with the surrounding area, and changes in exterior lighting.

Impact Evaluation Guidelines: Aesthetic quality, whether a project is visually pleasing or unpleasing, may be perceived and valued differently from one person to the next, and depends in part on the context of the environment in which a project is proposed. The significance of visual changes is assessed qualitatively based on consideration of the proposed physical change and project design within the context of the surrounding visual setting. First, the existing visual setting is reviewed to determine whether important existing visual aesthetics are involved, based on consideration of existing views, existing visual aesthetics on and around the site, and existing lighting conditions. Under CEQA, the evaluation of a project's potential impacts to scenic views is focused primarily on views from public viewpoints, but may also consider views experienced by private individuals in the project's immediate vicinity. The importance of existing views is assessed qualitatively based on whether important visual resources such as mountains, skyline trees, or the coastline, can be seen, the extent and scenic quality of the views, and whether the views are experienced from public viewpoints. The visual changes associated with the project are then assessed qualitatively to determine whether the project would result in substantial effects associated with important scenic views, on-site visual aesthetics, and lighting.

Significant visual aesthetics impacts may potentially result from:

- Substantial obstruction or degradation of important scenic views, including views from scenic highways; extensive grading and/or removal of substantial amounts of vegetation and trees visible from public areas without adequate landscaping; or substantial loss of important public open space.
- Substantial negative aesthetic effect or incompatibility with surrounding land uses or structures due to project size, massing, scale, density, architecture, signage, or other design features.
- Substantial light and/or glare that poses a hazard or substantial annoyance to adjacent land uses and sensitive receptors.

Visual Aesthetics – Existing Conditions and Project Impacts

The proposed hotel structure would have a first floor that is setback 20 feet from the edge of the right-of-way (back of proposed sidewalk), a second floor that is set back 30 feet from the right-of-way, and a third floor that is set back 50 feet from the right-of-way. For the residential development, the closest units would be located 20 feet from the right-of-way (first floor), with the second floor set back 25 feet from the right-of-way. Third story elements would be located a minimum of 85 feet from the right-of-way. Per the S-D-2 Overlay Zone, a 10-foot setback is required for structures that are less than 15 feet tall, and a 20-foot setback is required for structures that are more than 15 feet tall. Both the hotel and residential developments comply with the required front yard setbacks.

The proposed hotel design incorporates Mediterranean style architecture with red tile roofs and plaster finish. The hotel

has been designed in a "U" configuration around a porte cochere/loading area and includes a pool and lounging areas within the interior courtyard. The first floor of the hotel would include the lobby, administration area, meeting rooms, a fitness room, a breakfast room, restrooms, and 29 hotel rooms. The second and third floors would include 40 and 37 hotel rooms, respectively. A 110-car parking garage, including trash, laundry and mechanical rooms, would be located below the first floor of the building. The proposed structure would have a total height of 44'-6" above existing grade.

The residential condominiums are laid out in 23 buildings (groups of 2 to 5 units each) with walkways, open areas and private yards separating the buildings. The residential condominiums would have a maximum height of 31 feet above proposed grade. A driveway with parallel parking areas would separate the hotel from the condominiums along the hotel's eastern side, and a plaza and open space area separate the uses along the north side of the hotel.

There are currently 205 mature trees and large plants located on the project site (refer to Exhibit M, Tree Inventory). All of these trees will be removed as part of the proposed project, although it is proposed that 80 of the trees would be transplanted and re-used on-site in the new development.

1.a) Scenic Views

The project site is located in an urban environment in the North State neighborhood of the City of Santa Barbara. The site is currently developed with one- and two-story hotel buildings and associated improvements including pools and surface parking lots. Existing development in the project vicinity includes a mix of one- and two-story buildings containing retail, commercial and residential uses. The proposed project would include a new three-story hotel and three-story residential buildings.

The project site is not located on or visible from a designated scenic highway. Therefore, *no impacts* to a scenic highway will occur.

The project site is located on the north side of State Street, in an area identified as the Upper State Street corridor. The City recently undertook a comprehensive review of this corridor (Upper State Street Study (USSS)), focusing specifically on development standards, urban design, traffic and circulation. This Study was initiated by the City Council in April 2006, and was approved by the City Council on May 8, 2007 (Resolution No. 07-032). The Study addresses *immediate* needs for physical improvements and development design standards for the area, consistent with existing policy. The process for creating the USSS included preparation of an Information Booklet to establish a shared understanding of existing conditions related primarily to urban design and traffic (September 2006); preparation of an independent traffic, circulation and parking study; a Public Walking Tour of the Study area (October 2006); two community Workshops (October 2006); preparation of a draft USSS; review of the draft USSS by the public and City Boards and Commissions; and review and approval of the Study by City Council.

In the Summary of Improvement Measures approved by the City Council, direction is given to "Maintain the backdrop of panoramic views that contributes to the area's sense of place by protecting or establishing intermittent and recurring mountain view corridors and viewing locations on a block-by-block basis."

As identified in the USSS Information Booklet, the site is located within the West Subarea of the Upper State Street Area. The Information Booklet identifies views of the Santa Ynez Mountains as prevalent along the entire Upper State Street corridor, with few exceptions. Mountain views are most significant as one travels east along State Street. As part of the preparation of the USSS Information Booklet, panoramic and standard photos were used to try to capture the visual experience along the State Street corridor, but it is noted that in almost every case, the real life experience is grander than the camera is able to capture. As noted in the USSS Information Booklet, "The peaks of La Cumbre and Montecito create magnificent mountain views that are seen while traveling eastbound on State Street from Highway 101 to Calle Laureles."

The Conservation Element of the General Plan identifies hillsides as an important visual resource in the City. Visual Resources Policy 3.0 of the Conservation Element states " New development shall not obstruct scenic view corridors, including those of the ocean and lower elevations of the City viewed respectively from the shoreline and upper foothills, and of the upper foothills and mountains viewed respectively from the beach and lower elevations of the City."

Photosimulations of the project, prepared by the applicant and included as Exhibit B to this initial study, demonstrate that the project would be visible from State Street and would block existing views to the mountains. As viewed from the southwest corner of the State Street and Hitchcock Way intersection, the project would block views of the Santa Ynez Mountains currently visible through trees and over the existing one- and two-story buildings. The project would change

existing skyline views as seen from State Street and Hitchcock Way and as seen traveling eastward along the State Street corridor, and would obstruct or change scenic views of the mountains and hillside areas of the City. To address this impact, the applicant has designed the site to provide a view corridor through the middle of the site. While the site layout does create a view corridor when viewed from certain public viewpoints, overall, there will be a loss of mountain views. Given the great views that exist in this area, which help to define the character of the area and are important to the community, and the fact that the project causes a major change to the views, and blocks more of the views than the current development despite creation of a new view corridor, the loss of views is considered *potentially significant* and will require further study and analysis of impacts, potential mitigation and alternatives in an EIR.

1.b) On-Site Aesthetics

The existing site development consists of relatively low profile 1960's style buildings distributed throughout the property, interspersed with parking and open areas, and includes ample mature landscaping. The project would substantially increase the size and extent of building coverage and would include elements of increased structural height and additional structure mass located within the front setback area. The intensity of development would increase significantly with the proposed project, along with a reduction in the "openness" of the site. The loss of mature landscaping throughout the site will represent an aesthetic change to the site as well.

The project is located in the Outer State Area neighborhood, as identified in the Upper State Street Area Design Guidelines (1992). These Guidelines are intended to provide direction to architects, designers, applicants and the Architectural Board of Review (ABR) in reviewing the aesthetics of proposed developments in this area. Some of the broader design guidelines identified in that document are as follows: Parking is preferred behind the building; buildings should have setbacks from the street in scale with their height and mass, and respecting the setbacks of adjacent buildings; buildings must have human scale; encourage the planting of large skyline and canopy trees.; new structures should present a harmonious character with existing distinctive architecture where applicable, or shall lead the neighborhood toward designs which are harmonious with Santa Barbara's distinct style. The Guidelines currently provide limited direction to the ABR for development in the Outer State Street Area neighborhood in this area of the City. There is minimal guidance as far as design, preservation of scenic view corridors, landscaping, circulation, pedestrian amenities and parking design. The City's Planning Commission and ABR have for many years hoped to update the existing guidelines for the Upper State Street area.

The proposed development requires review and approval by the City's ABR. The architectural plans have been considered by the ABR on three occasions: once to review the hotel portion of the project, once to review the residential portion of the project, and, most recently, to review the project as a whole. The project has also received comments regarding its aesthetics from the Planning Commission on two occasions.

The ABR initially (2003) expressed the following concerns about the hotel project: the overall massing; massing at the corner of State and Hitchcock; the amount of third story mass; the hotel's presentation to State Street; and the ability to introduce significant canopy trees given the dense architecture and limited amount of site area without underground parking (refer to Exhibit B for complete Minutes from this meeting). With regard to the residential development, the ABR initially (2003) had the following comments: need to consider massing of the buildings in relation to mountain views; patios should not face State Street; consider a greater setback along State Street; concerned with the mass and verticality of some of the buildings (refer to Exhibit C for complete Minutes from this meeting). Then, the City's Planning Commission held a conceptual review of the project on July 13, 2003. Some Commissioners felt the height was "burdensome" on the streetscape, that mountain views should be maintained, that massing should be toward the middle of the site, and stated the importance of visual resources, view corridors, and good design, while others were more comfortable with the density and unit size. Minutes from this meeting are included as Exhibit E.

In response to these comments from the ABR and Planning Commission, revisions were incorporated into the project design. The Planning Commission reviewed the revised design as part of an environmental scoping hearing for the project, held on February 8, 2007, and expressed concerns with the density, lack of open space, building height and view impacts (refer to Exhibit F for Minutes). The ABR reviewed the revised design on February 11, 2008 and expressed concerns with the lack of open space and landscaping compared to the amount of building mass, although they generally liked the idea of underground parking and a pedestrian-oriented site plan (refer to Exhibit D for complete Minutes from this meeting).

The project is required to receive preliminary and final review and approval by the ABR for consistency with design

guidelines for views, visual aesthetics and compatibility, and lighting.

Given the scope of the project, the change to on-site aesthetics from the project design and the loss of existing mature vegetation and trees represent a *potentially significant* impact related to on-site aesthetics. This issue will require further study and analysis in an Environmental Impact Report to assess the significance, mitigation and alternatives.

1.c) Lighting

The project is located in a commercial/residential area with the nearest residence located 50 feet from the project site. Existing night lighting in the area is generally of parking lots and for security purposes around buildings. A lighting plan has not been provided for the proposed project; however, lighting is anticipated for security purposes. Additionally, interior lighting of residences would be visible from offsite. New exterior lighting would be required to comply with the requirements of the City's Outdoor Lighting and Design Ordinance (SBMC §22.75), which limits exterior lighting placement and height, and requires that lighting be hooded and directed so that it is not directed offsite. Compliance with this ordinance as enforced by ABR review of the lighting plan would ensure that exterior lighting does not result in a significant impact. Spillover of interior lighting would adversely increase lighting of the night sky in the area; however, this impact is considered *less than significant*.

2. AIR QUALITY Could the project:		**NO**	**YES** ***Level of Significance***
a)	Conflict with or obstruct implementation of the applicable air quality plan?		Less Than Significant
b)	Exceed any City air quality emission threshold? Long-term		Less Than Significant
	Short-term		Potentially Significant
c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is designated in non-attainment under an applicable federal or state ambient air quality standard?		
d)	Expose sensitive receptors to substantial pollutants?		Less Than Significant
e)	Create objectionable odors affecting a substantial number of people?		Less Than Significant

Air Quality - Discussion

Issues. Air quality issues involve pollutant emissions from vehicle exhaust and industrial or other stationary sources that contribute to smog, particulates and nuisance dust associated with grading and construction processes, and nuisance odors.

Smog, or ozone, is formed in the atmosphere through a series of photochemical reactions involving interaction of oxides of nitrogen [NO_x] and reactive organic compounds [ROG] (referred to as ozone precursors) with sunlight over a period of several hours. Primary sources of ozone precursors in the South Coast area are vehicle emissions. Sources of particulate matter (PM_{10} and $PM_{2.5}$).) include demolition, grading, road dust and vehicle exhaust, as well as agricultural tilling and mineral quarries.

Sensitive receptors are defined as children, elderly, or ill people that can be more adversely affected by air quality emissions. Land uses typically associated with sensitive receptors include schools, parks, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and clinics. Stationary sources of air emission are of particular concern to sensitive receptors, as is construction dust and particulate matter.

Long-Term (Operational) Impact Guidelines: A project may create a significant air quality impact by:

- Exceeding an APCD pollutant threshold; inconsistency with District regulations; or exceeding population forecasts in the adopted County Clean Air Plan.
- Exposing sensitive receptors, such as children, the elderly or sick people to substantial pollutant exposure.
- Creating nuisance odors inconsistent with APCD regulations.
- Emitting (from all project sources, both stationary and mobile) more than 240 pounds per day for ROG and NO_x , and 80 pounds per day for $PM_{10;}$
- Emitting more than 25 pounds per day of ROG or NO_x from motor vehicle trips only;
- Contributing more than 800 peak hour trips to an individual intersection (CO);
- Causing a violation of any California or National Ambient Air Quality Standard (except ozone);
- Exceeding the APCD health risks public notification thresholds adopted by the APCD Board; and
- Being inconsistent with the adopted federal and state air quality plans for Santa Barbara.

Short-Term (Construction) Impacts Guidelines***:*** A project would have a significant impact if combined emissions from all construction equipment exceed 25 tons of any pollutant (except carbon monoxide) within a 12-month period.

Projects involving grading, paving, construction, and landscaping activities may cause localized nuisance dust impacts and increased particulate matter (PM_{10} and $PM_{2.5}$). Substantial dust-related impacts may be potentially significant, but are generally considered mitigable with the application of standard dust control mitigation measures. Standard dust mitigation measures are applied to projects with either significant or less than significant effects.

Cumulative Impacts and Consistency with Clean Air Plan: If the project-specific impact exceeds the significance threshold, it is also considered to have a considerable contribution to cumulative impacts. When a project is not accounted for in the most recent Clean Air Plan (CAP) growth projections, then the project's impact may also be considered to have a considerable contribution to cumulative air quality impacts. The Santa Barbara County Association of Governments and Air Resources Board on-road emissions forecasts are used as a basis for vehicle emission forecasting. If a project provides for increased population growth beyond that forecasted in the most recently adopted CAP, or if the project does not incorporate appropriate air quality mitigation and control measures, or is inconsistent with APCD rules and regulations, then the project may be found inconsistent with the CAP and may have a significant impact on air quality.

Setting: The City of Santa Barbara is part of the South Coast Air Basin (SCAB). The City is subject to the National Ambient Air Quality Standards and the California Ambient Air Quality Standards (CAAQS), which are more stringent than the national standards. The CAAQS apply to six pollutants: photochemical ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide, particulate matter, and lead. The Santa Barbara County Air Pollution Control District (SBCAPCD) provides oversight on compliance with air quality standards and preparation of the County Clean Air Plan.

The SCAB is considered in attainment of the federal eight-hour ozone standard, and in attainment of the state one-hour ozone standard. The SCAB does not meet the state standard for particulate matter less than ten microns in diameter (PM_{10}). There is not yet enough data to determine SCAB attainment status for either the federal standard for particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) or the state $PM_{2.5}$ standard, although SCAB will likely be in attainment for the federal 2.5 standard.

Air Quality – Existing Conditions and Project Impacts

2.a) Clean Air Plan

Direct and indirect emissions associated with the project are accounted for in the CAP emissions growth assumptions. Appropriate air quality mitigation measures, including construction dust suppression, would be applied to the project, consistent with CAP and City policies. The project could be found consistent with the Clean Air Plan.

2.b) Air Pollutant Emissions

Long-Term (Operational) Emissions: Substantial long-term project emissions could potentially stem from stationary sources, which may require permits from the APCD and from motor vehicles associated with the project and from mobile sources including the automobile. The proposed project does not contain any stationary sources (gas stations, auto body

shops, dry cleaners, oil and gas production and processing facilities, and water treatment facilities) which require permits from APCD.

Utilizing the URBEMIS 9.2.4 computer model, it is estimated that the proposed project will generate 16.21 pounds per day of NO_x and 16.58 pounds per day of ROG. Utilizing the same model, it is estimated that the existing development generates 15.09 pounds per day of NO_x and 11.54 pounds per day of ROG. The project would result in a net increase in NO_x of 1.12 pounds per day and a net increase in ROG of 5.04 pounds per day. Therefore, the proposed project is anticipated to have *a less than significant* impact on the environment related to long-term emissions.

Short-Term (Construction) Emissions: The project would involve grading, paving and landscaping activities which could cause localized dust related impacts resulting in increases in particulate matter (PM_{10}). Dust-related impacts are considered *potentially significant, mitigable* with the application of standard dust control mitigation measures.

Construction equipment would also emit NO_x and ROG. However, in order for NO_x and ROG emissions from construction equipment to be considered a significant environmental impact, combined emissions from all construction equipment would need to exceed 25 tons of any pollutant (except carbon monoxide) within a 12-month period. The proposed project is proposing extensive grading and soil export from the site (80,000 cu/yds). Overall construction duration is estimated to be almost 2 ½ years. The emissions from construction equipment are not known at this time and are therefore considered *potentially significant* and will be further analyzed in an Environmental Impact Report.

Cumulative Impacts:

Global Climate Change (GCC) is a change in the average weather of the earth that can be measured by changes in wind patterns, storms, precipitation and temperature. GCC is generally thought to be caused by increased emission of greenhouse gases (GHG) because increased levels of these gases in the atmosphere trap heat in the atmosphere. Common GHG include water vapor, carbon dioxide, methane, nitrous oxides, chlorofluorocarbons, hydrofluorocarbons, ozone and aerosols. Natural processes and human activities emit GHG and help to regulate the earth's temperature; however, it is believed that substantial emissions from human activities, such as electricity production and vehicle use, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations. California is a substantial contributor of GHG (2nd largest contributor in the U.S. and the 16th largest contributor in the world), with transportation and electricity generation representing the two largest contributing factors (41 and 22 percent, respectively).

The carbon dioxide (CO_2) equivalent is a consistent methodology for comparing GHG emissions. Area source and operational emission estimates for the Project's CO_2 emissions are as follows:

CO_2 Emissions	Proposed (lbs/day)	Existing (lbs/day)	Net Increase (lbs/day, unmitigated)
TOTAL	9,261.42	8,254.80	**1,006.62**

The net increase in CO_2 emissions is anticipated to be 1,006.62 pounds per day. As there are currently no significance thresholds for CO_2 emissions or measuring GCC, this information is provided for informational purposes only.

As the proposed project is not anticipated to result in increased vehicle trips, it will not contribute significantly to the generation of GHG emissions. The City has adopted ordinances and guidelines in an effort to reduce the energy consumption of new construction. These measures to require more "green" construction serve to reduce GHG emissions from new and some refurbished development. Also, the City is in the process of preparing revisions to its General Plan. During the analysis of the impacts of the new Plan, additional guidance on how to deal with GHG emissions is anticipated.

2.c) Cumulative Emissions

Since project impacts do not exceed the significance thresholds and the project is consistent with the CAP, project cumulative impacts would be *less than significant*.

2.d) Sensitive Receptors

The proposed project would generate less than 800 new peak hour vehicle trips to any intersection and therefore would be unlikely to generate dangerous concentrations of carbon monoxide at any location. Additionally, the project does not include stationary sources. However, sensitive receptors could be affected by dust and particulates during project site

grading. As described above, impacts associated with dust and particulates are considered potentially significant, mitigable through application of dust control mitigation measures. Therefore, the less than significant amounts of dust and particulates would result in a *less than significant* impact related to exposure of sensitive receptors to these pollutants.

2.e) Odors

The project would not contain features with the potential to emit substantial odorous emissions, from sources such as commercial cooking equipment, combustion or evaporation of fuels, sewer systems, or solvents and surface coatings. Due to the nature of the proposed land use and limited size of the project, project impacts related to odors are considered *less than significant*.

Air Quality – Required Mitigation

AQ-1 Construction Dust Control – Minimize Disturbed Area/Speed. Minimize amount of disturbed area and reduce on site vehicle speeds to 15 miles per hour or less.

AQ-2 Construction Dust Control - Watering. During site grading and transportation of fill materials, regular water sprinkling shall occur using reclaimed water whenever the Public Works Director determines that it is reasonably available. During clearing, grading, earth moving or excavation, sufficient quantities of water, through use of either water trucks or sprinkler systems, shall be applied to prevent dust from leaving the site. Each day, after construction activities cease, the entire area of disturbed soil shall be sufficiently moistened to create a crust.

Throughout construction, water trucks or sprinkler systems shall also be used to keep all areas of vehicle movement damp enough to prevent dust raised from leaving the site. At a minimum, this will include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency will be required whenever the wind speed exceeds 15 mph.

AQ-3 Construction Dust Control – Tarping. Trucks transporting fill material to and from the site shall be covered from the point of origin.

AQ-4 Construction Dust Control – Gravel Pads. Gravel pads shall be installed at all access points to prevent tracking of mud on to public roads.

AQ-5 Construction Dust Control – Stockpiling. If importation, exportation and stockpiling of fill material are involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation.

AQ-6 Construction Dust Control – Disturbed Area Treatment. After clearing, grading, earth moving or excavation is completed, the entire area of disturbed soil shall be treated to prevent wind pickup of soil. This may be accomplished by:

A. Seeding and watering until grass cover is grown;

B. Spreading soil binders;

C. Sufficiently wetting the area down to form a crust on the surface with repeated soakings as necessary to maintain the crust and prevent dust pickup by the wind;

D. Other methods approved in advance by the Air Pollution Control District.

AQ-7 Construction Dust Control – Paving. All roadways, driveways, sidewalks, etc., shall be paved as soon as possible. Additionally, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

AQ-8 Construction Dust Control – PEC. The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when construction work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to land use clearance for map recordation and land use clearance for finish grading for the structure.

The following shall be adhered to during project grading and construction to reduce NOx and PM2.5 emissions from construction equipment:

AQ-9 Heavy-duty diesel-powered construction equipment manufactured after 1996 (with federally mandated "clean" diesel engines) shall be utilized wherever feasible.

AQ-10 The engine size of construction equipment shall be the minimum practical size.

AQ-11 The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.

AQ-12 Construction equipment shall be maintained in tune per the manufacturer's specifications.

AQ-13 Construction equipment operating onsite shall be equipped with two to four degree engine timing retard or pre-combustion chamber engines.

AQ-14 Catalytic converters shall be installed on gasoline-powered equipment, if feasible.

AQ-15 Diesel catalytic converters, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California shall be installed, if available.

AQ-16 Diesel powered equipment shall be replaced by electric equipment whenever feasible.

AQ-17 To the maximum extent feasible, biodiesel shall be used for all construction equipment.

AQ-18 Idling of heavy-duty diesel trucks during loading and unloading shall be limited to five minutes; auxiliary power units shall be used whenever possible.

Air Quality - Residual Impacts

Implementation of Mitigation Measures AQ-1 through AQ-8 would reduce the effects of dust generation during construction to a less than significant level. Project-related operational impacts would be less than significant and no mitigation is required or recommended. Potentially significant adverse impacts from construction-related NOx and ROC emissions require further analysis in an Environmental Impact Report; however, AQ9-AQ18 are included here as these are standard mitigation measures to reduce emissions from construction equipment. Additional mitigation measures may be developed as part of the EIR. Operational impacts would be less than significant. Cumulative impacts will be discussed further in the EIR in the Plans and Policy discussion and in the Other Impact Discussion at the end of the document.

3. BIOLOGICAL RESOURCES Could the project result in impacts to:		**NO**	**YES** ***Level of Significance***
a)	Endangered, threatened or rare species or their habitats (including but not limited to plants, fish, insects, animals, and birds)?		Less than Significant
b)	Locally designated historic, Landmark or specimen trees?		Less than Significant
c)	Natural communities (e.g. oak woodland, coastal habitat, etc.).	X	
d)	Wetland habitat (e.g. marsh, riparian, and vernal pool)?	X	
e)	Wildlife dispersal or migration corridors?	X	

Biological Resources - Discussion

Issues: Biological resources issues involve the potential for a project to substantially affect biologically-important natural vegetation and wildlife, particularly species that are protected as rare, threatened, or endangered by federal or state wildlife agencies and their habitat, native specimen trees, and designated landmark or historic trees.

Impact Evaluation Guidelines: Existing native wildlife and vegetation on a project site are qualitatively assessed to identify whether they constitute important biological resources, based on the types, amounts, and quality of the resources

within the context of the larger ecological community. If important biological resources exist, project effects to the resources are qualitatively evaluated to determine whether the project would substantially affect these important biological resources. Significant biological resource impacts may potentially result from substantial disturbance to important wildlife and vegetation in the following ways:

- Elimination or substantial reduction or disruption of important natural vegetative communities and wildlife habitat or migration corridors, such as oak woodland, coastal strand, riparian, and wetlands.
- Substantial effect on protected plant or animal species listed or otherwise identified or protected as endangered, threatened or rare.
- Substantial loss or damage to important native specimen trees or designated landmark or historic trees.

Biological Resources – Existing Conditions and Project Impacts

3.a,c,d,e) Native Wildlife and Habitat

As recognized by the City of Santa Barbara Master Environmental Assessment, the project site is located in a portion of the City that is almost entirely urbanized, and biological resources are limited. Vegetation on the project site is characterized primarily by specimen non-native plant material, mainly sub-tropical plants such as Palms, Bird of Paradise, Yucca and Tupidanthus, as well as Jacaranda, Coral and one Cedar tree. No endangered, threatened or rare species or their habitats currently listed nor candidates for State or Federal protection are present at this site. The project site does not support any contiguous natural communities nor function as an important wildlife movement or dispersal area. No wetlands exist on the project site. The proposed project would not result in any significant impacts to these resources, their habitats or wildlife movement opportunities. Project impacts to biological resources would be *less than significant*.

The vegetation onsite has limited habitat value for roosting and foraging by urban-adapted species, such as by birds and invertebrates. However, given the amount, height and type of trees and vegetation currently existing on site, all of which are proposed to be removed as part of the project, there may be an adverse, but *less than significant* impact on birds and invertebrates. A recommended mitigation measure is included to reduce possible disturbances to nesting species to further reduce this less than significant impact.

3.b) Specimen Trees

Mature native and non-native specimen trees provide numerous benefits to the environment, including visual beauty, shade, soil stability, air quality and localized habitat for urban-adapted wildlife species, such as birds. City policies address the protection, maintenance and replacement of mature trees, and require replacement on a minimum one-to-one basis when removed.

The project site includes approximately 205 mature trees and ornamental plants, according to the Tree Inventory prepared for the site (Exhibit M). There are no City-designated specimen, historic or landmark trees on the site. The majority of the trees on-site are palm trees. All of the trees on site are proposed to be removed, although approximately 80 of the trees are proposed to be transplanted for re-use in the new development. The preliminary landscape plan includes enhanced street tree planting and placement of trees in planters around the perimeter of the site. Skyline trees are proposed to screen adjacent commercial uses. The removal of existing skyline trees and vegetation is considered a *less than significant* impact related to biological resources, and is discussed further under the Aesthetics Section.

Biological Resources – Recommended Mitigation

BIO-1 Seasonal Restriction. Removal of trees during initial site development should be limited to the time period between September 1 and January 31. If tree removal or construction is to occur during the bird nesting season (February 1 through August 31), a City-approved biologist shall conduct a survey at the site for active nests two weeks prior to any scheduled tree removal, tree pruning, development or grading. If active nests are located, setbacks for construction work would be required until the nest is no longer active or the young have fledged. If no active nests are found, the construction, tree removal, or grading restrictions specified in this section shall not apply.

Biological Resources – Residual Impacts

Project specific impacts would be less than significant and further reduced by the recommended mitigation measure.

4. CULTURAL RESOURCES Could the project:		**NO**	**YES** ***Level of Significance***
a)	Disturb archaeological resources?		Less than Significant
b)	Affect a historic structure or site designated or eligible for designation as a National, State or City landmark?	X	
c)	Have the potential to cause a physical change which would affect ethnic cultural values or restrict religious uses in the project area?	X	

Cultural Resources - Discussion

Issues: Archaeological resources are subsurface deposits dating from Prehistoric or Historical time periods. Native American culture appeared along the channel coast over 10,000 years ago, and numerous villages of the Barbareno Chumash flourished in coastal plains now encompassed by the City. Spanish explorers and eventual settlements in Santa Barbara occurred in the 1500's through 1700's. In the mid-1800's, the City began its transition from Mexican village to American city, and in the late 1800's through early 1900's experienced intensive urbanization. Historic resources are above-ground structures and sites from historical time periods with historic, architectural, or other cultural importance. The City's built environment has a rich cultural heritage with a variety of architectural styles, including the Spanish Colonial Revival style emphasized in the rebuilding of Santa Barbara's downtown following a destructive 1925 earthquake.

Impact Evaluation Guidelines: Archaeological and historical impacts are evaluated qualitatively by archeologists and historians. First, existing conditions on a site are assessed to identify whether important or unique archaeological or historical resources exist, based on criteria specified in the State CEQA *Guidelines* and City Master Environmental Assessment *Guidelines for Archaeological Resources and Historical Structures and Sites*, summarized as follows:

- Contains information needed to answer important scientific research questions and there exists a demonstrable public interest in that information.
- Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- Is directly associated with an important prehistoric or historic event or person.

If important archaeological or historic resources exist on the site, project changes are evaluated to determine whether they would substantially affect these important resources.

Cultural Resources – Existing Conditions and Project Impacts

4.a) Archaeological Resources

The project site is not located within a Prehistoric or Historic cultural resources sensitivity area. However, as with any ground disturbing activity, there is the remote possibility of encountering unknown buried deposits. For this reason contractors and construction personnel should be alerted to the remote possibility of encountering archaeological resources within the project parcel. If archaeological resources are encountered, work in the area of the find should be halted and a professional archaeologist consulted. Therefore, impacts to archaeological resources are considered *less than significant*.

4.b) Historic Resources

The project site is currently developed with a hotel that was constructed approximately 50 years ago, with additions being made through the 1960's. The structures on the site are not considered to have historic merit. *No impacts* to historic structures or sites would occur as a result of the proposed project.

4.c) Ethnic/Religious Resources

There is no evidence that the site involves any ethnic or religious use or importance. The project would have *no impact* on historic, ethnic or religious resources.

Cultural Resources – Recommended Mitigation

CR-1 Unanticipated Archaeological Resources Contractor Notification. Prior to the start of any vegetation or paving removal, demolition, trenching or grading, contractors and construction personnel shall be alerted to the possibility of uncovering unanticipated subsurface archaeological features or artifacts associated with past human occupation of the parcel. If such archaeological resources are encountered or suspected, work shall be halted immediately, the City Environmental Analyst shall be notified and an archaeologist from the most current City Qualified Archaeologists List shall be retained by the applicant. The latter shall be employed to assess the nature, extent and significance of any discoveries and to develop appropriate management recommendations for archaeological resource treatment, which may include, but are not limited to, redirection of grading and/or excavation activities, consultation and/or monitoring with a Barbareño Chumash representative from the most current City qualified Barbareño Chumash Site Monitors List, etc.

If the discovery consists of possible human remains, the Santa Barbara County Coroner shall be contacted immediately. If the Coroner determines that the remains are Native American, the Coroner shall contact the California Native American Heritage Commission. A Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Environmental Analyst grants authorization.

If the discovery consists of possible prehistoric or Native American artifacts or materials, a Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Environmental Analyst grants authorization.

Cultural Resources – Residual Impacts

Project specific impacts would be less than significant and further reduced by the recommended mitigation measure.

5. GEOPHYSICAL CONDITIONS Could the project result in or expose people to:		***NO***	***YES*** ***Level of Significance***
a)	Seismicity: fault rupture?		Less than Significant
b)	Seismicity: ground shaking or liquefaction?		Less than Significant
c)	Seismicity: seiche or tsunami?	X	
d)	Landslides or mudslides?	X	
e)	Subsidence of the land?	X	
f)	Expansive soils?		Potentially Significant, Mitigable
g)	Excessive grading or permanent changes in the topography?		Less than Significant

Geophysical Conditions - Discussion

Issues: Geophysical impacts involve geologic and soil conditions and their potential to create physical hazards affecting persons or property; or substantial changes to the physical condition of the site. Included are earthquake-related conditions such as fault rupture, ground-shaking, liquefaction (a condition in which saturated soil looses shear strength during earthquake shaking); or seismic sea waves; unstable soil or slope conditions, such as landslides, subsidence, expansive or compressible/collapsible soils; or erosion; and extensive grading or topographic changes.

Impact Evaluation Guidelines: Potentially significant geophysical impacts may result from:

- Exposure to or creation of unstable earth conditions due to seismic conditions, such as earthquake faulting, groundshaking, liquefaction, or seismic waves.
- Exposure to or creation of unstable earth conditions due to geologic or soil conditions, such as landslides, settlement, or expansive, collapsible/compressible, or expansive soils.
- Extensive grading on slopes exceeding 20%, substantial topographic change, destruction of unique physical features; substantial erosion of soils, overburden, or sedimentation of a water course.

Geophysical Conditions – Existing Conditions and Project Impacts

5.a-c) Seismic Hazards

Fault Rupture: The City Master Environmental Assessment (MEA) identifies the project site as not located on or near a known fault or fault zone. The closest mapped fault is the Mission Ridge/Arroyo Parida fault, which is approximately 500 feet to the southeast. This fault is not considered to be active. The Santa Ynez fault is the closest mapped active fault, and is approximately 4.5 miles northwest of the project site. Because no known active or potentially active faults are located within or immediately adjacent to the subject site, potential impacts associated with fault rupture from proposed development would be *less than significant*.

Ground Shaking and Liquefaction: The project site is located in a seismically active area of southern California (Seismic Zone 4 per 2001 California Building Code (CBC), Chapter 16, Figure 16-2). Significant ground shaking as a result of a local or regional earthquake is likely to occur during the life of the project. Ground shaking and liquefaction are considered potentially significant impacts. The City Master Environmental Assessment (MEA) indicates that the project site is located in an area of anticipated low damage level to 1- to 3-story structures, and moderate damage level with larger structures from potential earthquake ground shaking. Future development would be required to comply with building code requirements that would minimize potential hazards associated with ground shaking. The site is considered to be minimally susceptible to liquefaction in the event of a strong earthquake per the City's MEA. Further, the types of soils present (high percentage of silt and/or clay) are less prone to liquefaction than a more granular material would be. The Soils Engineering Report prepared for the site identifies a relatively low potential for liquefaction. Therefore, impacts from ground shaking or liquefaction would be *less than significant*.

Seiche or Tsunami: The project site is not located within the tsunami run-up zone as identified in the City's Master Environmental Assessment. Seiche refers to seismic waves within an enclosed water body such as a lake, which is not applicable to the project site location. *No impacts* related to tsunami or seiche are anticipated.

5.d-f) Geologic or Soil Instability

A Soils Engineering Report was prepared for the subject site by Earth Systems Pacific in September 2003 (Exhibit I). This Study was used, along with the City's MEA, to determine potential hazards from geophysical conditions related to the proposed project. The MEA identifies the site as having variable clay conditions, with soil type Qal Alluvium.

Landslides: The project site topography is flat and therefore *no impacts* associated with landslide hazards would occur.

Subsidence: The potential for subsidence on the site is considered low, and impacts are considered *less than significant*. Further, recommendations in the Earth Systems Pacific report include overexcavation and replacement of soils such that any risk from subsidence would be substantially reduced.

Expansive Soils: The soils tests performed at the site indicated that the soil would be classified in the "medium" expansion category per CBC Table 18-I-B. Precautionary measures are proposed by the Soils Engineer to reduce any *potentially significant, mitigable* impacts associated with expansive soils to a *less than significant* level.

5.g) Topography; Grading

Grading: Site preparation would include demolition of all existing site improvements, including a motel, restaurant, and three swimming pools. Removal of these features is likely to result in disturbed soils at significant depths. Subsurface parking garages are proposed for both the hotel and residential development, resulting is excavation up to 15 feet in depth, excluding foundation excavation. It is anticipated that excavation will total approximately 80,000 cubic yards of material. Although the project will require extensive excavation, it is to construct underground parking facilities for the project;

therefore, the proposed grading would not result in a significant alteration of the natural landform or substantially change the existing topography of the site. Impacts associated with landform changes (grading) are considered *less than significant*.

Geophysical Conditions – Required Mitigation

G-1 **Geotechnical Recommendations.** Site preparation and project construction related to soil conditions and seismic hazards shall be in accordance with the recommendations contained in the Soils Engineering Report prepared by Earth Systems Pacific, dated September 25, 2003. Compliance shall be demonstrated on plans submitted for grading and building permits.

Geophysical Conditions – Residual Impacts

Implementation of the required site preparation and structural design measures would mitigate potential geologic hazards associated with expansive soils to less than significant levels.

6. HAZARDS Could the project involve:		**NO**	**YES** ***Level of Significance***
a)	A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)?	X	
b)	The creation of any health hazard or potential health hazards?	X	
c)	Exposure of people to existing sources of potential health hazards?		Less than Significant
d)	Increased fire hazard in areas with flammable brush, grass, or trees?		Less than Significant

Hazards - Discussion

Issues: Hazardous materials issues involve the potential for public health or safety impacts from exposure of persons or the environment to hazardous materials or risk of accidents involving combustible or toxic substances.

Impact Evaluation Guidelines: Significant impacts may result from the following:

- Siting of incompatible projects in close proximity to existing sources of safety risk, such as pipelines, industrial processes, railroads, airports, etc.
- Exposure of project occupants or construction workers to unremediated soil or groundwater contamination.
- Exposure of persons or the environment to hazardous substances due to improper use, storage, or disposal of hazardous materials.
- Siting of development in a high fire hazard areas or beyond adequate emergency response time, with inadequate access or water pressure, or otherwise in a manner that creates a fire hazard

Hazards – Existing Conditions and Project Impacts

6.a,b,c) Public Health and Safety

Hazardous Materials and Safety Risks:

No hazardous materials are known to exist on the site with the exception of asbestos used in the construction of the existing buildings. Abatement is proposed to occur in compliance with Santa Barbara Air Pollution Control District's rules and regulations during the first phases of construction. Impacts from asbestos exposure are anticipated to be *less*

than significant.

The proposed hotel and residential condominiums are not anticipated to create any new hazards. Hazardous materials usage on the site would likely be limited to the storage and use of relatively small quantities of materials such as paint, oils, cleaners, and landscape maintenance materials. Any usage of hazardous materials would be subject to all applicable State and local requirements for management and disposals of such materials. *No impact* from hazardous materials is anticipated.

6.d) Fire Hazard

The project site is not located in a City designated high fire hazard area. Existing vegetation would be relocated or replaced with building and limited ornamental landscaping. The project would be subject to Fire Department and City Ordinance requirements for adequate access, structural design and materials. Adherence to the standard requirements of the Uniform Fire Code with respect to building design would ensure that fire hazard impacts for the proposed project would be *less than significant*.

Hazards - Mitigation

No mitigation required.

7. NOISE Could the project result in:	**NO**	**YES** ***Level of Significance***
a) Increases in existing noise levels?		Potentially Significant, Mitigable
b) Exposure of people to severe noise levels?		Potentially Significant, Mitigable

Noise - Discussion

Issues: Noise issues are associated with siting of a new noise-sensitive land use in an area subject to high ambient background noise levels, siting of a noise-generating land use next to existing noise-sensitive land uses, and/or short-term construction-related noise.

The primary source of ambient noise in the City is vehicle traffic noise. The City Master Environmental Assessment (MEA) *Noise Contour Map* identifies average ambient noise levels within the City.

Ambient noise levels are determined as averaged 24-hour weighted levels, using the Day-Night Noise Level (L_{dn}) or Community Noise Equivalence Level (CNEL) measurement scales. The L_{dn} averages the varying sound levels occurring over the 24-hour day and gives a 10 decibel penalty to noises occurring between the hours of 10:00 p.m. and 7:00 a.m. to take into account the greater annoyance of intrusive noise levels during nighttime hours. Since L_{dn} is a 24-hour average noise level, an area could have sporadic loud noise levels above 60 dB(A) which average out over the 24-hour period. CNEL is similar to L_{dn} but includes a separate 5 dB(A) penalty for noise occurring between the hours of 7:00 p.m. and 10:00 p.m. CNEL and L_{dn} values usually agree with one another within 1 dB(A). The Equivalent Noise Level (L_{eq}) is a single noise level, which, if held constant during the measurement time period, would represent the same total energy as a fluctuating noise. L_{eq} values are commonly expressed for periods of one hour, but longer or shorter time periods may be specified. In general, a change in noise level of less than three decibels is not audible. A doubling of the distance from a noise source will generally equate to a change in decibel level of six decibels.

Guidance for appropriate long-term background noise levels for various land uses are established in the City General Plan Noise Element Land Use Compatibility Guidelines. Building codes also establish maximum average ambient noise levels for the interiors of structures.

High construction noise levels occur with the use of heavy equipment such as scrapers, rollers, graders, trenchers and large trucks for demolition, grading, and construction. Equipment noise levels can vary substantially through a construction period, and depend on the type of equipment, number of pieces operating, and equipment maintenance. Construction equipment generates noise levels of more than 80 or 90 dB(A) at a distance of 50 feet, and the shorter

impulsive noises from other construction equipment (such as pile drivers and drills) can be even higher, up to and exceeding 100 dB(A). Noise during construction is generally intermittent and sporadic, and after completion of the initial demolition, grading and site preparation activities, tends to be quieter.

The Noise Ordinance (Chapter 9.16 of the Santa Barbara Municipal Code) governs short-term or periodic noise, such as construction noise, operation of motorized equipment or amplified sound, or other sources of nuisance noise. The ordinance establishes limitations on hours of construction and motorized equipment operations, and provides criteria for defining nuisance noise in general.

Impact Evaluation Guidelines: A significant noise impact may result from:

- Siting of a project such that persons would be subject to long-term ambient noise levels in excess of Noise Element land use compatibility guidelines as follows:
    - Transient Lodging (Hotel): Normally acceptable maximum exterior ambient noise level of 70 dB(A); maximum interior noise level of 45 db(A).
    - Residential: Normally acceptable maximum exterior ambient noise level of 60 dB(A); maximum interior noise level of 45 dB(A).
- Substantial noise from grading and construction activity in close proximity to noise-sensitive receptors for an extensive duration.

Noise – Existing Conditions and Project Impacts

7.a-b) Increased Noise Level; Exposure to High Noise Levels

Long-Term Operational Noise:

The project site is located in an area subject to average ambient noise levels from roadway noise of less than 60 dBA Ldn, 60-65 dBA Ldn and 65-70 dBA Ldn, as shown on the City's Master Environmental Assessment noise contour maps. A Noise Study, dated June 15, 2005 and a Supplemental Noise Study to Address Construction-Related Impacts, dated April 2006, were prepared by Rincon Consultants and submitted by the applicant. The Noise Study and Supplement are attached as Exhibits G and H respectively. As part of the Study, existing noise levels were monitored at a number of points. This information was then used to model current and future expected noise levels for the proposed project. Measured and modeled noise levels indicate current noise levels at a range of 45-49 dBA Ldn at the northwest corner of the site to a high of 67.7-70 dBA Ldn along State Street.

Interior Noise Levels – Standard construction practices are considered to reduce noise levels by 15 dBA; therefore, interior areas of the hotel and residential units exposed to exterior noise levels above 60 dBA Ldn may not meet the 45 dBA Ldn standard. Therefore, interior noise level impacts are considered *potentially significant, mitigable*. The Noise Study prepared for the project includes noise attenuation features that would reduce interior noise levels to 45 dBA Ldn or less. With incorporation of these features (mitigation measures N-1 and N-2), interior noise level impacts would be reduced to *less than significant* levels.

Exterior Noise Levels – The exterior noise level at the site is less than the 70 dBA Ldn standard for hotel uses, so no mitigation would be required. However, the five residential condominiums along State Street (Unit Type E) would be subject to exterior noise levels that exceed the City's standard for outside residential uses. The design of these two-story condominiums would attenuate noise from State Street to approximately 45.5 dBA Ldn at the required outdoor living spaces for each unit. No additional exterior mitigation is required apart from the proposed building design. All other exterior living areas on the project site would be protected from noise levels above 60 dBA Ldn. Impacts associated with exterior noise levels are considered *less than significant*.

Temporary Construction Noise:

Uses around the project site are primarily commercial, retail and residential. Residential uses are considered noise sensitive. The closest residences are located approximately 50 feet from the project site's northern perimeter.

Noise from grading and construction equipment, truck traffic and vibration would affect surrounding noise-sensitive uses during the approximately 2 ½ years (124 weeks) construction period. The applicant has prepared a construction phasing schedule to address project length, construction equipment, trucks and personnel required for each stage of the

development. Hazardous material abatement, building demolition and site clearing operations are anticipated to last 14 weeks (3 ½ months). Temporary shoring and mass excavation, which has the greatest potential noise impacts, is anticipated to last 10 weeks (2 ½ months). Underground parking construction is anticipated to last 30 weeks (7 ½ months). New hotel and condominium construction is scheduled to be completed over a 70 week (1 year, 4 ½ months) period.

The Supplemental Noise Study to Address Construction-Related Impacts prepared by Rincon Consultants (April 2006) concludes that, at 50 feet from sensitive receptors, construction noise during the 124 weeks of construction will range between 60-85 dBA CNEL, and that for 12-13 weeks of the duration of construction the noise level will range from 81-85 dBA at 50 feet from the sensitive receptor. These conclusions from the Supplemental Noise Study are based on assumptions that mechanical equipment other than vehicles and equipment that are operated by electricity obtained from an electricity utility company would not be used before 7 a.m. or after 7 p.m. Monday-Friday or before 8 a.m. or after 7 p.m. on Saturday, Sunday and Holidays. Temporary construction noise impacts are considered *potentially significant, mitigable* (see Mitigation Measures N-6 through N-13).

Noise – Required Mitigation

N-1: **Sound Barrier.** As part of the building plan submittal, either of the following shall be included to reduce noise levels to the easternmost residence adjacent to the parking garage driveway:

a. The easternmost residence along State Street shall include a solid wall on its eastern side to act as a noise barrier between the driveway and interior living area of that unit; or

b. The driveway slope shall not exceed 10% for at least one car length at the top of the ramp where cars may be waiting to exit to State Street; do not allow windows to directly face the driveway at this location on the first floor; and use dual-glazed window panes on any second-story windows that overlook the driveway.

N-2: **Interior Noise Reduction:**

a. The walls, doors and windows of units that face State Street shall be constructed to include sufficient noise attenuation to reduce interior levels to a CNEL of 45 dBA. This would require, at a minimum, the use of double-paned windows on all floors for those windows that face State Street.

b. Windows shall have a minimum Standard Transmission Class (STC) of 35 and be properly installed, weather-stripped, and insulated.

c. Doors with a minimum STC of 35 shall be used for doorways facing State Street and shall be insulated in conformance with California Title 24 requirements.

d. The exterior wall facing shall be stucco and/or shall be designed for a minimum STC of 45.

e. Roof or attic vents facing State Street shall be baffled.

f. Air conditioning or a mechanical ventilation system shall be installed in at least the five dwelling units fronting on State Street, as well as the two others outside the 60 dB noise corridor so that windows and doors may remain closed. Ventilation systems shall be installed and operable prior to Certificate of Occupancy.

N-3: **Exterior Residential Areas**. Usable residential exterior areas (patios, balconies, courtyards) shall be oriented away from State Street to the extent feasible, and preferably shielded from roadways by the structures themselves.

N-4: **Pavement.** The residential parking lot driveway shall be paved with a coating to reduce tire squeal. This coating would consist of granulate rubber made from used tires as its aggregate, and urethane resin as its binder.

N-5: **Left Turns.** Prohibit left turns onto State Street from the residential parking lot to eliminate sudden car accelerations that could otherwise occur when making this turn.

N-6: **Construction Notice.** At least 30 days prior to commencement of construction, the contractor shall provide written notice to all property owners and building occupants within 450 feet of the project area that proposed construction activities could substantially affect outdoor or indoor living areas. The notice shall contain a description of the proposed project, a construction schedule including days and hours of construction, a description of noise reduction measures and the name and phone number of the Project Environmental Coordinator (PEC) who can answer questions and provide additional information or address problems that may

arise associated with construction noise. A 24-hour construction hot line shall be provided. Any noise complaints received shall be documented, and as appropriate, construction activities shall be modified to the extent feasible to address such complaints. Informational signs with the PEC's name and telephone number shall also be posted at the site and shall be easily viewed from adjacent public areas.

N-7: **Construction Hours.** Noise-generating construction activities (which may include preparation for construction work) shall be permitted weekdays between the hours of 8:00 a.m. and 5:00 p.m., excluding holidays observed by the City as legal holidays: New Year's Day (January 1st); Martin Luther King Jr.'s Birthday (3rd Monday in January); President's Day (3rd Monday in February); Memorial Day (Last Monday in May); Independence Day (July 4th); Labor Day (1st Monday in September); Thanksgiving Day (4th Thursday in November); Day Following Thanksgiving Day (Friday following Thanksgiving); Christmas Day (December 25th). *When a holiday falls on a Saturday or Sunday, the preceding Friday or following Monday respectively shall be observed as a legal holiday.

Occasional night work may be approved for the hours between 5 p.m. and 8 a.m. weekdays by the Chief of Building and Zoning (per Section 9.13.015 of the Municipal Code). In the event of such night work approval, the applicant shall provide written notice to all property owners and occupants within 450 feet of the project property boundary and the City Planning and Building Divisions at least 48 hours prior to commencement of night work. Night work shall not be permitted on weekends or holidays.

N-8: **Construction Equipment Sound Barrier.** Stationary construction equipment that generates noise that exceeds 50 dBA at the property boundaries shall be shielded with a barrier that meets a sound transmission class (STC) rating of 25.

N-9: **Construction Equipment Sound Control.** All construction equipment powered by internal combustion engines shall be properly muffled and maintained. No internal combustion engine shall be operated on the site without said muffler. All diesel equipment shall be operated with closed engine doors and shall be equipped with factory-recommended mufflers. Unnecessary idling of internal combustion engines shall be prohibited.

N-10: **Construction Noise Barrier.** Air compressors and generators used for construction shall be surrounded by temporary acoustical shelters. Whenever feasible, electrical power shall be used to run air compressors and similar power tools.

N-11: **Window Replacement.** The applicant shall offer to have a minimum 4 millimeter thick double paned glass installed in the first and second story windows of the residences that face the project site.

N-12: **Air Conditioning.** The applicant shall offer to install temporary air conditioning in those residential units adjacent to the project site that do not already have this feature, to allow such residents to keep their windows closed during construction activities.

N-13: **Construction Sound Barrier Wall.** Install a temporary construction sound barrier wall along the northern half of the western edge of the project site, the entire northern end of the site, and the northern half of the eastern edge of the project site. The barrier should be made of sound attenuating material (not landscaping). The noise barrier can be constructed from concrete, masonry, wood, metal, or other materials determined to be appropriate by the City. To effectively reduce sound transmission through the barrier, the material chosen must be rigid and sufficiently dense (at least 20 kilograms/square meter). All noise barrier material types are equally effective, acoustically, if they have this density. The barrier shall be of sufficient height to block direct line of sight to the first story of adjacent residential uses. It is estimated that a noise barrier of the prescribed density would reduce average noise levels to sensitive receptors by up to 5 dB if the barrier blocks direct line of sight, and an additional 1.5 dB for each meter of barrier height for those uses blocked from direct line of sight.

Noise – Residual Impact

Implementation of the identified mitigation measures would reduce operational interior noise impacts and temporary construction noise levels to less than significant levels.

8. POPULATION AND HOUSING Could the project:		**NO**	**YES** **Level of Significance**
a)	Induce substantial growth in an area either directly or indirectly (e.g. through projects in an undeveloped area or extension of major infrastructure)?		Less than Significant
b)	Displace existing housing, especially affordable housing?	X	

Population and Housing - Discussion

Impact Evaluation Guidelines: Issues of potentially significant population and housing impacts may involve:

- Growth inducement, such as provision of substantial population or employment growth or creation of substantial housing demand; development in an undeveloped area, or extension/ expansion of major infrastructure that could support additional future growth.
- Loss of a substantial number of housing units, especially loss of more affordable housing.

Population and Housing – Existing Conditions and Project Impacts

8.a) Growth-Inducing Impacts

The project site is located in an existing developed urban area already served by urban infrastructure. No extensions of infrastructure or urban services would be necessary to serve the project site. The proposed residential units are intended to meet existing demand for ownership housing units within the community and would not induce growth. Growth inducing impacts as a result of the project would be *less than significant*.

8.b) Housing Displacement

The project includes the removal of one residential unit (duplex at 3715 San Remo Drive would be converted to a single-family residence to allow for vehicular access to the Town & Country apartments (3730 State Street)). While the project results in the loss of one residential unit, it would provide 73 housing units for the City, 11 of which would be designated as middle-income affordable housing units. *No adverse housing impact* would result from the project.

Population and Housing - Mitigation

No mitigation required.

9. PUBLIC SERVICES Could the project have an effect upon, or result in a need for new or altered services in any of the following areas:	NO	YES *Level of Significance*
a) Fire protection?		Less than Significant
b) Police protection?		Less than Significant
c) Schools?		Less than Significant
d) Maintenance of public facilities, including roads?		Less than Significant
e) Other governmental services?		Less than Significant
f) Electrical power or natural gas?		Less than Significant
g) Water treatment or distribution facilities?		Less than Significant
h) Sewer or septic tanks?		Less than Significant
i) Water distribution/demand?		Less than Significant
j) Solid waste disposal?		Significant, Mitigable

Public Services - Discussion

Issues: This section evaluates project effects on fire and police protection services, schools, road maintenance and other governmental services, utilities, including electric and natural gas, water and sewer service, and solid waste disposal.

Impact Evaluation Guidelines: The following may be identified as significant public services and facilities impacts:

- Creation of a substantial need for increased police department, fire department, road maintenance, or government services staff or equipment.
- Generation of substantial numbers of students exceeding public school capacity where schools have been designated as overcrowded.
- Inadequate water, sewage disposal, or utility facilities.
- Substantial increase in solid waste disposal to area sanitary landfills.

Public Services – Existing Conditions and Project Impacts

9a-b,d-g. Facilities and Services

The project site is located in an urban area where all public services are available. In 2005, the City prepared a General Plan Update: 2030 Conditions, Trends, and Issues (CTI) Report (September 2005) that examined existing conditions associated with fire protection, police protection, library services, public facilities, governmental facilities, electrical power, and natural gas. The CTI Report specifically analyzed whether there were deficiencies existing or anticipated for each of the public services. The CTI report determined that police and fire protection services, and library services are being provided at acceptable levels to the City. In addition, the CTI Report determined that electricity, natural gas, telephone, and cable telecommunication services are being provided at acceptable service levels and utility companies did not identify any deficiencies in providing service in the future. Finally, the CTI Report determined that demand for City buildings and facilities will continue to be impacted by growth, although no appropriate/acceptable levels of service have been established.

The project site is located in an urban area and involves the demolition of existing buildings and construction of new buildings in its place. Because the existing buildings already utilize existing public services, the project would be served with connections to existing public services for gas, electricity, cable, and telephone traversing the site, as well as access

to existing roads. The project is not anticipated to create a substantially different demand on fire or police protection services, library services, or City buildings and facilities than that anticipated in the CTI Report. Therefore, impacts to fire protection, police protection, library services, City buildings and facilities, electrical power, natural gas, telephone, and cable telecommunication services are anticipated to be *less than significant*.

9.c) Schools

The project site is served by the Santa Barbara Elementary and High School Districts for elementary and high school. The project would provide an increase of 73 residential units, which could generate additional students.

The project may also result in a minor increase in area employees. It would be expected that some of the added employees would already reside in the area. Some portion of new employees may in-migrate. The commercial portion of the proposed project may generate new elementary and secondary students to the extent that new employment created by the project results in new residents to the area. Unlike the residential portion of this project that falls into a defined school attendance area, students generated by the commercial portion of the proposed project could live and attend a school in any area of the South Coast. Some students generated by the commercial portion of this project could also live outside the boundaries of the Santa Barbara School Districts or attend private schools.

None of the school districts in the South Coast have been designated "overcrowded" as defined by California State law. School impact fees would be applied to the project in accordance with State law. Project impacts to schools would be *less than significant*.

9.h,i) Water and Sewer

Water

The City of Santa Barbara's water supply comes from the following sources, with the actual share of each determined by availability and level of customer demand: Cachuma Reservoir and Tecolote Tunnel, Gibraltar Reservoir and Mission Tunnel, 300 Acre Feet per Year (AFY) of contractual transfer from Montecito Water district, groundwater, State Water Project entitlement, desalination, and recycled water. Conservation and efficiency improvements are projected to contribute to the supply by displacing demand that would otherwise have to be supplied by additional sources. In 1994, based on the comprehensive review of the City's water supply in the Long Term Water Supply Alternatives Analysis (LTWSAA), the City Council approved the Long Term Water Supply Program (LTWSP). The LTWSP outlines a strategy to use the above sources to meet the projected demand of 17,900 AFY (including 1,500 AFY of demand projected to be met with conservation) plus a 10 percent safety margin for a total of 19,700 AFY. Therefore, the target for the amount of water the system will actually have to supply, including the safety margin, is 18,200 AFY. The 2003 Water Supply Management Report documents an actual system demand of 13,460 AFY and a theoretical commitment of 16,170 AFY. Of the total system production, 95% was potable water and 5% was reclaimed water.

In 2005, the City prepared a General Plan Update: 2030 Conditions, Trends, and Issues Report (September 2005) that examined existing conditions associated with water supply, treatment, and distribution system, and specifically analyzed and determined that there were no existing or anticipated deficiencies for the next 20-year planning period based on a growth rate of .7% per year.

The proposed project receives water service from the City of Santa Barbara. The proposed project is within the anticipated growth rate for the City and therefore, the City's long-term water supply and existing water treatment and distribution facilities would adequately serve the proposed project.

The proposed project's net water demand is estimated at 19.53 AFY (refer to Exhibit N for worksheet). This increase in water use would result in a *less than significant* impact to the City's water supply and distribution facilities.

Sewer

The maximum capacity of the El Estero Treatment Plant is 11 million gallons per day (MGD), with current average daily flow of 8.5 MGD. The Treatment Plant is designed to treat the wastewater from a population of 104,000. The proposed project's estimated net new sewer demand is 15,127 gallons per day or 16.94 AFY (refer to Exhibit N for worksheet). Increased sewage treatment associated with the project can be accommodated by the existing City sewer system and sewage treatment plant, and would represent a *less than significant* impact.

9.j) Solid Waste Generation/ Disposal

Most of the waste generated in the City is transported on a daily basis to seven landfills located around the County. The County of Santa Barbara, which operates the landfills, has developed impact significance thresholds related to the impacts of development on remaining landfill capacity. The County thresholds are based on the projected average solid waste generation for Santa Barbara County from 1990-2005. The County assumes a 1.2% annual increase (approximately 4,000 tons per year) in solid waste generation over the 15-year period.

The County's threshold for project specific impacts to the solid waste system is 196 tons per year (this figure represents 5% of the expected average annual increase in solid waste generation [4,000 tons per year]). Source reduction, recycling and composting can reduce a project's waste stream by as much as 50%. If a proposed project generates 196 or more tons per year after reduction and recycling efforts, impacts would be considered significant and unavoidable.

Proposed projects with a project specific impact as identified above (196 tons per year or more) would also be considered cumulatively significant, as the project specific threshold of significance is based on a cumulative growth scenario. However, as landfill space is already extremely limited, any increase in solid waste of 1% or more of the expected average annual increase in solid waste generation [4000 tons per year], which equates to 40 tons per year, is considered an adverse cumulative impact.

Long-Term (Operational). The project use is estimated to generate 268.58 tons per year of solid waste as follows:

Attached Residential:	2.65 people/unit x 73 units x 0.95 tons/year =	183.78 tons/year
Hotel/Motel:	106 rooms x 0.80 (tons/year) =	84.80 tons/year
Total:		268.58 tons/year

The existing use is estimated to generate 90.4 tons per year of solid waste. Therefore, the net solid waste generation of the project would be 178.18 tons per year. With application of source reduction, reuse and recycling, landfill disposal of solid waste could be reduced by 50%, to 89.09 tons per year. The project specific impact is considered less *than significant* because the 196 tons per year threshold is not exceeded; however, an adverse cumulative impact would result because waste generation would exceed 40 tons per year.

The County of Santa Barbara is working on an update to their waste generation rates and thresholds; however it has not yet been adopted. The draft updated waste generation numbers reflect the increase in residential trash generation over the last decade. Under the updated residential generation rates, the net solid waste generation of the project would be approximately 323 tons per year. However, a numeric threshold of significance is not identified with the updated generation rates. Because all measures that could be feasibly applied to projects are currently required by state law and City ordinance, recycling programs are available and required throughout the City and the County has met and is exceeding its state mandated waste diversion requirements, operational solid waste generation from new discretionary development is considered to result in an adverse but less than significant solid waste impact on County operated facilities.

Short-Term (Demolition and Construction). Project demolition and excavation will require export of non-structural fill. The solid waste generation/disposal thresholds adopted by the City do not apply to short-term construction projects. However, new construction, especially remodeling and demolition, represents the greatest challenge to maintaining existing diversion rates. Draft solid waste generation guidelines have been developed by the County of Santa Barbara; however, it should be noted that these numbers have not been adopted. Based on these draft guidelines, it is anticipated that the project would generate 4,121 tons of waste for demolition and construction (2,640 tons of demolition waste plus 1,481 tons of construction waste). Under the County's draft significance thresholds, any project that is projected to create more than 350 tons of construction and demolition debris is considered to have a significant impact on solid waste generation. Therefore, under these draft thresholds of significance, the subject project would be considered to have a *potentially significant, mitigable* impact based on its construction-related solid waste generation. Although this threshold has not been formally adopted by the City, the amount of trash anticipated to be generated by the project warrants mitigation. The implementation of a Solid Waste Management Plan that includes measures to reduce, re-use, and recycle construction and demolition waste to the extent feasible would reduce short-term waste disposal impacts to a less than significant level.

Public Services – Required Mitigation

PS-1 **Operational Recycling.** Hotel and restaurant operators shall encourage guests to recycle by using recyclable materials, and providing sufficient and appropriate receptacles, such as recycling or green waste containers, in each room. Recyclable material collection and pick-up areas shall be provided on-site for the hotel and restaurant operations. The hotel and restaurant operators shall use materials that are recyclable to the extent feasible.

PS-2 **Trash Enclosure Provision and Design.** A trash enclosure with adequate area for recycling containers shall be provided on each Property and screened from view from surrounding properties and the street. Dumpsters and containers with a capacity of 1.5 cubic yards or more shall not be placed within five (5) feet of combustible walls, openings, or roofs, unless protected with fire sprinklers. Project trash container areas shall incorporate approved long-term structural storm water best management practices (BMPs) to protect water quality. The applicant shall submit project plans to the satisfaction of Public Works Engineering and Solid Waste that incorporate long-term structural best management practices for trash storage areas to protect storm water quality. The owners shall maintain these structural storm water quality protections in working order for the life of the project, and shall inspect at least annually and report to the City annually.

PS-3 **Waste Management Plan.** The Applicant shall develop and implement a Solid Waste Management Plan to reduce waste generated by construction and demolition activities. Consistent with City of Santa Barbara ordinances and in order to achieve the waste diversion goals required by state law, the Contractor may choose to separate waste and recyclables on-site or use a combination of source separation and a construction and demolition (C&D) sorting facility. The Solid Waste Management Plan shall include the following:

1. Contact information: The name and contact information of who will be responsible for implementing the Solid Waste Management Plan.
2. Waste assessment: A brief description of the proposed project wastes to be generated, including types and estimated quantities during the construction phase of this project. A minimum of 90% of demolition and construction materials shall be recycled or reused.
3. Recycling and waste collection areas: Waste sorting and/or collection and/or recycling areas shall be clearly indicated on the project plans and approved by the City Solid Waste Specialist.
4. Transportation: A description of the means of transportation of recyclable materials and waste (whether materials will be site-separated and self-hauled to designated centers, or whether mixed materials will be collected by a waste hauler and removed from the site to be processed) and destination of materials.
5. Landfill information: The name of the landfill(s) where trash will be disposed of and a projected amount of material that will be landfilled.
6. Meetings: A description of meetings to be held between applicant and contractor to ensure compliance with the site Solid Waste Management Plan.
7. Alternatives to landfilling: A list of each material proposed to be salvaged, reused, or recycled during the course of the Project.
8. Contingency Plan: An alternate location to recycle and/or stockpile C&D in the event of local recycling facilities becoming unable to accept material (for example: all local recycling facilities reaching the maximum tons per day due to a time period of unusually large volume).
9. Implementation and Documentation of Solid Waste Management Plan:
    a. Manager: The Permit Applicant or Contractor shall designate an on-site party (or parties) responsible for instructing workers and overseeing and documenting results of the Solid Waste Management Plan for the Project Site Foreman. The contact will notify the Public Works Department immediately should any deviance from the Solid Waste Management Plan be necessary.
    b. Distribution: The Contractor shall distribute copies of the Solid Waste Management Plan to the Job Site Foremen, impacted subcontractors, and the Architect.

c. Instruction: The Permit Applicant or Contractor shall provide on-site instruction of appropriate separation, handling, and recycling, salvage, reuse, and return methods to be used by all parties at the appropriate stages of project development.

d. Separation and/or Collection areas: The Permit Applicant or Contractor shall ensure that the approved recycling and waste collection areas are designated on site.

e. Construction of Recycling and Waste container facilities: Inspection shall be made by Public Works to ensure the appropriate storage facilities are created in accordance with AB 2176, California State Public Resources Code 42911 and City of Santa Barbara Zoning Ordinances.

f. Hazardous wastes: Hazardous wastes shall be separated, stored, and disposed of according to federal, state and local regulations.

g. Documentation: The Contractor shall submit evidence at each inspection to show that recycling and/or reuse goals are being met and a Summary of Waste Generated by the Project shall be submitted on a monthly basis. Failure to submit this information shall be grounds for a stop work order. The Summary shall be submitted on a form acceptable to the Public Works Department and shall contain the following information:

- Disposal information: amount (in tons or cubic yards) of material landfilled; identity of the landfill; total amount of tipping fees paid at the landfill; weight tickets, manifests, receipts, and invoices (attach copies).
- Recycling information: amount and type of material (in tons or cubic yards); receiving party; manifests, weight tickets, receipts, and invoices (attach copies).
- Reuse and salvage information: list of items salvaged for reuse on project or campus (if any); amount (in tons or cubic yards); receiving party or storage location.

h. Contingency Plan: The Permit Applicant or Contractor shall detail the location and recycling of stockpiled material in the event of the implementation of a Contingency Plan.

Public Services – Residual Impacts

Implementation of the identified mitigation measures would reduce cumulative and short-term solid waste impacts to less than significant levels.

10. RECREATION Could the project:		**NO**	**YES** ***Level of Significance***
a)	Increase the demand for neighborhood or regional parks or other recreational facilities?		Less than Significant
b)	Affect existing parks or other public recreational facilities?		Less than Significant

Recreation - Discussion

Issues: Recreational issues are associated with increased demand for recreational facilities, or loss or impacts to existing recreational facilities.

Impact Evaluation Guidelines: Recreation impacts may be significant if they result in:

- Substantial increase in demand for park and recreation facilities in an area under-served by existing public park and recreation facilities.
- Substantial loss or interference with existing park space or other public recreational facilities such as hiking, cycling, or horse trails.

Recreation – Existing Conditions and Project Impacts

10.a) Recreational Demand

Currently within the City there are more than 1,800 acres of natural open space, park land and other recreational facilities. In addition, there are 28 tennis courts, 2 public outdoor swimming pools, beach volleyball courts, sport fields, lawn bowling greens, a golf course, 13 community buildings and a major skateboard facility. The City also offers a wide variety of recreational programs for people of all ages and abilities in sports, various classes, tennis, aquatics and cultural arts.

In 2005, the City prepared a General Plan Update: 2030 Conditions, Trends, and Issues (CTI) Report (September 2005) that examined existing conditions associated with recreation and parks. Population characteristics including income, age, population growth, education and ethnicity affect recreation interests and participation levels.

The National Recreation and Park Association (NRPA) has established park service area standards for various types of parks. The NRPA standards have not been adopted by the City; however, the standards do provide a useful tool for assessing park space needs. The CTI Report determined that, based on NRPA standards, there is an uneven distribution of parkland in the City, such that some areas of the City may currently be underserved with neighborhood and community parks, but overall the City has adequate passive, community, beach, regional, open space, and sports facility parks.

The development of the proposed project with new residences and a hotel would create an increase in the demand for park and recreational opportunities in the general area. As indicated above, the City of Santa Barbara has ample parkland, albeit unevenly distributed throughout the City, and adequate recreation facilities. The proposed project would introduce additional residents into the North State neighborhood where existing nearby neighborhood parks (those intended to serve nearby residents) include MacKenzie Park, Stevens Park, Willowglen Park and Los Robles Park. None of the above referenced neighborhood parks are within the NRPA ¼ to ½-mile radius standard of the proposed project site. Residents of the proposed project would have access to these neighborhood parks, although somewhat less conveniently than if located within the NRPA standard distance. In addition, residents would have access to other community, beach, regional, open space and sports facility parks, and all City recreation programs.

Because of the transient nature of hotel guests, their park and recreation needs differ from that of residents. Often, onsite recreational opportunities are provided that are tailored to hotel guest needs (i.e. swimming pool, kids' game room, etc.). In addition, hotel guests often seek more tourist oriented attractions and destinations, and overall, their use of neighborhood and community parks is limited.

The increase in park and recreational demands associated with the residences and hotel guests is considered a *less than significant* impact.

10.b) Existing Recreational Facilities

As described above, the proposed project is not within close proximity of either neighborhood or community parks. The project is located across State Street from a path along San Roque Creek, and within a block of the YMCA facility. However, the proposed residential and hotel land uses by their nature, would not interfere or cause a substantial loss of use of existing parks or recreational facilities by means of obnoxious or offensive emission of odors, dust, gas, fumes, smoke, liquids, wastes, noise, vibrations, or disturbances. Therefore, the project would have a *less than significant* impact on recreational facilities.

Recreation - Mitigation

No mitigation required.

11. TRANSPORTATION/CIRCULATION Could the project result in:	**NO**	**YES** ***Level of Significance***
a) Increased vehicle trips?		Potentially Significant
b) Hazards to safety from design features (e.g. sharp curves, inadequate sight distance or dangerous intersections)?		Potentially Significant
c) Inadequate emergency access or access to nearby uses?		Less than Significant
d) Insufficient parking capacity on-site or off-site?		Potentially Significant
e) Hazards or barriers for pedestrians or bicyclists?		Less than Significant

Transportation - Discussion

Issues: Transportation issues include traffic, access, circulation, safety, and parking. Vehicle, bicycle and pedestrian, and transit modes of transportation are all considered, as well as emergency vehicle access. The City General Plan Circulation Element contains policies addressing circulation, traffic, and parking in the City.

Impact Evaluation Guidelines: A proposed project may have a significant impact on traffic/ circulation/ parking if it would:

Vehicle Traffic

- Cause an increase in traffic that is substantial in relation to the existing traffic load and street system capacity (see traffic thresholds below).
- Cause insufficiency in transit system.
- Conflict with the Congestion Management Plan (CMP) or Circulation Element or other adopted plan or policy pertaining to vehicle or transit systems.

Circulation and Traffic Safety

- Create potential hazards due to addition of traffic to a roadway that has design features (e.g., narrow width, roadside ditches, sharp curves, poor sight distance, inadequate pavement structure) or that supports uses that would be incompatible with substantial increases in traffic.
- Diminish or reduce safe pedestrian and/or bicycle circulation.
- Result in inadequate emergency access on-site or to nearby uses.

Parking

- Result in insufficient parking capacity for the projected amount of automobiles and bicycles.

Traffic Thresholds of Significance: The City uses Levels of Service (LOS) "A" through "F" to describe operating conditions at signalized intersections in terms of volume-to-capacity (V/C) ratios, with LOS A (0.50-0.60 V/C) representing free flowing conditions and LOS F (0.90+ V/C) describing conditions of substantial delay. The City General Plan Circulation Element establishes the goal for City intersections to not exceed LOS C (0.70-0.80 V/C).

For purposes of environmental assessment, LOS C at 0.77 V/C is the threshold Level of Service against which impacts are measured. An intersection is considered "impacted" if the volume to capacity ratio is .77 V/C or greater.

Project-Specific Significant Impact: A project-specific significant impact results when:

(a) Project peak-hour traffic would cause a signalized intersection to exceed 0.77 V/C, or

(b) The V/C of an intersection already exceeding 0.77 V/C would be increased by 0.01 (1%) or more as a result of project

peak-hour traffic.

For non-signalized intersections, delay-time methodology is utilized in evaluating impacts.

Significant Cumulative Contribution: A project would result in a significant contribution to cumulative traffic impacts when:

(a) Project peak-hour traffic together with other cumulative traffic from existing and reasonably foreseeable pending projects would cause an intersection to exceed 0.77 V/C, or

(b) Project would contribute traffic to an intersection already exceeding 0.77 V/C.

Transportation – Existing Conditions and Project Impacts

11.a) Traffic

Long-Term (Operational) Traffic:

A Traffic and Circulation Study of the project was prepared by Associated Transportation Engineers (ATE), dated August 19, 2005 and is included as Exhibit K. Findings of the Study conclude that the existing uses, a 113 room motel and stand-alone quality restaurant, generate 1,029 and 561 average daily trips (ADT), respectively, for a combined existing traffic generation of 1,590 ADT. The Institute of Transportation Engineers (ITE) Trip Generation Manual land use code 320 was assigned to the motel and land use code 931 was assigned to the restaurant. The Study further found that the proposed uses (at the time the study was prepared), a 112 room hotel and 73 residential condominiums, would generate 999 and 428 ADTs, respectively, for a combined generation of 1,427 ADTs. ITE Trip Generation Manual land use code 310 was assigned to the hotel and land use code 230 was assigned to the residential condominiums. Based on the current proposal, which includes a 106-room hotel and 73 residential units, the project would generate 1,374 ADTs. The net change in traffic generation is anticipated to be a reduction of 216 ADT.

However, given the proposed change is uses on site, the project would be anticipated to result in a net increase of 25 A.M. peak hour trips and a net loss of 3 P.M. peak hour trips. The Traffic Study prepared for the project includes traffic counts and level of service calculations for area intersections, as well as project trip distribution information. This data indicates that the project's additional A.M. peak hour trips will result in a *less than significant* impact on existing and cumulative traffic levels of service, based on the City's thresholds of significance.

Subsequently, the City prepared the Upper State Street Traffic, Circulation, and Parking Study (USS Traffic Study), prepared by Meyer, Mohaddes Associates dated February 2007. The findings of this Study provide new information regarding existing V/C and LOS for intersections in the project vicinity. This Study also includes driveway counts to determine trip rates of existing uses. This Study confirms that the proposed redevelopment of the project site would result in a net decrease in P.M. peak hour trips. Therefore, the proposed Sandman development project would have a *less than significant* traffic impact.

However, potential impacts associated with proposed changes to the existing access provided to the 24-unit Town & Country (T&C) Apartments complex, located north of the project site, have not been analyzed. Access to the T&C Apartments is currently provided via a driveway that extends through the Sandman Inn and connects to State Street. The project is proposing to eliminate this driveway connection and provide a new driveway connection for the T&C Apartments to San Remo Drive. Study of the traffic (ADT and peak hour traffic) associated with the relocated T&C Apartment access, and its potential change to the existing San Remo/Hope Avenue/Ontare Avenue neighborhood traffic and impact surrounding intersections, is required to analyze unknown, *potentially significant* impacts, and will be included in an Environmental Impact Report (EIR).

Short-Term Construction Traffic:

The overall project construction process is estimated to last approximately 2 years and 5 months (29 months). This would include demolition and site preparation lasting approximately 14 weeks, grading and excavation for an estimated ten weeks, and construction duration of estimated 25 months. Working hours during the construction process are proposed to be 7 a.m. – 7 p.m. Monday through Saturday and 8 a.m. – 7 p.m. Sunday and holidays. It is anticipated that staging, equipment, materials storage, and temporary construction worker parking would occur onsite for the duration of the project

The project would generate construction-related traffic that would occur over the twenty-nine month construction period and would vary depending on the stage of construction. The peak traffic generated at any one time by construction is estimated to be 120 vehicles per day (during Phase III – Temporary Shoring and Mass Excavation). Temporary construction traffic is generally considered an adverse but not significant impact. However, given the relatively long duration of construction required for this project, the potential for construction to overlap with other large projects proposed in the area, and existing traffic levels in the area, short-term construction-related traffic may create a *potentially significant* impact, and will be further evaluated in an Environmental Impact Report.

11.b) Access/ Circulation/ Safety

The project is proposing to allow eastbound left turns into the residential driveway, and to restrict egress turning movements from both driveways to right turn only. This will require alteration of the existing median located on State Street to allow for a left turn pocket and queuing area. In addition to the Traffic and Circulation Study of the project prepared by Associated Transportation Engineers (ATE), dated August 19, 2005 (Exhibit K), a Supplemental Analysis of the Access Alternatives for the Proposed Sandman Inn Redevelopment Project, dated March 3, 2006, was prepared by ATE and is included as Exhibit L. Both studies analyzed access alternatives to the site. Neither study has been accepted by the City Transportation staff due to unresolved issues with the studies' assumptions and findings, particularly relative to the left turn pocket and queuing analysis near the State/Hitchcock intersection, and associated U-turns at the State/Hitchcock intersection. Therefore, the proposed ingress/egress from/to State Street, and associated circulation and safety impacts, is considered *potentially significant* and will be further studied in an Environmental Impact Report.

Further, the Upper State Street Study (USSS) recommends installation of additional raised medians on State Street between Hitchcock Way and Ontare Road in order limit mid-block left turns from State Street and to restrict left turns on to State Street. The recommendation includes extending the existing median from approximately 314 feet to approximately 520 feet in length, as measured from the State Street/Hitchcock Way intersection. This proposed improvement would block left turns from State Street into the residential driveway. Left turns into and out of the hotel driveway would be blocked by the existing median. Additionally, proposed driveways for the development are located approximately 90 feet apart. The USSS recommends driveway spacing of 440 feet if feasible, but a minimum spacing of 220 feet, in order to reduce potential conflicts/"friction" (traffic safety issue) and improve mid-block through traffic flow.

Additionally, existing access for the existing 24-unit Town & Country (T&C) Apartments complex, located north of the project site, is provided via a driveway that extends through the Sandman Inn and connects to State Street. The project is proposing to eliminate this driveway connection and provide a new driveway connection for the T&C Apartments to San Remo Drive. The proposed access and circulation change for T&C Apartments and its potential safety impacts at San Remo and potential change to the existing San Remo/Hope Avenue/Ontare Avenue neighborhood character due to additional traffic are considered *potentially significant* and require analysis in an Environmental Impact Report.

Relative to the design and circulation of the interior of the residential parking garage, Transportation staff continues to have concerns with visibility, friction and turning movements. Resolution regarding compliance with SBMC 28.90 has not been reached. Impacts associated with on-site circulation are considered *potentially significant* and will be further analyzed in an Environmental Impact Report.

11.c Emergency Access

The Fire Department has reviewed the site plan for the proposed project and indicates that emergency vehicle maneuvering areas are adequate and access/distance from fire-fighting equipment to the proposed structures meets standards. Emergency access impacts of the project would be *less than significant.*

11.d) Parking

The project proposes a total of 291 parking spaces (111 parking spaces for the hotel component, 163 parking spaces for the residential component and 17 common/shared spaces). The Municipal Code parking requirement for the project is 259 spaces (106 for the hotel component and 153 for the residential component).

A Traffic and Circulation Study of the project was prepared by Associated Transportation Engineers, dated August 19, 2005 (Exhibit K). Findings of the Study conclude that the project would result in a peak demand for 219 parking spaces based upon the ITE parking generation handbook and the Urban Land Institute's Shared Parking report. This estimate assumes demand of 1 space per hotel room (and 112 hotel rooms as previously proposed) and 1.46 spaces per residential

unit.

Forty of the residential parking spaces are provided in a tandem configuration in underground garages. These tandem spaces would only be counted as one space unless a parking design waiver is approved by Transportation Planning Staff. A reasonable worst case scenario would result in the tandem parking spaces being counted as one space, rather than two, thereby reducing the number of proposed residential parking spaces by 20 to 143. Adding in the 17 shared/guest spaces proposed, the project would continue to satisfy its parking requirement per the Municipal Code requirements.

There are several parking spaces within the residential project that staff believes will not function according to the City's design requirements. Adjustments will be required to the garage plans that may result in a reduced quantity of parking spaces. Final design of the residential project would require compliance with the City's minimum residential parking requirements (73 covered, 62 uncovered and 18 guest spaces for a total of 153 spaces). Compliance with the City's minimum residential parking requirements is unclear at this time and therefore determined to be *potentially significant* and will be further analyzed in an Environmental Impact Report.

Additionally, the adjacent T&C Apartments development is non-conforming as to parking requirements. The T&C Apartments appear to utilize the project site for parking. This parking will no longer be available once the proposed project is constructed. This may result in additional parking on surrounding streets. A *potentially significant* impact due to insufficient parking may occur and will need to be further analyzed in an Environmental Impact Report.

11.e) Pedestrians and Cyclists

The project is proposing to widen the sidewalk from approximately four feet in width to eight feet in width with a four foot wide parkway adjacent to State Street. This will increase pedestrian circulation opportunities and improve the pedestrian environment along the State Street corridor. Impacts associated with sidewalk improvements are considered *less than significant*.

San Remo is a Class 3 bikeway and State Street is a Class 2 bikeway, as designated in the City's Bicycle Master Plan. The proposed access and circulation change for the Town & Country Apartments may have *potentially significant* impacts to bicyclists using the San Remo bikeway. Analysis of potential conflicts associated with relocation of the Town & Country access to San Remo is required in an Environmental Impact Report.

Transportation – Residual Impact

Potentially significant traffic, circulation, and parking impacts and potential mitigation would be further analyzed in an Environmental Impact Report. Further information and discussion of traffic and parking impacts in the EIR would include the following:

- Discussion of existing and cumulative traffic levels of service for both surrounding signalized and non-signalized impacted intersections and freeway ramps and analysis of the effect of project trips (Short-term, construction).
- Identification of mitigation measures to reduce short-term construction impacts.
- Quantification and discussion of traffic, circulation and safety impacts from relocated access for the Town & Country Apartments, in conjunction with the proposed project.
- On-site and off-site access and circulation impacts and mitigation.
- Analysis of parking demand and supply on-site and off-site on area streets, including identification of mitigation measures to address impacts.

12. WATER ENVIRONMENT Could the project result in:		NO	YES *Level of Significance*
a)	Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?		Less than Significant
b)	Exposure of people or property to water related hazards such as flooding?	X	
c)	Discharge into surface waters?		Potentially Significant, Mitigable
d)	Change in the quantity, quality, direction or rate of flow of ground waters?	X	
e)	Increased storm water drainage?		Less than Significant

Water – Discussion

Issues: Water resources issues include changes in offsite drainage and infiltration/groundwater recharge; storm water runoff and flooding; and water quality.

Impact Evaluation Guidelines: A significant impact would result from:

Water Resources and Drainage

- Substantially changing the amount of surface water in any water body or the quantity of groundwater recharge.
- Substantially changing the drainage pattern or creating a substantially increased amount or rate of surface water runoff that would exceed the capacity of existing or planned drainage and storm water systems.

Flooding

- Locating development within 100-year flood hazard areas; substantially altering the course or flow of flood waters or otherwise exposing people or property to substantial flood hazard

Water Quality

- Substantial discharge of sediment or pollutants into surface water or groundwater, or otherwise degrading water quality, including temperature, dissolved oxygen, or turbidity.

Water Resources – Existing Conditions and Project Impacts

12.a,c,e) Drainage and Surface Runoff Rate and Quality

Drainage: Drainage from the site sheet flows in a southerly direction down the existing driveway to State Street, at which point it flows in a westerly direction via curb and gutter towards drainage inlets that eventually convey runoff to Arroyo Burro Creek. A Preliminary Drainage Analysis prepared by Flowers & Associates, Inc., dated April 27, 2006 (Exhibit J), indicates that runoff from the site in a 25-year storm event would increase by 0.90 cubic feet per second following construction of the project. An underground collection system is proposed to reduce the increase in peak flow, and corresponding overall drainage volume, to pre-project levels. Thus, there would be no net increase of runoff and impacts would be *less than significant*.

Surface Water Quality: Project demolition and grading activities create the potential for erosion and sedimentation affecting water quality. Surface water quality impacts are therefore considered *potentially significant, mitigable* through implementation of erosion control measures. Numerous federal, state and local regulatory programs have been established to minimize impacts to water quality resulting from construction operations. Compliance with applicable regulations and the mitigation requirements provided below will reduce the potential for the proposed project to result in short-term construction-related water quality impact to a less than significant level.

Runoff of pollutants from parking areas or commercial operations could also degrade water quality. Project drainage will be designed to flow southerly toward State Street, as it currently flows. Storm flows that are directed to the underground garage areas will be pumped via a lift station up to grade. Outflow from the detention facility will be discharged via gravity flow to an existing subsurface storm drain conduit under State Street. Compliance with standard City requirements would reduce the project's *potentially significant, mitigable* long-term water quality impacts to a less than significant level. These requirements include the preparation of an operation and maintenance plan for the use of storm drain surface water pollutant interceptors, stenciling of storm drain warnings of the direct connection of the drainage system to creeks and the ocean, and implementation of water quality protection best management practices (BMPs).

12.b) Flooding

The project site is not within a Flood Hazard Area as shown on the Federal Insurance Rate Map published by FEMA. *No impacts* are anticipated related to flooding.

12.d) Groundwater

The groundwater table onsite was measured at 22-26 feet below the surface in 2003. Onsite grading is not anticipated to reach the level of the groundwater table and therefore direct contact with groundwater is not anticipated to occur. Therefore, *no impacts* to groundwater are expected.

Water Resources – Required Mitigation

W-1 **Construction Erosion/Sedimentation Control Plan**. Project grading and construction shall be conducted in accordance with an approved erosion control plan to protect water quality throughout the site preparation, earthwork, and construction process. Prior to the issuance of a demolition or building permit for the proposed project, the applicant or project developer shall prepare an erosion control plan that is consistent with the requirements outlined in the *Procedures for the Control of Runoff into Storm Drains and Watercourses* and the Building and Safety Division *Erosion/Sedimentation Control Policy* (2003). The erosion control/water quality protection plan shall specify how the required water quality protection procedures are to be designed, implemented and maintained over the duration of the development project. A copy of the plan shall be submitted to the Community Development and Public Works Departments for review and approval, and a copy of the approved plan shall be kept at the project site.

At a minimum, the erosion control/water quality protection plan prepared for the proposed project shall address the implementation, installation and/or maintenance of each of the following water resource protection strategies: Paving and Grinding, Sandbag Barriers, Spill Prevention/Control, Solid Waste Management, Storm Drain Inlet Protection, Stabilize Site Entrances and Exits, Illicit Connections and Illegal Discharges, Water Conservation, Stockpile Management, Liquid Wastes, Street Sweeping and Vacuuming, Concrete Waste Management, Sanitary/Septic Waste Management, Vehicle and Equipment Maintenance, Vehicle and Equipment Cleaning, Vehicle and Equipment Fueling.

W-2 **Minimization of Storm Water Pollutants of Concern.** The applicant shall implement approved plans incorporating long-term storm water best management practices (BMPs) to minimize identified storm water pollutants of concern including automobile oil, grease and metals. The applicant shall submit project plans incorporating long-term BMPs to minimize storm water pollutants of concern to the extent feasible, and obtain approval from Public Works Engineering. The owners association shall maintain approved facilities in working order for the life of the project, and shall inspect annually and submit report to City annually.

W-3 **Storm Drain System Stenciling and Signage.** Within the project area, the applicant shall implement stenciling of all storm drain inlets and catch basins, and posting of signs at all public access points along channels and creeks, with language in English and Spanish and graphic icons prohibiting dumping, per approved plans. The applicant shall submit project plans to the satisfaction of Public Works Engineering that identify storm drain inlet locations throughout the project area, and specified wording and design treatment for stenciling of storm drain inlets and signage for public access points that prohibit dumping. The owners association shall maintain ongoing legibility of the stenciling and signage for the life of the project, and shall inspect at least annually and submit report annually.

PS-2 **Trash Enclosure Provision and Design.** A trash enclosure with adequate area for recycling containers shall be

provided on each Property and screened from view from surrounding properties and the street. Dumpsters and containers with a capacity of 1.5 cubic yards or more shall not be placed within five (5) feet of combustible walls, openings, or roofs, unless protected with fire sprinklers. Project trash container areas shall incorporate approved long-term structural storm water best management practices (BMPs) to protect water quality. The applicant shall submit project plans to the satisfaction of Public Works Engineering and Solid Waste that incorporate long-term structural best management practices for trash storage areas to protect storm water quality. The owners shall maintain these structural storm water quality protections in working order for the life of the project, and shall inspect at least annually and report to the City annually.

Water Resources – Residual Impact

Implementation of the identified mitigation measures would reduce potential short- and long-term water quality impacts to a less than significant level.

MANDATORY FINDINGS OF SIGNIFICANCE.		YES	NO
a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildfire population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X
b)	Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	X	
c)	Does the project have potential 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	
d)	Does the project have potential environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	X	

a) Biological and Cultural Resources.

The project area is located in an urban area and consists of land developed with buildings, pavement and non-native and ornamental vegetation. No impacts to biological resources are anticipated.

No known archaeological resources are located on the project site and the site is not considered sensitive for the potential presence of prehistoric or historic archaeological resources. No impacts to cultural resources are anticipated.

b) Short-Term vs. Long-Term Environmental Goals.

The proposed project would have the beneficial effect of providing additional housing. However, the project has the potential to result in significant environmental effects associated with visual and aesthetic resources, air quality, and traffic and circulation, which could result in long-term significant environmental impacts.

c) Cumulative Impacts.

The project would increase the number of residential units located in the immediate vicinity. The project would result in an increased intensity and height of development on the site when compared to existing conditions. These changes represent a potentially significant project-specific and cumulative impact to scenic views, on-site aesthetics, increased traffic, circulation and access, safety, and parking supply.

d) Other Environmental Effects.

Potential impacts relative to noise, geophysical conditions, public services and water environment would be reduced to a less than significant level with implementation of identified mitigation measures.

INITIAL STUDY CONCLUSION

On the basis of this initial evaluation it has been determined that the proposed project may have a significant effect on the environment, and further study in an Environmental Impact Report is required.

Case Planner/Initial Study Preparer: Allison De Busk, Project Planner

Environmental Analyst: Debra Andaloro Date: 5-22-08

EXHIBITS:

A. Project Plans: Lot Line Adjustment Map, Vesting Tentative Map, Site Plan Hotel Plans, Residential Plans, View Simulations of Project, Landscape Plans,

B. Architectural Board of Review Minutes, 10/27/03 (Hotel portion)

C. Architectural Board of Review Minutes, 11/03/03 (Residential portion)

D. Architectural Board of Review Minutes, 2/11/08

E. Planning Commission Minutes, 7/13/03

F. Planning Commission Minutes, 2/8/07

G. Noise Study, prepared by Rincon Consultants, dated June 15, 2005

H. Supplemental Noise Study to Address Construction-Related Impacts, prepared by Rincon Consultants, dated April 14, 2006

I. Soils Engineering Report, prepared by Earth Systems Pacific, dated September 25, 2003

J. Preliminary Drainage Analysis, prepared by Flowers & Associates, dated April 27, 2006

K. Traffic and Circulation Study, prepared by Associated Transportation Engineers, dated August 19, 2005

L. Supplemental Analysis of Access Alternatives, prepared by Associated transportation Engineers, dated March 3, 2006

M. Tree Inventory, prepared by Westree, dated November 29, 2006

N. Water and Sewer Worksheets dated March 27, 2008

LIST OF SOURCES USED IN PREPARATION OF THIS INITIAL STUDY

The following sources used in the preparation of this Initial Study are located at the Community Development Department, Planning Division, 630 Garden Street, Santa Barbara and are available for review upon request.

California Environmental Quality Act (CEQA) & CEQA Guidelines

General Plan Circulation Element

General Plan Conservation Element

2004 Housing Element

General Plan Land Use Element

General Plan Noise Element w/appendices

General Plan Map

General Plan Seismic Safety/Safety Element

General Plan Update 2030: Conditions, Trends and Issues Report

Geology Assessment for the City of Santa Barbara

Institute of Traffic Engineers Parking Generation Manual

Institute of Traffic Engineers Trip Generation Manual

Master Environmental Assessment

Santa Barbara Municipal Code

Special District Map

Uniform Building Code as adopted by City

Upper State Street Area Design Guidelines (1992)

Upper State Street Study Information Booklet (September 29, 2006)

Upper State Street Study (2007)

Upper State Street Traffic, Circulation, and Parking Study (February 2007)

URBEMIS 2007 9.2.4 Software (Air Quality)

Zoning Ordinance & Zoning Map

Responses to the Notice of Preparation

CITIZENS PLANNING ASSOCIATION OF SANTA BARBARA COUNTY, INC.
916 Anacapa Street, Santa Barbara, CA 93101
phone (805) 966-3979 • toll free (877) 966-3979 • fax (805) 966-3970
www.citizensplanning.org • info@citizensplanning.org

8 June 2008

Allison DeBusk, Planner -and-
Chair Myers & Commissioners
Santa Barbara City Planning Commission
Santa Barbara, CA

Sent via email to: *Allison DeBusk <adebusk@SantaBarbaraCA.gov>*
Planning Commission Secretary <PCSecretary@SantaBarbaraCA.gov>

RE: Sandman Inn Redevelopment Project (Environmental Scoping Hearing)

Dear Ms. DeBusk, Chair Myers, and Commissioners:

The Citizens Planning Association's South County Land Use Committee (LUC) has been following the Sandman project for almost five years now and continues to have numerous concerns about its environmental impact. More of our concerns will be voiced in a longer letter before the comment deadline of June 26. For example, we will say more about the need to address the *cumulative* impacts of the Sandman and Whole Foods projects on their shared immediate surroundings, especially if their long periods of demolition and construction are permitted to overlap.

The present letter focuses on three types of potentially significant impacts which have been identified in the Draft Initial Study as requiring further exploration in the Environmental Impact Report. These are:

(A) Traffic/circulation
(B) Air Quality
(C) Visual/Aesthetic

(A) Concerning transportation impacts, we are puzzled why the Initial Study accepts the counter-intuitive conclusions of the August 2005 traffic report prepared by Associated Transportation Engineers (ATE) and asserts that the project will yield a reduction of 216 Average Daily Trips. We don't believe that the ATE figures are credible and note that the same report assigned the implausible grade "A" to the State/Hitchcock intersection's P.M. peak hour level of service whereas the February 2007 *Upper State Street Traffic, Circulation, and Parking Study* acknowledged it to be "C." Also, the Initial Study mentions unresolved circulation and safety issues between the respective positions of ATE and city transportation staff.

In view of these and similar discrepancies, we urge that the EIR incorporate an objective new study of the project's traffic impact with a realistic baseline for existing traffic and with due attention to significant project-specific details. For example, if the current motel's 5,180 square-foot restaurant is

replaced by the new hotel's large breakfast room and its even larger meeting rooms, a total of 3,124 square feet of conference space will become available after breakfast hours for catered functions, easily staged from the proposed breakfast room's additional "prep area" of 672 square feet. This kind of meeting facility is in great demand on the South Coast and would generate considerable traffic and increased parking demand whenever it is rented to local groups or attracts local participants to functions principally arranged for hotel guests. Yet the trips and parking demand predictably generated by the conference facilities go completely unacknowledged both in the ATE traffic study and the Draft Initial Study relying on the ATE figures. Furthermore, the proposed hotel's lack of an on-site restaurant offering room service is apt to generate additional (so far unacknowledged) trips because some guests of the 106-room hotel will choose to drive rather than walk elsewhere for meals, thereby adding to the area's traffic.

We note that such project-specific circumstances were taken into account when the recent Initial Study for the Whole Foods project acknowledged very substantial increases in average daily trips and in P.M. peak hour trips by relying on the specifically commissioned March 2008 traffic analysis by Iteris rather than on the earlier ATE study claiming average daily trip reduction and a miniscule increase in P.M. peak hour traffic.

(B) Concerning air quality impacts, we regret that the Initial Study left out the following important statement from its description of the current county-wide conditions copied from the Santa Barbara County Air Pollution Control District's website: "We do not meet the state eight-hour ozone standard." We also regret that the Initial Study ignores the potential health hazards of traffic-generated air pollution on prospective residents, especially sensitive receptors (defined as "children, elderly, and ill people who can be more adversely affected" by air pollution). Recent research indicates that the kind of heavy, stop-and-go traffic characteristic of Upper State Street is associated with adverse impacts on nearby residents, especially children. (For documentation, see <*www.citizensplanning.org*> under Issues and Events: "CPA 's Proposed Updates for the City of SB 's Conservation Element 's Air Quality Chapter "and "Attached Abstracts.") We urge that the Environmental Impact Report explore the current kind and degree of air pollution near the project site so that the safe distance of residential development from State Street can be knowledgeably determined, given that the plans call for diminished open space and significant loss of mature trees or their risky transplantation. The same information could also serve to establish a realistic baseline for the short- and long-term cumulative impact of the demolitions, constructions, and future operations proposed by the Sandman project, as well as by other nearby development proposals (e.g., Whole Foods just across the street).

(C) Concerning visual/aesthetic impacts, we are pleased that the Initial Study recognizes these impacts as potentially significant and that it calls attention to several issues to be considered in the Draft EIR. At this time, we only wish to offer two additional points for consideration:

1. The Draft Initial Study notes: " The intensity of development would increase significantly with the proposed project, along with a reduction in the "openness" of the site. The loss of mature landscaping throughout the site will represent an aesthetic change to the site as well." We submit that these and similar observations signal the project's *incompatibility with the neighborhood* as described in the Upper State Street Study.

2. The Draft Initial study notes: "As viewed from the southwest corner of the State Street and Hitchcock Way intersection, the project would block views of the Santa Ynez Mountains currently visible through

trees and over the existing one- and two-story buildings." It should be added that another potentially obstructed public viewpoint would be the bus stop serving the *increasingly frequent and increasingly utilized* lines 3,6, and 11 in front of Jack-in-the-Box.

(D) Concluding general comments

We submit that most adverse environmental impacts of the project stem from its proposed extreme *over-development* of a 4.58-acre site. The plans call for replacing a one-story, 113-room motel and the adjacent restaurant with a 106-room three-story hotel with breakfast area and large meeting rooms, as well as a two- and three-story residential condominium complex of 73 units with a total of 161 bedrooms. This extraordinary increase of commercial and residential density is contingent on the approval of "entitlement requests" based on calculations which involve:

1. Claiming the total square footage of the current motel as commercially developable commercial property;
2. Double-counting the same total square footage of the current motel as residentially developable property and thereby obscuring the fact that the residential component of the project, taken by itself, has a density of 22.5 units per acre
3. Claiming two (rather than one) "small additions" of 3,000 square feet each under measure E because the current motel occupies two parcels;
4. Requesting an additional "Transfer of Existing Development Rights" from a downtown location;
5. Requesting to apply the reduction in the number of the old motel's guest rooms toward increasing the square footage of the new hotel's non-room area "in conjunction with the Measure E square footage inventory";
6. Claiming "Variable Density" allowances for 59,520 square feet of the property even though it is debatable whether the Variable Density ordinance is applicable to an area simultaneously zoned as *both* R3 or R4 *and* SD-2 despite the absence of a reference to the SD-2 zone in the relevant last sentence of MC 28.21.080 G: "This sub-paragraph shall be applicable in the R-3, R-4, C-1, C-2, C-M, R-O, HRC-2 and OC Zones and not in any other zone."

We believe that, by opposing some of the above claims and requests, the Planning Commission could and should point the way toward more environment-friendly alternatives to the proposed over-development.

We thank you in advance for considering our input.

Sincerely,

Sheila Lodge, Chair
CPA South County Land Use Committee

To: Planning Commission Re: **Meeting of June 12, 2008**
From: Patricia Hiles
Date: June 9, 2008

Re: Conceptual Review of **"Sandman"** projects

I oppose the construction of 73 condominiums on parcel 23.
The maximum number should be 39, per basic zoning regulations.

The first issue is whether good planning would dedicate this prime commercial property to **residential use**. This is a policy question. Although I understand and acknowledge the "pyramid" of usages, I think that residential usage in this commercial location is **not a good idea** because of environmental impacts – both on the potential residents and on the surrounding area.

The second issue is, if residential use is desirable in this location, is the **density** requested appropriate? The answer to this question is a resounding **NO**.

The proposed 73 units on 3.24 acres is an average of **22.5 units per acre**. The property is **zoned** for just **12 units per acre**.

Such high density results in growth, cramped living conditions, and traffic and parking problems in adjacent neighborhoods.

If the number of units is limited according to the basic zoning regulations, there will be room for a more aesthetic arrangement of the buildings and more open space, vegetation and recreational areas, .i.e., a more desirable Santa Barbara.

I urge that if parcel 23 is changed to residential use, the number of units **should be limited to 12 units per acre**, or **39 units.**

Thank you.

[via e-mail sent 6/9/08]

Dear Sir or Madam,

I live in the Franciscan Villas off of Hitchcock Way and am extremely concerned about development in my neighborhood. I heard that the The Sandman Inn Redevelopment project (3714-3744 State Street) is up for serious environmental assessment, with special focus on traffic, air quality, and visual aesthetics (i.e., potential loss of mountain views and mature trees).

I currently have a lovely mountain view from my living room, front patio and master bedroom. I am concerned that my property value and enjoyment of my property will plummet if this huge Sandman Inn Redevelopment goes forward.

I have lived in the Franciscan Villas for ten years and have dealt with increasing traffic congestion. There is virtually no street parking on Hitchcock Way because the car dealerships do not provide parking for their employees in spite of the fact that they sell cars! It is difficult to turn onto Hitchcock Way since the many parked vehicles impede the view. Also, traffic from the State Street to the freeway goes at a fast speed.

There is constant traffic from the YMCA, Educated Carwash and Jack-in-the-Box. Even at 2:30 **a.m.**, I have not been able to turn left from State Street onto Hitchcock Way due to a huge line of traffic trying to turn into Jack-in-the-Box Drive-Thru. The same situation occurs in the daytime when there is a huge line of cars turning into the Educated Car Wash because of their lower gas prices.

More development near Hitchcock Way will be catastrophic to both residents and pedestrians. I have seen many near collisions in the area and fear for the children and elderly who frequent this neighborhood. This neighbor is too congested already and any additional growth would be dangerous. Thank you for your consideration.

Sincerely,
Rhonda Adawi
rhondaadawi@hotmail.com

Instantly invite friends from Facebook and other social networks to join you on Windows Live™ Messenger. Invite friends now!

[Via e-mail sent 6/9/08]

My wife and I are deeply concerned with the proposed Sandman project.

Already the traffic on upstate street is unmanagable, also the air and enviromental impact is note worthy.

The height of the buildings is going to take away the beauty of our mountains.

Please reconsider the magnitude of what permanent damage this is going to cause.

Thank you

Dr.Phillip and Doris Hammond

3788 hope Terrace

santa Barbara 93110

To: Allison DeBusk
Re: EIR Scoping Hearing for Sandman Project

We are writing to point out certain concerns as needing careful evaluation in the EIR for the Sandman hotel and condominiums project. As residents of the neighborhood immediately to the north of the site, we are familiar with the conditions that obtain there.

The visual impacts of so many multi-story buildings in such a dense cluster will be severe. Obviously they would block views of the mountain backdrop which is important for the character of the area. The project would also be visually unpleasant due to inconsistency with the surrounding commercial neighborhood. Upper State is not an urban downtown area.

Traffic impacts are frequently mentioned. Baseline should be actual counts, not numbers from a reference book. It is likely that a common route for occupants of the project will be to or from Highway 101, making use of the State and Hope intersection which already has one of the worst levels of service in the city. This could have not only congestion impacts but also air quality impacts in the locality. Furthermore State Street is an arterial carrying cars, buses and trucks from a large area; the evaluation of cumulative traffic impacts should reflect this fact.

Change is clearly inevitable for this area of the Northside. It is important that the city ensure it is done right. A careful comprehensive EIR is critically needed.

Robert and Jean Holmes
3749 Brenner Drive
Santa Barbara

From: Ms VIRGINIA PETERSON [mailto:ginpyt36@verizon.net]
Sent: Tuesday, June 10, 2008 9:50 PM
To: DeBusk, Allison L.; Community Development PC Secretary
Cc: Paul Hernadi
Subject: SANDMAN INN REDEVELOPMENT PROJECT

On Monday my husband and I looked at the story poles at the Sandman Inn location. The proposed height of the buildings is not acceptable. It would permanently eliminate the mountain views. Also, we do not think a hotel is necessary in this area. There are plenty of motels already. The traffic would increase and it is heavy enough now.

Also, we are aware another project is planned for the Circuit City/Whole Foods at State St. and Hitchcock. This, too, would create more traffic and congestion.

Please consider the impact these projects would cause.

Thank you, Jim & Ginger Peterson

11 June 2008

3715 Manderina Court
Santa Barbara, CA 93105

By e-mail to: PCSecretary@SantaBarbaraCA.gov

Members of the Planning Commission
City of Santa Barbara
Santa Barbara, CA

RE: 3714-3744 State Street ("Sandman") project; 3757-3771 State Street ("Whole Foods")

Dear Commission Members:

As you discuss the environmental assessments of the projects listed above, I hope you will keep in mind that the impact of these projects, if developed as presently proposed, will extend considerably beyond their immediate State Street locations.

"Traffic" studies usually look at intersection performance. Both projects clearly will impact intersection performance along State Street but also intersections of Hitchcock Way and Hope Ave with Calle Real and with La Rada. I suggest that all of these must be considered before any traffic study can be regarded as complete.

The record will show that variances as regards street sight lines along Hitchcock Way were granted when the senior housing and condominium developments were done. Moreover, Hitchcock Way presently has a variety of widths. (These were allowed because the City wanted dedication of property along Calle Real so that the hook ramps at US101 and Hope could be constructed.) These considerations, plus the practice of routinely delivering cars and other things from the center lane of Hitchcock (and occasionally Hope), means that the environmental impacts of additional traffic flow along Hitchcock Way are not well-represented by data on projected intersection performance. These should be considered in evaluating an environmental study.

On-street parking along Hitchcock Way is utilized at near the 100% level during the day by employees of the car dealers and others and at nearly the same level during the night by residents along the street. If a mitigation for increased traffic flows along Hitchcock due to these projects is to be restriction of parking on one or both sides of the street, the environmental study must address how the displaced parking will be accommodated.

Sincerely,

J. T. Gerig

[sent via e-mail 6/14/08]

Residents of the San Remo Plaza condominiums at 3663 San Remo Drive will be affected by the magnitude of the Sandman Inn Project and are dismayed to see that it has grown larger since the last hearing.

We ask that this project be limited in scope and:

- have no more than the originally planned 64 condo units (not 73)
- have one and two-story condos only (not three-story)
- does not cut down the cluster of palm trees in the northeast corner of the property, which would destroy a view we now enjoy
- does not create a road from the Town and Country Apts that would access San Remo Drive - this street is already highly congested with traffic and overcrowded with parking.

We are also concerned with:

- Excavation of so great an area
- Construction noise for 2 years or more
- Construction pollution from toxic emissions

We do not object to the re-development project – we object to the size and scope of it.

Thank you,

Linda Antone
President of HOA

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June 23, 2008

City of Santa Barbara Planning Commission
Case Planner: Allison De Busk, Project Planner
P.O. Box 1990
Santa Barbara, CA 93102

RE: Proposed Project at 3714-3744 State Street and 3715 San Remo Drive

Dear Ms. De Busk,

I am the owner of Kamunity Properties, a property management company which owns and operates apartment complexes, including three located on San Remo Drive. I am also a tenant at the business offices located at 3760 State Street. I have reviewed the proposal of the Sandman Inn Redevelopment and Condominium Project and would like to notify the Planning Commission that I strongly OPPOSE the application of Brent Daniels, Agent for Kellogg Associates L & P.

This proposed plan would be detrimental to the many residents who live at our apartment complexes, as well as have adverse effects on the company I operate, for several reasons. San Remo Drive is a busy residential street with limited parking; one of the largest complaints we receive from our tenants is how unhappy they are over the lack of street parking. The 291 parking spaces set forth in the Sandman Proposal have created a "one space per room" allowance for their residents and hotel guests to park. While this meets the required zoning ordinance, it does not account for the reality that vehicle ownership tends to match the number of residents living in the dwelling, not the number of rooms. In addition, these parking spaces do not accommodate the many employees and additional visitors that will also need a place to park their vehicles. This forces these cars to park in the surrounding residential areas, inconveniencing the San Remo Drive residents. This issue will be compounded beginning in July when the City of Santa Barbara Streets Division starts sweeping San Remo Drive twice a month, restricting parking further.

Additionally, the traffic is heavy on San Remo Drive and this becomes a huge safety hazard when trying to pull out of driveways, due to the already full street of parked cars and blind corners. The Sandman Proposal makes use of a driveway on San Remo Drive for deliveries. Large delivery trucks should not be allowed in this residential neighborhood. Not only

would they cause excess noise, pollution, and more traffic congestion, they would also increase the chance of a serious accident in an area which is already unsafe for vehicles. Vehicles exiting the Tori Apartments, located at 3755 San Remo Drive, must navigate a blind corner on a daily basis. The addition of delivery trucks to this situation would seriously endanger the safety of the residents of this complex. This proposed driveway would also end up becoming a shortcut for many cars to avoid the congestion of State Street. This added traffic, delivery trucks, and employee parking would have a disastrous effect on San Remo Drive; a street with no bike lanes and badly worn sidewalks.

The Sandman Proposal and its three stories would in effect diminish the value of my apartment complex, the Tori Apartments. The new structure would greatly reduce the amount of light, air circulation, and increase the amount of noise around my complex. Most importantly, the privacy of my tenants would be seriously jeopardized. While I realize a person has a right to maintain and expand their property, as well as the need to revitalize the Upper State Street Area, I believe the size of this project and the dangers it presents to the community far outweigh the benefits. I ask that these concerns are given serious deliberation before final approval of the project. Thank you for your time concerning this matter, if you have any questions please feel free to contact me at my office.

Sincerely,

Joyce L. Trevillian
Kamunity Properties, Owner

PROFESSIONAL INVESTMENT PLANNING

June 23, 2008

City of Santa Barbara
Planning Division
Allison De Busk, Planner
630 Garden Street
Santa Barbara, CA 93110

(adebusk@SantaBarbarCA.gov)

RE: *3714 – 3740 State Street ("Sandman Property")*
Sandman Hotel Redevelopment
Case No.: MTS2007-00591

Dear Planning Division:

I am the Managing Partner of GWEN Griffin Santa Barbara LLC ("GWEN Griffin"), the owners of the property located at 3760 and 3768 State Street, Santa Barbara, California ("GWEN Griffin Property"). The GWEN Griffin Property adjoins the Sandman Property on which the Sandman Hotel currently resides. The GWEN Griffin Property has two commercial buildings on its premises that are currently fully leased by Washington Mutual Bank, ALG, Inc., Infinity Wind Power, Joyce Trevillian and L3 Communication, Inc.

I understand that the owner of the Sandman Property, Kellog Associates LP, through its agent Investec Real Estate Companies ("Investec"), and their consultants L&P Consultants, submitted a redevelopment application to the Planning Division (MTS2007-00591). I further understand that the Planning Commission held a hearing on June 12, 2008 for the purpose of soliciting comments on the proposes EIR scope of analysis. In the course of this hearing there was a suggestion made that the Sandman Property might utilize the adjacent parking lot and the Hitchcock Avenue entrance, both located on the GWEN Griffin Property, as an entrance to its new hotel. The purpose of this letter is to inform the Planning Commission of GWEN Griffin's position that the existing easement agreement does not allow such a use. Furthermore GWEN Griffin continues to view such a use as a detriment to the utility and value of its property and would therefore oppose any integration into the Investec redevelopment application.

Sincerely,

GWEN Griffin Santa Barbara, LLC,
a Delaware limited liability company

Michael C. Niven

1933 CLIFF DRIVE, SUITE 2, SANTA BARBARA, CALIFORNIA 93109
TELEPHONE (805) 963-1971 FAX(805) 963-7271

CITIZENS PLANNING ASSOCIATION OF SANTA BARBARA COUNTY, INC.
916 Anacapa Street, Santa Barbara, CA 93101
phone (805) 966-3979 • toll free (877) 966-3979 • fax (805) 966-3970
www.citizensplanning.org • info@citizensplanning.org

24 June 2008

Allison DeBusk, Planner
Community Development Department
Santa Barbara, CA

Sent via email to: Allison DeBusk <adebusk@SantaBarbaraCA.gov>

RE: Sandman Inn Redevelopment Project - EIR Scoping

Dear Ms. DeBusk,

As you know from previous communications, the Citizens Planning Association's South Coast Land Use Committee (LUC) has been following the Sandman project for almost five years now. We continue to have numerous environmental concerns, some of which go beyond the three major impacts emphasized in the Draft Initial Study of May 22, 2008:

(A) Traffic/Circulation
(B) Air Quality
(C) Visual/Aesthetic

Even so, we will address those three topics before commenting on other aspects of the project's likely environmental impact.

(A) TRAFFIC / CIRCULATION IMPACTS

Concerning transportation/circulation impacts, we are puzzled why the Draft Initial Study asserts that the project will yield a reduction of 216 Average Daily Trips. It appears that the assumption of such a reduction is derived from the August 2005 Traffic and Circulation Study prepared for the applicant by Associated Transportation Engineers (ATE). We don't believe that the ATE figures are credible and note that the same report assigned the implausible grade "A" to the State/Hitchcock intersection's P.M. peak hour level of service whereas the February 2007 *Upper State Street Traffic, Circulation, and Parking Study* graded the intersection's level of service as "C." Also, the Initial Study mentions unresolved circulation and safety issues between the respective positions of ATE and city transportation staff.

In view of these and similar discrepancies, we urge that the EIR incorporate an objective new study of the project's traffic impact with a realistic baseline for existing traffic and with due attention to significant project-specific details. For example, if the current motel's 5,180 square-foot restaurant is replaced by the new hotel's large breakfast room and large meeting rooms, a total of 3,124 square feet of conference space will become available after breakfast hours for catered functions (e.g., multi-session conferences or wedding receptions) , easily staged from the proposed breakfast room's additional "prep area" of 672 square feet. This kind of meeting facility is in great demand on the South Coast and would generate considerable traffic and increased parking demand whenever it is rented to local groups or attracts local participants to functions principally arranged for hotel guests. Yet the trips and parking demand predictably generated by the conference facilities go completely unacknowledged both in the ATE traffic study and the Draft Initial Study. Furthermore, the proposed hotel's lack of an on-site restaurant offering room service is apt to generate additional (so far unacknowledged) trips because some guests of the 106-room hotel, once they have to leave the premises, will choose to drive rather than walk elsewhere for meals, thereby adding to the area's traffic.

We note that project-specific circumstances were indeed taken into account when the recent Initial Study for the Whole Foods project acknowledged very substantial increases in average daily trips and in P.M. peak hour trips by relying on the specifically commissioned March 2008 traffic analysis by Iteris rather than on the earlier ATE study claiming average daily trip reduction and a miniscule increase in P.M. peak hour traffic. A similar approach to the Sandman project should result in similar adjustments in the Draft Initial Study's projection of trips generated by the added 73 condominiums and the hotel's replacement of a related restaurant by large meeting rooms.

(B) AIR QUALITY IMPACTS

Concerning air quality impacts, we regret that the Draft Initial Study fails to mention that Santa Barbara County doesn't meet the state's eight-hour ozone standard (see "Attainment Class" on the Santa Barbara County Air Pollution Control District's website). We also regret that the Draft Initial Study ignores the potential health hazards of traffic-generated air pollution on the project's prospective residents, given that the plans call for greatly diminished open space and the significant loss -- or risky transplantation -- of more than two hundred mature trees and large plants. Recent research associates the kind of heavy, stop-and-go traffic characteristic of Upper State Street with adverse impacts on nearby residents, especially on "sensitive receptors" defined as children, the elderly, and people afflicted by certain diseases. (For partial documentation, see <*www.citizensplanning.org*> under Issues and Events: "CPA 's Proposed Updates for the City of SB 's Conservation Element 's Air Quality Chapter "and "Attached Abstracts.") **We urge that the Environmental Impact Report explore the current kind and degree of air pollution near the project site. Without such exploration the safe distance of residential development from the city's busiest surface arterial cannot be knowledgeably determined and then provided as part of the detailed background information for the EIR's approach to one of CEQA's "mandatory findings of significance": "Does the project have potential environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly."**

We note that the same site-specific air quality information could and should serve to establish a realistic baseline for the project's so-called "short-term" impact during the twenty-six-month period of demolition and construction. This impact is recognized in the Draft Initial Study as potentially significant. We are concerned, however, that several of the 18 required mitigating measures are qualified by such phrases as "if available," "whenever feasible," or "the minimum practical size." **We urge that the EIR specify the meaning of such qualifications and states (a) how and by whom "feasibility" and "practicality" will be determined and (b) what appeal or grievance procedures will be available if the standards adopted should become controversial or if the implementation of any of the mitigating measures appears to be inadequate.**

(C) VISUAL / AESTHETIC IMPACTS

Concerning visual/aesthetic impacts, we are pleased that the Draft Initial Study recognizes these impacts as potentially significant and that it calls attention to several individual issues to be considered in the EIR. We submit, however, that the project's *overall* visual impact on the neighborhood, as it is described in the Upper State Street Study, should be recognized as potentially significant. For example, the proposed project's size and density necessitate underground parking beneath the entire area of both parcels. This entails the removal of most (if not all) of a very large number of mature trees and the later addition of smaller plants suitable for planters or shallow soil. Since Santa Barbara proudly calls itself a "tree city," the resulting loss of a large patch of cherished urban forest represents an adverse impact that cannot be sufficiently mitigated. **Accordingly, we urge that the unprecedented bulk, size and scale of the proposed buildings, as well as the loss of mature trees, openness, and mountain views caused by the buildings, be declared incompatible with the neighborhood as it is experienced every day by thousands of people who live, work, do business, or attend major health and fitness facilities in the area.** These people include the often ignored but growing population segment of bus riders. In particular, the bus stop facing the Santa Inez Mountains in front of Jack-in-the-Box functions during daylight hours as a "public viewing area." If the project is approved as planned, the present tree-framed view of the mountains will no longer exist for the roughly 150 people who wait there each day to avail themselves of the increasingly frequent and increasingly utilized MTD lines 3, 6, and 11.

Our additional concerns address three types of questions, namely:

(D) Whether the Draft Initial Study is justified in assessing certain impacts as "Less than Significant";

(E) Whether the Draft Initial Study is circumspect and forceful enough in demanding mitigation measures for impacts it recognizes as potentially significant; and

(F) Whether the Draft Initial Study pays sufficient attention to cumulative environmental impacts.

(D) "LESS THAN SIGNIFICANT" IMPACTS?

D - 1. Drinking water demand: a "less than significant impact"?

We urge that a fresh look be taken at the city's water resources in light of such recently changed circumstances as the decreased availability of state water, the decreased capacity of local reservoirs due to last year's Zaca fire, and the fast increasing energy costs of possibly needed desalination.

D - 2. Public safety demand (police and fire protection): a "less than significant impact"?

The Draft Initial Study states that the *General Plan Update 2030: Conditions, Trends, and Issues (CTI) Report* "determined that police and fire protection services [...] are being provided at acceptable levels to the city"(p.23). This determination was published in September 2005. No reference is made in the Draft Initial Study to later developments, including the population increase due to continued proliferation of illegal housing units, or to such worrisome statements in the CTI Report itself as the following:

"Currently the City of Santa Barbara operates with 1.58 officers per 1,000 population – very close to the mean average of similar size cities. However, when the daily influx of 40,000 to 100,000 [commuters and tourists] is added to the resident population, the ratio of police officers to 1,000 is effectively reduced to between 1.1 and 0.75" (p.152).

"Over the last 35 years, the number of fire fighters and stations has remained fairly static, while the city's population and the number of emergency calls have increased significantly" (p.141).

"The Fire Department currently is authorized for 107 positions, which is down from 121 positions that were authorized in 2001" (p.137).

We note that the proposed 73 residential units with a total of 161 bedrooms are likely to add several hundred new residents to the city's population. **In view of the project's *precedent-setting* residential density for the uptown business district, we urge that the EIR explore whether such mixed-use developments and the associated increase in the number of multi-story structures with underground or roof-top parking can indeed be handled *city-wide* without significantly increasing the need for additional resources in police and fire protection.**

D - 3. Recreational demand: a "less than significant impact"?

As the Draft Initial Study recognizes, all existing neighborhood parks are further away from the project site than the recommended distance of half a mile. This is of particular significance because the project proposes 73 condominiums bunched together at the rate of over 22 units per acre without sufficient open space and any playground even though the majority of units would have three bedrooms. Furthermore, the uptown business district generally lacks the kind of amenities required for well-planned residential developments.

We urge, therefore, that the EIR propose environmentally preferable alternative projects which include such public open spaces as a mini-park or landscaped paseo and a fenced-in playground at an appropriate distance from State Street traffic.

(E) MITIGATION MEASURES

E - 1. Questionable mitigation: Noise

The Draft Initial Study requires seven of the proposed residential units to be equipped with air conditioning or a mechanical ventilation system "so that windows and doors may remain closed." **We note that such requirements militate against sustainability principles and urge that the EIR propose alternative projects which do not require environmentally harmful mitigating measures to ensure acceptable noise levels for indoor residential space.**

E - 2. Questionable mitigation: Solid waste disposal

The Draft Initial Study characterizes this impact as significant but mitigable. **We urge that the EIR pay more explicit attention to the area's sensitive receptors (children, seniors, and others with respiratory problems).** For example, many minors attend outdoor day camps and year-around child care at the YMCA, and many people seek medical assistance at the Sansum pediatric and urgent care clinics on Hitchcock Way. As a result, greater efforts should be exerted both to devise and to enforce safe methods of general trucking and of transporting toxic materials, especially during the twenty-six-months period of demolition and construction.

E - 3. Questionable mitigation: Discharge into surface waters

The Draft Initial Study recognizes this impact as "potentially significant" and proposes mitigating measures which, however, may not be sufficient given the size and location of the project and the length of time required for demolition and construction work. **We urge that the EIR pay explicit attention to the proximity of two vulnerable creeks (San Roque and Arroyo Burro) and the drinking water well located near their confluence.**

(F) CUMULATIVE ENVIRONMENTAL IMPACTS

We are pleased to note that the Draft Initial Study responded affirmatively to the following question intended to trigger one of CEQA's four "mandatory findings of significance":

> "Does the project have potential 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 past projects, the effects of other current projects, and the effects of probable future projects.)"

Even so, we believe that the EIR should discuss the project's potential cumulative impacts more explicitly along the following lines:

F - 1. Precedent-setting environmental significance

We urge that serious attention be paid to the *precedent-setting environmental significance* of permitting a four-and-a-half-acre property to be developed as the site for a three-story hotel with 106 guest rooms and several large meeting rooms, as well as 73 residential condominiums, most of them occupying three-story buildings and featuring multiple bed rooms. If many current and probable future developments in the area were allowed such a rate of density, the uptown business district would soon make a mockery of the city's principle of "living within our resources." For example, traffic conditions would quickly become substandard at all signalized intersections, and mid-block congestion and air pollution would become intolerable between 11:30 a.m. and 6:30 p.m., especially on Fridays and other peak shopping days of the year. Furthermore, grave consequences would follow for the use of Upper State Street as one of the city's few escape routes in emergency situations.

Such cumulative effects would far outstrip the modest multiple-year predictions of likely increase in traffic generation included in the February 2007 *Upper State Street Traffic, Circulation, and Parking Study*. They would also run contrary to the wide-spread community sentiment recently endorsed by City Council's adoption of the Upper State Street Study and Improvement Plan.

F - 2. Cumulative impact of the Sandman and Whole Foods projects

In more specific terms, serious attention must be paid to the cumulative impact of two equally ambitious demolition/construction projects hugging the same State/Hitchcock intersection: the Sandman project on the one hand and the so-called Whole Foods project (including Circuit City, Citibank, additional retail, and 15 mostly three-bedroom condominiums) on the other.

As mentioned before, the Sandman traffic projections cited in the Draft Initial Study need to be updated. But so far, the actual traffic conditions at the State/Hitchcock intersection and on Hitchcock Way have not been properly assessed either. One reason for this is that a number of important site-specific circumstances were ignored or misidentified not only in traffic studies commissioned by individual developers but also in the outside consultant's *Upper State Street Traffic, Circulation, and Parking Study.*

For example, bicyclists on Hitchcock Way must share the roadway with cars and trucks unless they decide to crowd pedestrians on the side walks. This state of affairs is contrary to the outside consultant's description of Hitchcock Way as having bike lanes on both sides of the street (p. 11). Furthermore, the consultant's driveway counts were taken at a time when about half the offices on the second and third floors of the Citibank building were unoccupied, the former Tenet building adjacent to the Sandman Inn was offering to lease

its 20,000 square feet of vacant space, and Educated Car Wash was closed for complete renovation – all this in the immediate proximity of the intersection in question.

In order to evaluate the true cumulative significance of the traffic added by the two projects, the EIR should rely less on ITE figures derived from nation-wide averages and pay heed to such prevalent site-specific conditions as the following:

Mid-block turning movements, especially on Hitchcock way, cause frequent temporary gridlock near State Street (where the busy curb cuts for Jack-in-the Box and Educated Car Wash are within 50 feet of the intersection) and at the Sansum clinics across the recently enlarged YMCA. Closer to Calle Real, significant commercial traffic is generated by an office building, the Natural Café, the Plaza de Oro theater, and several auto dealerships whose car delivery trucks routinely park in the center lane to unload their ware. It is not surprising that quite a few attempts to take risky left turns into and out of crowded parking lots lead to mid-block collisions, most of which remain unrecorded in police statistics because they don't result in vehicle towing or immediately reported bodily injury.

For these and other reasons, we urge that the EIR recognize the limited value of letter grades based on intersection turning movement counts and explore the actual health and safety consequences of mid-block congestion on Hitchcock Way and its immediate vicinity. In so doing, the EIR should realistically assess both the current situation and the cumulative increase in average daily trips, with special attention paid to at least two factors that have been insufficiently evaluated so far:

(a) The need for most traffic to ingress and egress many Upper State Street destinations via right turns before or after changing lanes and performing U-turns at nearby intersections; and

(b) The need for most traffic (including many added truck deliveries to the proposed Whole Foods supermarket) to ingress and egress destinations on two-lane Hitchcock Way without the benefit of mid-block turning lanes or any marked pedestrian crossings between State Street and Calle Real.

(G) CONCLUDING GENERAL COMMENTS

We submit that most adverse environmental impacts of the project stem from its proposed *extreme over-development of a 4.58-acre site.*

The plans call for replacing a one-story, 113-room motel and the related restaurant with a 106-room three-story hotel with a sizable breakfast area and large meeting rooms, as well as 73 two- and three-story residential condominium units with a total of 161 bedrooms. Two large underground garages are proposed to accommodate all but 17 of the necessary 291 parking spaces.

This extraordinary increase in commercial and residential density is contingent on the approval of several "entitlement requests" based on calculations which involve:

1. Claiming the total square footage of the current motel as commercially developable commercial property;
2. Double-claiming the same total square footage of the current motel as residentially developable property and thereby obscuring the fact that the residential component of the project, taken by itself, has a density of 22.5, mostly multi-bedroom, units per acre;

3. Requesting two (rather than one) "small additions" of 3,000 square feet each under measure E because the current motel occupies two parcels;

4. Requesting an additional "Transfer of Existing Development Rights" from a downtown location;

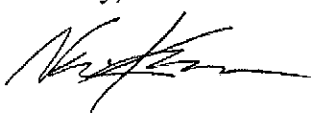
5. Requesting to apply the reduction in the number of the old motel's guest rooms toward increasing the square footage of the new hotel's non-room area "in conjunction with the Measure E square footage inventory";

6. Requesting "Variable Density" allowances for 59,520 square feet of the property even though the Variable Density ordinance may not apply to a site simultaneously zoned as *both* R3 or R4 *and* SD-2, given the absence of a reference to the SD-2 zone in the relevant last sentence of MC 28.21.080 G: "This sub-paragraph shall be applicable in the R-3, R-4, C-1, C-2, C-M, R-O, HRC-2 and OC Zones and not in any other zone."

We urge that the EIR propose environmentally preferable alternatives that would eliminate the need for Planning Commission to consider some or all of the above "entitlement requests."

We thank you in advance for your serious consideration of this input.

Sincerely,



Naomi Kovacs
Executive Director

PH;pah,nk

[sent via e-mail 6/25/08]

I am writing to voice my very strong concerns about the proposed Sandman redevelopment project. My objections to the proposal as now configured rest on two overriding issues;

TRAFFIC CONGESTION - All traffic exiting the complex wanting to travel east on State St. toward downtown would be compelled to proceed west on State to Hitchcock, pull a u-turn and proceed east. Much of the traffic proceeding from the project to the 101 would also turn left on Hitchcock, adding to what is already a heavily congested intersection which will become even more so with the addition of the proposed Whole Foods market at the same location. At present, the left-turn lane on State at Hitchcock is typically filled to capacity, even at non-commuting times, with many drivers slowing progress through the turn by making u-turns to access the car wash and fast food outlet on the south side of State. Traffic is also backed up on Hitchcock with many drivers waiting to cross oncoming traffic to enter those same two facilities from another entrance.

If there are any figures suggesting no overall net increase in traffic from the present motel (like those regarding Whole Foods) they are simply not to be believed! The Sandman Inn operates at a level far below capacity, and visitors who do stay there typically do not travel during commuting hours and do not generate the frequency of trips that the condominium project would. With each proposed unit typically housing two commuters the burden placed on existing already traffic patterns is unsustainable and unacceptable.

One possible (partial) solution would be to require access to the project from the Hitchcock Way extension on the north side of State St which now provides access to the existing office complex.

VIEWS - The project would obliterate existing mountain views from State St, which presently serve to ameliorate the negative effect of unsightly structures along an urban commercial corridor. The trees and views offer a real visual and psychological buffer to residents of the area, softening the impact of street on the neighborhoods that surround it.

Thank you very much for considering my input.

James Read
3713 Hitchcock Ranch Rd
Santa Barbara

June 26, 2008

Ms. Allison DeBusk
Planning Division
City of Santa Barbara
PO Box 1990
630 Garden Street
Santa Barbara, CA 93101

Re: Comments to Draft Initial Study MST 2003-00286
Sandman Inn Project 3714-3748 State Street (the "Property")

Dear Allison:

This letter provides comments to the above-captioned Draft Initial Study (the "Initial Study") for the Sandman Inn Project (the "Project"). These comments are made on behalf of Kellog Associates, LP, the Property owner. These comments raise issues that should be addressed in the Initial Study and in the Environmental Impact Report ("EIR") for the Project.

PROJECT DESCRIPTION

The Project Description refers to the proposed demolition as the demolition of "existing 113 room Sandman Inn Hotel, related restaurant and all on-site improvements". This project description substantially understates the proposed demolition of the existing restaurant, formerly known as the Cattlemen's Restaurant and currently operated as the "Downtown Brewing Co." The project description for the EIR should describe the Sandman's restaurant accurately.

The restaurant actually is a 5,050 square foot restaurant with capacity for 216 patrons. It provides a mix of dining rooms, patio dining, a state room and a full service bar. Although is has a connecting roof with one of the Sandman Inn buildings, there is no internal connection to the Sandman Inn.

The restaurant is a separate business which for many years was operated as an independent restaurant attracting patrons from throughout the City, not merely hotel related users. Historically, a portion of the original motel was demolished to allow for the construction of a separate restaurant. The restaurant was designed to have an independent presence on State Street, an entrance off of State Street (as opposed to through the motel), parking, separate signage, including the prominent iron horse statue, and separate operations. In its heyday, the Cattleman's Restaurant operated at the premises was one of Santa Barbara's most popular restaurants. Today, the Downtown Brewing Company's clientele is substantially independent of the Sandman Inn clientele.

The project description for the EIR should accurately describe the size of the restaurant. It should also accurately describe its physical presence on State Street, its history of operations independently of the Sandman Inn, and its lack of internal connection to the Sandman Inn.

SMART GROWTH AND GREEN ASPECTS

The Project is a "Smart Growth Project" designed to provide the many substantial benefits of "Smart Growth". It is a redevelopment of a vastly under utilized, sprawling, asphalt dominated motel property at or near the end of its useful life. The Project results in much more efficient uses of the land space by concentrating the visitor serving uses on a smaller portion of the site and adding new residential development to the site. The Project contemplates development on an existing under utilized in-fill site located on a major traffic corridor near schools, places of employment, shopping and recreation. A summary of the Project's many Smart Growth features is attached as Appendix A. These aspects of the Project should be considered by the EIR and factored in as mitigations of the impact of the proposed Project.

The Project has also been designed to be a "green" project. The Project owner has researched and intends to incorporate many "green" building features and environmentally sensitive and friendly aspects into the Project. The Owner's design guidelines for the Project will focus on particular 'green' aspects. At the time of the Project hearings, specific green building approaches (such as specific materials selections, specific building elements and technologies, etc.) will be identified and presented for consideration. The environmentally beneficial "green" focus should be taken into account in the EIR.

SETBACKS

The Initial Study and the EIR should address several aspects of the Project's designed setbacks not currently addressed in the Initial Study.

Right of Way Grant

The EIR should analyze the benefits of the proposed grant of an additional four feet of pedestrian use as a substantial public benefit to be provided by the project. This public benefit should be addressed as mitigation with respect to the proposed project. As anticipated by the Initial Study, that grant of an additional four feet across the entire 372 foot width of the Property results in a public benefit of the grant of nearly 1,500 square feet of right of way, the vast bulk of which would benefit pedestrians other than pedestrian uses generated by the Project.

Current Setback Violations Eliminated

The existing buildings on the Property do not meet the current setback requirements as noted in the 2003 Property Profile. Some of the two-story buildings are six feet from the property line, much less than the required twenty feet. The elimination of these non-conforming setback situations caused by the demolition of the existing structures should be considered mitigation factors in the EIR.

ARCHAEOLOGICAL INVESTIGATION

The Initial Study refers to an Archaeological Investigation prepared and approved for the site in 1987. The Initial Study should also refer to a separate Archaeological Investigation undertaken by the Property owner in 2003. That investigation, prepared by Science Applications International Corporation and entitled Phase 1 Archaeological Assessment for the Proposed Sandman Inn Redevelopment and Condominium Project in Santa Barbara, California dated November 2003 has been submitted by the Property owner to the City and should be incorporated as a part of the Archaeological Analysis.

PROPERTY CHARACTERISTICS

The Initial Study notes that the project includes changes to 3730 State Street "Town & County Apartments" and 3715 San Remo Drive with respect to the proposed land use in the Property Characteristics section to the effect that the Project will maintain existing apartments and duplex on APNs 053-300-032 and 053-222-010. This comment should be clarified as follows. First, the existing Town & Country Apartments on APN 053-300-032 are not a part of the Project. Those apartments are owned by a separate property owner, P. Gene Smith and Elaine A. Smith. Although access to that property is proposed to be changed, that property itself is not a part of the Project. Second, the relocation of the driveway to the Town & Country Apartments would result in the demolition of a portion of the duplex on APN 053-222-010 and the conversion of the balance of the building to a single-family residence. The Town and Country project to relocate its access is an independent project that will be processed and move forward without regard to the outcome of the Sandman Inn project hearings. Although the EIR may acknowledge the benefits of that access modification, the access modification itself is independent of the Project.

PARKING COMMENTS

Current Parking Condition

The Property Profile for the Property conducted by the City on February 4, 2003, states that 172 spaces are required for the existing motel use only. Substantial additional parking spaces (at least 21 and possibly more, depending on the calculation methodology) are required for the 216 person capacity restaurant. Only 181 parking spaces are provided on site. Therefore, the fact that the Project eliminates an existing non-conforming situation as to parking should be considered mitigation factors in the EIR.

Excess On-Site Parking

The Project Description refers to seventeen shared parking spaces proposed along the hotel driveway. These parking spaces should be shown as a benefit provided by the Project. These seventeen shared parking spaces are in addition to the parking required for the hotel and the residences according to the local codes. The EIR should note the provision of these additional access parking spaces as mitigating factors to any parking issues addressed by the EIR.

Off-site Additional Parking Rights

In addition to the onsite parking, the Sandman Project maintains an easement over the adjacent property to the west, the former County Bank property. This easement provides the Sandman Property with (a) the right to use parking spaces at all times for the four Sandman Inn rooms that face the parking lot, (b) the primary use of the neighboring parking lot from 5:30 PM to 2:00 AM each day, and (c) the right to use the adjacent parking lot from 6:00 AM to 5:30 PM on weekends and bank holidays. These parking easement rights are in addition to the code compliant parking provided on the Project site and the seventeen extra spaces provided above. Such off-site parking rights are permitted by the recorded and unrecorded documents attached Appendices B through F. The EIR should factor these additional parking rights in connection with any parking issues analyzed.

"Code" vs. "Demand" Parking

The EIR should also analyze the potential project benefits provided by the municipal code parking requirement. The municipal code parking requirement is substantially in excess of the peak demand parking requirement. ABR comments to the Project previously encourage the applicant to reduce the on-site parking to the parking required by demand, not by the municipal code. Therefore, the excess of the municipal code parking requirement over the likely demand for parking on the Project should be considered substantial mitigation to any parking issues.

Town & Country Apartment Parking

The Initial Study contains an unsupported statement that "T&C Apartments appear to utilize the Project site for parking." The source of this statement is not identified. The statement is contrary to observations of Sandman Hotel personnel, the property manager for the Town & County Apartments in the public comments to the Initial Study and the parking study supplied by ATE with respect to the T&C Apartments. The EIR analysis should rely upon fact, not unsupported speculation.

The Initial Study and the EIR should specifically note the traffic and parking study for the Town & Country Apartments submitted by the Applicant entitled Analysis of San Remo Drive Access for the Town & Country Apartment Complex, City of Santa Barbara by Associated Traffic Engineers dated February 13, 2006 ("T&C Traffic/Parking Study"). In fact, the T&C Apartments provides forty parking spaces for its residents and visitors, which exceed parking demand by eleven parking spaces. There is no factual support for the idea that the T&C Apartments currently utilize any other property for parking. Unless such facts are shown, the unsupported statement to that effect in the Initial Study should be disregarded.

Public comment received included the specter of "neighborhood intrusion". Without any evidence that the T&C Apartments would generate off-site parking demand, the "intrusion" is solely traffic. The T&C Traffic Study clearly shows that any increase in traffic on San Remo Boulevard, Ontare and Hope Avenue would not be significant.

SCENIC VIEWS

The Initial Study discusses the analysis of the Project's impact on and enhancement of scenic views. The City's Master Environmental Assessment ("MEA") summarizes the city-wide and neighborhood environmental conditions and constraints. The MEA does not identify the Property as a scenic resource.

The Upper State Street Study adopted by the City contains many comments and provisions regarding views. However, the Upper State Street Study did conduct an independent view study in general or a specific view study related to the proposed Project. Attached to this letter as Appendix G is a photo simulation view study we have prepared for the Project. This view study demonstrates not only the current condition of the property, but also the condition of the property as improved with the proposed Project. The view study also includes a separate depiction of the proposed developer's alternative to the Project discussed more fully below. This view study should be considered and analyzed as a part of the Environmental Impact Report.

Relevant factors not addressed by the Initial Study which should be addressed by the EIR include the following:

Baseline of Existing Views

The EIR should establish a baseline of the existing views over the Project site. That baseline should identify the viewpoint, the area from which the view is observed and the visual resource that is being viewed. The EIR should establish a baseline of the existing scenic views over the Project and the extent to which those views are obscured by the existing development and landscaping.

The Initial Study states that the Project will result in an overall loss of mountain views. This conclusary statement should be evaluated in the EIR to determine its accuracy. The view study submitted with this letter does not appear to support that statement. The EIR should independently evaluate whether there will be an overall loss of mountain views or an overall enhancement of mountain views from important public viewpoints.

Assessment of Viewpoint

One of the key evaluations of public views necessitates an analysis of the public viewpoint from which the view is observed. The Initial Study does not address this issue. The EIR should evaluate the public viewpoint from which the views over the Project will be observed. The EIR should also analyze the relative importance of the views over the Project site, as opposed to other views along the Upper State Street Corridor. Finally, the EIR should analyze the public safety and other ramifications of encouraging views of the mountains over the Project site, as all or substantially all potential viewing areas are subject to heavy cross traffic.

Important Public Viewpoint

The Initial Study states the mountain views are most significant as one travels east along State Street. Upper State Street is a major public transportation corridor. The vast majority of the public uses Upper State Street in their cars, not as pedestrians. Traveling east along Upper State Street in a vehicle, the passenger would have few, if any, opportunities to view the mountains. The driver, by virtue of his or her location on the left side of the vehicle, would have a theoretical opportunity to observe the views. However, given the busy nature of State Street near the Project location traveling eastward, no driver should have the opportunity to experience the views.

During a drive along this portion of State Street, drivers should focus on driving, not on views. The need to focus on driving through this stretch of State Street is enhanced by the need to observe the traffic signal and right hand turning movements from Hitchcock to State Street as one approaches the Hitchcock intersection, the need to observe bus traffic pulling into and out of the existing bus pocket on the easterly side of the State and Hitchcock intersection, the need to observe and take precautions for traffic entering eastbound State Street from driveways associated with the Jack in the Box restaurant, Educated Carwash, Burger King and Rusty's Pizza Parlor located directly across the street from the project. These driveways comprise over 125 feet of driveway space allowing the potential for numerous cars to simultaneously enter or exit traffic heading eastbound along State Street directly across from the Project. These driveways represent over one-third of the length of the curb along State Street across from the Project.

Pedestrians walking eastward along the southern side of State Street also have very limited opportunities to enjoy the views over the Project. Those pedestrians will encounter the same extensive set of driveways mentioned above. The pedestrians will need to be cautious of cars turning left into the driveways from westbound traffic, cars exiting the driveways, and cars traveling eastbound to turn right into the driveways. Pedestrians walking eastwardly along State Street across from the Project will also encounter the substantial noise created by State Street traffic, Educated Carwash and the business traffic along this stretch. In addition, several of the businesses, in particular Burger King, emanate smoke and cooking smells that degrade the area as an important public viewpoint. The EIR must evaluate the realistic possibility of pedestrians across from the Project site enjoying mountain views.

Westward State Street Circulation and Views

As acknowledged by the Upper State Street Study, there is little, if any, current opportunity for westward bound drivers or pedestrians along State Street to enjoy the mountain views. This is largely due to the proximity of the large vegetation and existing structures on the Project site. Further, for drivers, the views are further degraded by the fact that their position on the left side of the vehicle does not allow a sufficient site line to the mountains. The EIR should acknowledge the current severe limitations on mountain views from pedestrians on the north side of State Street or westerly bound vehicles along State Street. The EIR should also analyze the positive effects that the proposed view corridor along the center of the Project site would have on mountain views experienced by pedestrians and drivers traveling in this direction along State Street.

Public Safety Issues

The Initial Study does not address the material public safety issues that arise from encouraging views by drivers and pedestrians along this stretch of State Street. Those public safety issues should be analyzed by the EIR. Public safety implications on encouraging views in this area of State Street should be evaluated thoroughly in the context the potential viewpoints from which the views are observed and whether such viewpoints should be encouraged. Eastwardly bound traffic along State Street in this area is already materially impacted by the driveways, bus pockets and intersections identified above. The impact of creating, framing or encouraging public views along this stretch should be evaluated by the EIR. The dangers of encouraging drivers to gaze at views while driving in this area, or pedestrians to observe views while walking in this area should be enumerated and analyzed by the EIR.

Vegetation and Scenic Views

The Initial Study also does not factor into account the potential impact of landscaping on views. The Upper State Street Area Design Guidelines encourage the planting of large skyline and canopy trees. This encouragement for on-site aesthetic benefit appears in conflict with the current emphasis on preserving and enhancing views. The EIR should address whether the Upper State Street Area Design Guideline encouraging planting of large skyline and canopy trees can be found to be consistent with the view analysis.

The Initial Study states that the loss of existing mature vegetation and trees has the potential to significantly impact aesthetics. The Initial Study does not state the obvious reverse, that the loss of existing mature vegetation and trees has the potential to substantially enhance public views in a manner that do not exist now. The landscape plan for the Project contemplates the installation of substantial landscaping that will screen the buildings but will be designed not to grow so tall as to obstruct skyline views. The EIR should analyze the benefits as well as the impacts of the loss of existing mature vegetation as well as the benefits of the proposed landscaping.

Conservation Element Visual Resource Policy 3.0 Not Applicable

Visual Resources Policy 3.0 of the Conservation Elements states "new developments shall not obstruct scenic view corridors, including those of the ocean and lower elevations of the City viewed respectively from the shoreline and upper foothills, and of the upper foothills and mountains viewed respectively from the beach and lower elevations of the City." The lower elevations of the City historically include the Stearns Wharf, beach and surrounding areas near sea level. The "lower elevations of the City" do not include the mid-State Street area, which is not, by definition, a lower elevation. Therefore, the EIR should evaluate whether the quoted policy of the Conservation Element actually applies to the Project.

UPPER STATE STREET STUDY COMPLIANCE

The City has adopted the Upper State Street Study (USSS). That study contains many recommendations regarding projects along Upper State Street and, in particular that may be applicable to the Project. Although Kellog Associates had previously received guidance from the City regarding the City's interest in retaining the hotel, Kellog Associates has concluded that a developer sponsored alternative to the Project should be considered in order to maximize compliance with the USSS. This developer sponsored alternative was specifically contemplated by our February 21, 2007 letter to the City regarding its prior EIR scoping.

We have submitted to the City the developer sponsored alternative to the Project. The developer sponsored alternative is intended to maximize compliance with the principles of the USSS. That alternative should be considered by the City and by the EIR. The net impact to the Project is a substantially increased realization of views to the north from the Project, coupled with the replacement of the hotel portion of the Project with two small two-story office buildings totaling 14,594 gross square feet in area.

The attached Appendix H is a compliance report that identifies each material USSS recommendation and the specific developer sponsored alternative project component that satisfies those recommendations. This USSS compliance study should be considered by the EIR in connection with the evaluation of the environmental impacts of the proposed Project and its developer sponsored alternative.

ABR AND PLANNING COMMISSION COMMENTS

The Initial Study provides a summary of the two prior City ABR hearings and the City's Planning Commission Conceptual Review Hearing. It notes that revisions have been incorporated into the Project design, yet it does not enumerate those revisions. Attached as Appendix I is a list of the Project revisions that were responsive to each of the Planning Commission and ABR comments shown. The EIR should factor in the substantial Project revisions made to address these prior comments.

The Upper State Street Guideline encourages the location of buildings forward on the properties and parking located behind. This is to avoid the primary visual impact of projects along State Street being a sea of parking separating the circulation from the building uses. Pulling the buildings forward to avoid this archaic suburban land use pattern is preferred by the Guidelines. The EIR should analyze whether the primary view of buildings along State Street in a pleasing aesthetic form should have a priority over a resulting impact on a secondary view, namely the distant views of the mountains, especially in an area such as that in front of the Project where public safety issues should be paramount.

The Initial Study also does not address the many comments made by the Planning Commission encouraging density on this site. Commissioners expressed support for the proposed density and unit mix of the condominium project. Commissioners' comments included the desire to explore whether

even more density could be placed on the project site, while also adding more community space. The Commission also wanted to make sure that affordable units would be a component of the project, that additional underground parking is studied, and that a new bus stop could be incorporated on State Street.

In order to follow these suggestions by the Planning Commission, the owner now proposes to park the entire Project underground. This allows for an increase in density on the site by removing the circulation and parking to the underground parking garage. The underground parking not only removes the vehicle from the pedestrian and surface interaction with occupants of the project, but also reduces the public safety issues inherent with pedestrian and occupant/vehicle conflicts. Underground parking also reduces the visual impacts of garage doors on all occupants of the site. The EIR should analyze the relative density proposed for this site in the context of the area, the transportation corridor upon which it fronts and the use of underground parking.

The developer sponsored alternative results in a substantial reduction in the density of the development of the proposed Project. As a result, in the developer sponsored alternative, all of the parking for the proposed office buildings is now contemplated to be located on the surface of the property. These spaces have been located behind the office building in a manner that not only screens them from creating a visual impact on State Street, but also open a broad view corridor over the parking area from automobiles heading eastward on State Street before they cross the Hitchcock intersection.

JUNE 12, 2008 PLANNING COMMISSION SCOPING HEARING COMMENTS

Most of the comments made by the Planning Commissioners at the June 12, 2008 Scoping Hearing have been addressed by the initial study draft. However, two comments require further explanation.

General Plan Buffer/Stream

The property includes the General Plan Map attribute of the "Buffer/Stream" designation which bisects the parcels in an east-west orientation. This map attribute is used for two purposes. It is used for "stream buffer" purposes throughout much of the City's General Plan Map when it is located along the course of a creek. That purpose is not applicable to the Property. The buffer that bisects the property is shown on the General Plan Map as running east/west roughly parallel to State Street from approximately Highway 154 to Mission Creek. There is no east/west creek in that area. The creeks that exist in that area (none of which are on or adjacent to the Property) all run in a north/south direction.

In this case, the Buffer/Stream is intended to demark a "buffer" or sensitivity to encroachment of non-residential uses into residentially zoned areas of the City. The General Plan Map clearly depicts this relationship by designating commercial uses on the south side of this multi-mile buffer, and residential uses north of the buffer. The Project in fact reduces the influences of non-residential uses into the neighborhoods to the north by relocating the hotel use south of the mapped buffer and onto the State Street frontage.

The EIR should analyze and evaluate the Project's proposed compliance with this General Plan Map attribute consistent with City staff's decades-long interpretation. Comments made by one Planning Commissioner to the effect that a General Plan amendment is required for the development to occur in this buffer designation is not supported by the text or intent of the General Plan.

Lot Configuration

The project has evolved through many years of previous Planning Commission, ABR and staff reviews. A number of comments related to Measure E square footage and residential densities were presented at this most recent Planning Commission hearing. It is worth noting that the original residential density of the project was consistent with the underlying zoning designations. The applicant, in response to Planning Commission suggestions for more and smaller units, incorporated additional density into the project. Early discussion regarding the lot configuration concluded that the applicant could simply merge the two lots into one and both the resultant residential densities and cumulative Measure E square footage could be realized. The underlying theme to adjust the two lots was to give the hotel lot the ability to be sold and/or financed separate from the residential units.

A suggestion was made that a separate alternative should be included to analyze the project without the benefit of transferred Measure E square footage. We want to be clear that the amount of transfer is merely 806 square feet of the 19,757 non-room square footage proposed (at total of 4%). If the EIR is to evaluate densities and Measure E square footage build-out potential for each lot separately, then an evaluation of one merged lot should also be included in this evaluation. Measure E square footage is discussed more fully below.

ACCESS/CIRCULATION

The Initial Study refers to traffic and circulation studies prepared in connection with the proposed Project. However, the Initial Study omits reference to the T&C Traffic/Parking Study previously submitted to the City in connection with the proposed relocation of the access easement to the Town & County Apartments. This study provides material facts regarding the proposed access and circulation change for the Town & County Apartments and should be considered by the EIR.
The relocation of the access to the T&C Apartments results in substantial benefits. Those benefits include reduction of T&C Apartment traffic on State Street in front of the Project, and at the State and Hitchcock intersection. The benefits also include the elimination of existing approximately 550 foot long driveway through parking for adjacent busy properties as the sole means of access to the Town & County Apartments. The Project would replace that with a much shorter approximately 115 foot driveway into a residential neighborhood consisting of a mix of primarily rental units along that street. The proposed access to the T&C Apartments is much more compatible with existing City standards than the historic access provided. The EIR should analyze these substantial benefits of the relocation of the T&C access in terms of residential neighborhood compatibility, reduction in traffic and increased access for the refuse and emergency access vehicles to the T&C Apartments.

The EIR should also analyze how the Project furthers several aspects of the Circulation Element. Among the aspects furthered are:

Policy 13.1 and Strategy 13.1.1 regarding encouraging the development of projects that combine and locate residential uses near areas of employment and services. In this context, the EIR should take into consideration the housing priority system proposed by the Owner which would encourage purchases of the available housing in the Project by those employed nearby.

Policy 13.2 and Strategy 12.2.2, which encourage allowing more compact, pedestrian oriented development along major transit corridors. The Project is a compact pedestrian oriented project located on State Street. It not only is designed to facilitate use by its own pedestrians, but also provides adjacent property owners with well designed usable pedestrian access to State Street and a vastly increased sidewalk in front of the Project.

POLICIES ENCOURAGING HOUSING

Many policies of the City of Santa Barbara strongly encourage the development of in-fill housing projects. The Project seeks to fulfill that need by proposing 62 market rate and 11 affordable units, in a combination of 1, 2 and 3 bedrooms. Housing has been identified as a substantial need for the City of Santa Barbara. The following policies support the development of housing within the City:

Policy 3.1, states that "The City shall make every effort to meet Santa Barbara's fair share of the regional housing need...". Implementation Strategy 3.1.5 speaks specifically to City support of infill residential projects. Implementation Strategy 3.1.7 identifies the need for the City to support bonus density projects where appropriate. Additionally, Policy 4.1 states that "Construction of new affordable housing opportunities for owners and renters shall be encouraged". Implementation Strategy 4.1.3 speaks to the need for the City to continue to provide bonus density units, while Strategy 4.1.8 encourages the development of three bedroom units. Strategy 4.1.9 also encourages the development of housing for first time home buyers, including moderate and middle income households.

Policy 5.1 suggests that the City should assist affordable housing sponsors, while Policy 5.2 recommends that the City implement flexible standards for housing projects, especially affordable housing projects.

In addition, the 2005 Housing Element establishes a program for meeting the City's housing needs. The 2005 land inventory identified commercial "opportunity sites" for housing. Only one site was identified along Upper State Street, the Sandman Property. The housing proposed as a part of the Project furthers Housing Element Strategy 4.8.1, which encourages new ideas and concepts for housing opportunities along outer State Street.

The EIR should analyze the substantial housing benefits proposed to be provided by the Project. The provision of this housing in furtherance of many City policies should be considered as mitigating factors for the development impacts and as support for any statement of overriding considerations that may be required.

PROVISION OF VISITORS SERVING COMMERCIAL IMPROVEMENTS

The owner of the Property has numerous choices available to it in connection with the redevelopment of the Property. These choices include not only the project proposed, but also other projects that would not include a hotel use. The EIR should analyze the benefits to the City of Santa Barbara of maintaining a substantial 106-room hotel on the Project site to serve visitors, tourists and businessmen in the community. The inclusion of the hotel also maintains and enhances for the City a stream of bed tax revenue that will support various City initiatives. The EIR should analyze the benefits provided to the City of Santa Barbara by maintaining the 106-room visitor serving commercial use on the Property at the same time as satisfying the severe housing needs of the City.

PEDESTRIAN CONNECTIVITY

The Project provides pedestrian paths linking adjacent properties to State Street. These pedestrian paths would provide access where access now does not exist (to the San Remo Condominium complex) as well as substantially enhance pedestrian access which now exists in an uninviting and possibly dangerous form (T&C Apartments). Additional east-west pedestrian access links to neighboring properties not currently using them are proposed. The EIR should consider the provision for these significant pedestrian access ways to other properties as mitigating any potential impacts of the project.

TRANSFER OF DEVELOPMENT RIGHTS

The Project contemplates the transfer of 806 square feet of Measure E development rights to the Project site. This is a substantial reduction from the prior design for the Project, which required the completed transfer of 3,893 square feet of Measure E non-residential development rights to the Project property. These development rights have been acquired and have been recorded in the form approved by, and executed by, the City. The transfer occurred by the recording of two separate Agreements Transferring Existing Development Rights recorded October 27, 2005 and instrument nos. 2005-0104561 and 2005-0104562. City policies and Municipal Code Chapter 28.95 permit the use of transfer of development rights for developments such as the Project. The need any development rights were simply because the existing improvements on the Property have approximately 5,895 square feet of exterior corridors which the new hotel would replace with approximately 6,996 square feet of interior corridors. The conversion corridor space from exterior to interior necessitated the additional square footage without any functional change in the impacts of the Project.

The transfer of development rights is provided for by City code and practice. The transfers "balance out" by removing development rights from certain areas of the City and placing them in others with no net change in impact of potential development. The Property owner incurred substantial financial costs in acquiring those off-site development rights in reliance upon existing code and policies. Comments made at the Scoping Hearing to the effect that such transfer should be questioned or prevented are not in conformance with existing City code and policies. The EIR should analyze the proposed transfer in light of existing City policies and codes which allow the same. The EIR should

also consider the mitigation of impacts of the other development on the sites from which the rights were transferred as mitigating factors for this development.

HITCHCOCK EXTENSION ACCESS TO PROPERTY

The Project, as originally submitted, contemplated access to the hotel property from the northerly extension of Hitchcock Avenue at the State and Hitchcock intersection. This access is governed by the documents attached as Appendices B through F. Unfortunately, the lawyer for the neighboring property owner to the west has advised the Sandman owner that the neighboring owner will not agree to access over the Hitchcock extension north of State Street to allow access to the hotel and the property. Attached as Appendix J is a copy of the letter from the lawyer for the neighboring property owner indicating its position. The Property owner elected to modify the design of the Project as opposed to engage in substantially costly litigation in order to enforce its rights to access over the northerly extension of Hitchcock. Therefore, at this time that access does not appear to be legally feasible.

CUMULATIVE PROJECT MITIGATION

The EIR should incorporate into its analysis proposed mitigation measures for other projects that will benefit aspects of this Project. For example, traffic mitigation for the Whole Foods Project (3757-3771 State Street) should be factored into the analysis of the traffic analysis for this Project.

Respectively submitted,

Investec Properties, Inc.
for Kellog Associates, LP

Gregory Parker, Executive Vice President

Enclosures

Appendix A – Summary of Smart Growth Features

Appendix B – Declaration of Easements, Covenants, Conditions and Restrictions dated January 16, 1986, recorded January 29, 1986, as Instrument No. 1986-005244

Appendix C – Memorandum of Parking Right and First Refusal Rights Agreement dated January 16, 1986, recorded as Instrument No. 1986-005245

Appendix D – Unrecorded Parking Lot and First Refusal Agreement dated January 16, 1986

Appendix E – Cancellation and Termination of Right of First Refusal which is undated but is recorded June 24, 1986, as Instrument No. 1986-037440

Appendix F - First Amendment to Declaration of Easements, Covenants, Conditions and Restrictions dated May 5, 1986, and recorded June 24, 1986, as Instrument No. 1986-037441

Appendix G - View Study (Interacta, June 25, 2008)

Appendix H - USSS Compliance Study – Developer Sponsored Alternatives

Appendix I – Project Revisions that Address Project Comments by ABR and Planning Commission

Appendix J - Letter dated June 1, 2004 to City Planning Dept. from Steefel, Levitt and Weiss, attorneys for neighboring property owner, opposing access to hotel from Hitchcock Road extension

DEPARTMENT OF TRANSPORTATION
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Flex your power!
Be energy efficient!

June 26, 2008

Allison De Busk
City of Santa Barbara
PO Box 1990
Santa Barbara, CA 93102-1990

SB-101-17.8
SCH 2007011090

Subject: Notice of Preparation for 3714-3744 State Street; Sandman Project

Dear Ms. De Busk:

Thank you for the opportunity to provide comments upon the Notice of Preparation for the proposed 3714-3744 State Street; Sandman Project.

According to the preliminary traffic study, 60% of the project trips will be distributed upon the US 101 freeway. The Draft Environmental Impact Report should discuss these trips in terms of their impact on US 101 mainline. In July 2004 a Project Study Report (PSR) was approved for an auxiliary lane on northbound US 101 between Las Positas Road and Hope Ave off-ramp. This study was accomplished at the request of the Santa Barbara County Association of Governments and the City of Santa Barbara. The study states that this segment of US 101 operates at LOS E during the peak hours. Developments that add trips in this area should be required to analyze their respective impacts and determine appropriate mitigation with respect to US 101 mainline, ramp nodes, or other operational improvements.

The traffic analysis included in the NOP is dated 2005. The analysis should be refreshed with current traffic data. The traffic study should include an analysis on the Hope Ave / NB US 101 ramps that is consistent with the PSR referenced above. The PSR is identified as Expenditure Authorization (EA) OH340K.

If you have any questions regarding these comments, please call me at (805) 549-3632.

Sincerely,

Chris Shaeffer
Caltrans District 5
Development Review

Cc. Larry Newland, CT

From: Joe Rution [mailto:joerution@cox.net]
Sent: Thursday, June 26, 2008 10:51 AM
To: Community Development PC Secretary
Subject: RE: Sandman Inn Redevelopment Project - EIR Scoping

TO: Allison DeBusk, Planner
Community Development Department
Santa Barbara, CA

RE: **Sandman Inn Redevelopment Project - EIR Scoping**

Please be advised, for the record, that Allied Neighborhoods Association, on June 16,2008, endorsed the attached position and comments of the Citizen's Planning Association regarding this project, with the additional comment that the visual impact of the dense cluster of large buildings is out of sacle with Upper State Street.

Sincerly
Allied Neighborhhods Association
by
J. Rution, Secretary

APPENDIX 5.0

Supplemental Policy Consistency Analysis

Supplemental Policy Consistency Analysis

for the

Sandman Inn Redevelopment Project

3714-3744 State Street

Prepared for:

City of Santa Barbara
Community Development Department/Planning Division
630 Garden Street
Santa Barbara, California 93102-1990

Prepared by:

Impact Sciences, Inc.
803 Camarillo Springs Road, Suite A
Camarillo, California 93012

April 2009

1.0 INTRODUCTION

This document provides an analysis of the policies of the City of Santa Barbara General Plan, zoning, and Upper State Street Study (USSS) for the proposed project and applicant's alternative for the Sandman Inn Redevelopment project.

2.0 CITY OF SANTA BARBARA CHARTER

The Charter of the City of Santa Barbara was adopted by the City Council of Santa Barbara, California on May 2, 1967. The City Charter was amended to provide for Sections 1507 and 1508 in 1982[1] and 1989, respectively.

Section 1507 declares that it is the City's policy that its land development does not exceed its public services and physical and natural resources, including but not limited to water, air quality, wastewater treatment capacity, traffic and transportation capacity, and affordable housing supply.

Section 1508 (also referred to as Measure E) addresses "Non-Residential Growth Limitations," and places limitations on nonresidential development through adoption of General Plan amendments and subsequent adoption of ordinances and resolutions that set limits to commercial growth. The growth limitations are intended to restrict nonresidential development from the previously existing General Plan potential of 116 million square feet to no more than 3 million square feet over a 20-year planning period beginning January 1, 1990. Allowable square footage is allocated among approved and pending projects (at the time the charter amendment was enacted), vacant property, small additions, and "community priorities."

Notwithstanding the development restrictions established above, the City Council may approve nonresidential development projects determined by the Council to promote Economic Development from a pool of square footage of all those "Approved" or "Pending" projects which have expired and any accrued and unused development square footage from the annual allotments in the "Small Additions" category. In order to approve a nonresidential project, a finding must be made that resources would be available and traffic improvements would be in place at the time the project is ready for occupancy. "Community Priority Projects" are not required to make these findings. Community Priority Projects are defined as those found by the City Council as necessary to meet present or projected needs directly related to public health, safety, or general welfare. One of the goals of Charter Section 1508 was to encourage redevelopment of existing sites; however, it does not specifically address change of use to higher intensity uses.

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1 City of Santa Barbara, City Charter, amended 1982.

Consistency Analysis

Proposed Project

The proposed project can be adequately served by public services (water, sewer, etc.) and would not exceed the City's physical or natural resources (water, air quality, traffic and transportation capacity, and affordable housing supply). Because the project involves nonresidential development, it must comply with the growth limitations implemented by Charter Section 1508. The nonresidential development proposed (hotel) utilizes the Hotel Room for Room Replacement Project category for the majority of the project square footage. An additional 806 square feet is proposed to be transferred from another property through a Transfer of Existing Development Rights (TEDR). As identified during environmental review of the project, adequate resources, including traffic improvements, are available to serve the development. Therefore, the project can be found consistent with the City Charter.

Applicant's Alternative

The applicant's alternative would replace the hotel use in the proposed project with two office buildings totaling approximately 14,600 square feet. Because this development would involve less nonresidential development than the existing hotel located on site, this project would result in approximately 37,746 square feet of nonresidential development square footage being "banked" on the project site and potentially available for transfer to another site through a TEDR. The applicant's alternative can be adequately served by public services (water, sewer, etc.) and would not exceed the City's physical or natural resources (water, air quality, traffic and transportation capacity, and affordable housing supply). Adequate resources are available to serve the development. Therefore, the project can be found consistent with the City Charter.

3.0 CITY OF SANTA BARBARA GENERAL PLAN

This section provides a discussion of the proposed project's and the applicant's alternative's consistency or inconsistency with the City General Plan elements, including the Land Use Element, Circulation Element, Conservation Element, Noise Element, and Seismic Safety-Safety Element.

3.1 Land Use Element

The Land Use Element of the General Plan was adopted by the City of Santa Barbara in 1964 and has been updated several times since. The Land Use Element incorporates sub elements dealing with parks and recreation, open space, and scenic highways. Each of these components is summarized below and pertinent aspects relative to the proposed project are highlighted.

The Land Use Element provides a broad background overview of important facets of the community, including history, culture, economics, physical composition, facilities, and services, past and anticipated future growth, and demographic characteristics. Broad principles and goals were laid out for the policy framework for the General Plan, and, subsequently (in 1971), a comprehensive statement of supporting goals was formulated and adopted. Goal statements address planning, social, economic, population density, City character and quality, local government unification, building heights, transportation, and harbor and shoreline development.

Goals and Policies

Goals and policies identified in the Land Use Element that may be interpreted as applicable to the proposed project and applicant's alternative are listed in **Table 1, Consistency Analysis of Applicable Land Use Goals and Policies**.

Table 1
Consistency Analysis of Applicable Land Use Goals and Policies

Goal/Policy	Proposed Project Analysis	Proposed Project Consistency Determination	Applicant's Alternative Analysis	Applicant's Alternative Consistency Determination
Goal 1. The City shall live within its resources by balancing development with available resources and maintaining the established character of the City.	The City's Initial Study for the proposed project concluded that the project would have less than significant impacts on City services, other than solid waste generated during construction. Impacts associated with construction-related solid waste were considered mitigable. The proposed project has been reviewed by the City's Architectural Board of Review, and based on comments from this board changes to the proposed project were implemented. Additional design review of the project would be required for project approval. Further consideration of the aesthetic impacts of the proposed project is provided in **Section 8.0** of this EIR. Further consideration of transportation impacts of the proposed project is provided in **Section 7.0** of this EIR.	Potentially Consistent	The City's Initial Study for the proposed project concluded that the project would have less than significant impacts on City services, other than solid waste generated during construction. Impacts associated with construction-related solid waste were considered mitigable. While the Initial Study did not evaluate the impacts of the applicant's alternative, the impacts were assessed in **Section 11.0** of this EIR, and it was determined that the demands of this alternative for public services would likely be similar to or slightly less than those of the proposed project. The applicant's alternative has been reviewed by the City's Architectural Board of Review, and additional design review would be required for project approval. Further consideration of the aesthetic impacts of the applicant's alternative is provided in **Section 8.0** of this EIR. Further consideration of transportation impacts of the proposed project is provided in **Section 7.0** of this EIR.	Potentially Consistent
Policy 1.1 A nonresidential growth cap from 1990 to 2010 of three (3) million square feet has been established. Any development carried out under the Growth Cap shall be contingent upon the availability of resources.	The proposed project would be subject to the restrictions set by Measure E and subsequent ordinances. The proposed project includes nonresidential uses which would be subject to the hotel room replacement regulations established in City Resolution No. 99-036. The project also includes a transfer of existing development rights (TEDR), consistent with the requirements of the TEDR Ordinance. The City's Initial Study for the proposed project concluded that the project would have less than significant impacts on City services, other than solid waste generated during construction. Impacts associated with construction-related solid waste were considered mitigable.	Potentially Consistent	The proposed project would be subject to the restrictions set by Measure E and subsequent ordinances. The proposed project includes nonresidential uses which would be subject to approval and the lot system established by the City for regulating nonresidential growth. The City's Initial Study for the proposed project concluded that the project would have less than significant impacts on City services, other than solid waste generated during construction. Impacts associated with construction-related solid waste were considered mitigable. The Initial Study did not evaluate the potential impacts of the applicant's alternative, but these would be similar to or less than those of the proposed project, as discussed in **Section 11.0** of this EIR.	Potentially Consistent
Policy 1.3 Any new or pending non-residential project may be constructed only if it will not cause a significant and unmitigated impact on any of the following: • The City's water resources, • Traffic within the City, and • The supply of affordable housing in the City and the South Coast area. A finding shall be made that the resources will be available and traffic improvements will be in place at the time the project is ready for occupancy.	The City's Initial Study for the proposed project concluded that the project would have less than significant and potentially significant but mitigable effects on water resources within the City. Impacts to traffic are evaluated in **Section 7.0** of this EIR. The proposed project would provide 11 affordable units within the residential portion of the project, which would increase the supply of affordable housing in the City overall because the proposed project would not result in an increase in area employment. While the proposed project is expected to generate an additional 25 AM peak hour trips versus the existing development, all of the analyzed intersections are projected to operate at very good levels of service. Therefore, based on the City's impact thresholds, the Proposed Project would not have any significant direct project-related impact at the analyzed intersections.	Potentially Consistent	The City's Initial Study for the proposed project concluded that the project would have less than significant and potentially significant but mitigable effects on water resources within the City. While the Initial Study did not evaluate the impacts of the applicant's alternative, the impacts were assessed in **Section 11.0** of this EIR, and it was determined that the demands of this alternative for public services would likely be similar to or slightly less than those of the proposed project. Impacts to traffic are evaluated in **Section 7.0** of this EIR. The proposed project would provide 11 affordable units within the residential portion of the project, which would increase the supply of affordable housing in the City overall because the proposed project would not result in an increase in area employment. Since the Applicant's Alternative generates fewer trips than the Proposed Project and the Proposed Project was shown to have no significant project-specific impacts, it follows that the Applicant's Alternative would also have less than significant project-specific impacts at the analyzed intersections.	Potentially Consistent

	Proposed Project		Applicant's Alternative	
Goal/Policy	**Analysis**	**Consistency Determination**	**Analysis**	**Consistency Determination**
Policy 1.4 Provide adequate public services and facilities to all the residents of the community.	The City's Initial Study for the proposed project concluded that the project would have less than significant impacts on City services, other than solid waste service (construction-related). Impacts related to solid waste generation associated with construction were considered mitigable.	Potentially Consistent	The City's Initial Study for the proposed project concluded that the project would have less than significant impacts on City services, other than solid waste service (construction-related). Impacts related to solid waste generation associated with construction were considered mitigable. While the Initial Study did not evaluate the impacts of the applicant's alternative, the impacts were assessed in **Section 11.0** of this EIR and it was determined that the demands of this alternative for public services would likely be similar to or slightly less than those of the proposed project.	Potentially Consistent
Goal 4 Ensure affordable housing opportunities for all economic levels of the community.	The proposed project would develop 73 residential condominium units, of which 11 would be affordable units, providing additional affordable housing within the City.	Potentially Consistent	As with the proposed project, the applicant's alternative would develop 73 residential condominium units, of which 11 would be affordable units, providing additional affordable housing within the City.	Potentially Consistent
Policy 4.1 Residential development shall be considered the highest priority of development in the future.	The proposed project includes 73 residential units to be developed on a site that currently contains no residential uses, thereby increasing the supply of residential units within the City.	Potentially Consistent	As with the proposed project, the applicant's alternative includes 73 residential units to be developed on a site that currently contains no residential uses, thereby increasing the supply of residential units within the City.	Potentially Consistent
Policy 4.2 Options for providing additional housing opportunities shall be explored where appropriate in nonresidential zones.	The project proposes the development of 73 residential units in an area zoned C-P/S-D-2, a commercial zoning designation.	Potentially Consistent	The applicant's alternative proposes the development of 73 residential units in an area zoned C-P/S-D-2, a commercial zoning designation.	Potentially Consistent
Goal 5 Maintain the unique desirability of Santa Barbara as a place to live, work and visit.	The proposed project would provide residential, employment, and tourist opportunities through the proposed hotel and residential condominium uses. As discussed in **Section 8.0**, Visual Aesthetics and Lighting, the architectural design of the proposed project would be consistent with architectural styles of the Upper State Street area. The proposed project would provide residential opportunities in the Upper State Street area, including affordable units, which would contribute to the desirability of Upper State Street.	Potentially Consistent	The proposed project would provide residential and employment opportunities through the proposed office and residential condominium uses. As discussed in **Section 8.0**, Visual Aesthetics and Lighting, the architectural design of the applicant's alternative would be consistent with architectural styles of the Upper State Street area. The applicant's alternative would provide residential opportunities in the Upper State Street area, including affordable units, which would contribute to the desirability of Upper State Street.	Potentially Consistent
Policy 5.1 Special area studies shall be conducted to identify zoning provisions and design standards to encourage appropriate development.	The project site is located within the study area of the Upper State Street Study. The proposed project's consistency with the recommendations of this study is discussed in **Table 5, Discussion of Upper State Street Study Direction.**	Potentially Consistent	The project site is located within the study area of the Upper State Street Study. The applicant's alternative's consistency with the recommendations of this study is discussed in **Table 5, Discussion of Upper State Street Study Direction**.	Potentially Consistent

	Goal/Policy	Proposed Project Analysis	Proposed Project Consistency Determination	Applicant's Alternative Analysis	Applicant's Alternative Consistency Determination
Goal 6	Provide safe and convenient transportation through improved traffic and circulation and increased parking.	The proposed project includes underground parking for both the residential and hotel components. A proposed new bus stop would provide access to public transportation options for project residents, employees, and visitors. The proposed access change for the Town and Country Apartments would redirect traffic to San Remo Drive. Further discussion of the proposed project's effects on traffic and circulation is provided in **Section 7.0, Transportation and Circulation**. While the proposed project is expected to generate an additional 25 AM peak hour trips versus the existing development, all of the analyzed intersections are projected to operate at very good levels of service. Therefore, based on the City's impact thresholds, the proposed project would not have any significant direct project-related impact at the analyzed intersections. The proposed project includes a total of 291 parking spaces (111 parking spaces, including 4 handicap-accessible spaces for the hotel component, 145 resident parking spaces, plus 18 guest spaces for the residential component in the underground parking garage and 17 common/shared spaces along the hotel entry drive). The Santa Barbara Municipal Code parking requirement for the project is 259 spaces (106 for the hotel component and 153 for the residential component).	Potentially Consistent	The applicant's alternative includes underground parking for both the office and hotel components. A proposed new bus stop would provide access to public transportation options for project residents, employees, and visitors. The proposed access change for the Town and Country Apartments would redirect traffic to San Remo Drive. Further discussion of the applicant's alternative's effects on traffic and circulation is provided in **Section 7.0, Transportation and Circulation**. Since the applicant's alternative generates fewer trips than the proposed project and the proposed project was shown to have no significant project-specific impacts, it follows that the applicant's alternative would also have less than significant project-specific impacts at the analyzed intersections. The applicant's alternative includes a total of 239 spaces. Parking for the office space would be provided on the north side of the buildings within a surface parking lot (52 spaces), on the entry driveway (9 spaces), and within the underground parking garage (5 spaces), for a total of 66-spaces. Parking for the residential portion would be provided in a 169-space underground parking structure, with 123 spaces provided in private garages and the remaining spaces provided in surface spaces. Of the 46 surface spaces, 22 would be reserved for residents, 19 would be open for guest parking, and 5 would be allocated to the office use. Nine shared spaces would be provided on the entry driveway. City code requires 155 spaces for the residential portion of the development with 137 spaces required for resident parking and 18 spaces for guest parking.	Potentially Consistent

Source: City of Santa Barbara, *General Plan*, Land Use Element, amended 1995.

Additional Land Use Element Considerations

The Land Use Element also describes areas throughout the City and broadly outlines "opportunities for growth and change" in each area. As has been indicated, the main project site is located in an area known as the North State Street neighborhood. Additional related parcels are located in an area known as the San Roque neighborhood. Existing development in the project vicinity includes a mix of one- and two-story buildings containing retail, commercial, and residential uses. The southern portion of the main project site has a land use designation of General Commerce and Office, the northern portion of the main project site has a land use designation of Residential – 12 units per acre, and the Buffer/Stream designation separates these designations. The proposed project would include a new three-story hotel, and two- and three-story residential buildings. The applicant's alternative would include two new two-story office buildings, and two- and three-story residential buildings.

North State Street Neighborhood

The North State Neighborhood is bounded on the north by the northern boundary of the commercial properties on the north side of State Street and by Via Lucero; on the south by Highway 101 and the southern boundary of the commercial property on State Street and De la Vina Street; on the east by Mission Creek; and on the west by San Marco Pass Road).

North State Street is an intensively developed commercial strip, with a scattering of multiple-family residential development. In addition, mobile home parks are also located on the periphery. The General Plan calls for a mix of office and hotel uses combined with general commercial uses.[2]

San Roque Neighborhood

San Roque Neighborhood is bordered on the north by Foothill Road; on the south by the commercial development above State Street; on the east by San Roque Road; and on the west by Arroyo Burro Creek.

This neighborhood is virtually fully developed with single-family homes. However, apartment complexes have been constructed to the south behind the outer State Street business area in the vicinity of Ontare Road. The southern portion of San Roque is designated in the General Plan for 12 dwelling units per acre (du/ac), while most of the remaining neighborhood is designated for 5 du/ac.[3] To conform with the General Plan, the major portion of San Roque is zoned E-2 or E-3 to protect existing homes and ensure

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2 City of Santa Barbara, *General Plan*, Land Use Element. 65.

3 Ibid, 58.

a density of 5 du/ac. The southern portion near Ontare Road is zoned for two-family and multiple-family dwellings.

San Roque Creek runs through the neighborhood, and the General Plan identifies that land may be acquired along its banks as major creek open space in the future that can provide park land in the San Roque area.

Commercial Land Use

General Commerce and Office

The General Plan Land Use Element identifies the outer State Street area from Los Positas Road to San Marcos Pass as providing a mixture of general office, hotels, motels, and related commerce.[4] The category of General Commerce includes a variety of retail commercial outlets such as appliance repair stores, furniture stores, pet stores, plumbing shops, etc. The category of Office includes administrative, business, and professional facilities of all types; essentially, it is non-retail in nature, a center of employment rather than sales and services.

Residential Land Use

Residential – 12 units per acre

The General Plan Land Use Element identifies the area between Ontare Road and Hope Avenue, and from approximately San Remo Drive south to 330 to 460 feet north of State Street (approximately where Via Lucero and Madrona would connect if a road went through the 3600 and 3700 blocks of State Street) as residential, with a density of 12 units per acre.

Buffer/Stream Land Use

An area within the project site is designated on the City's land use map as "buffer/stream." This land use category is not specifically defined in the General Plan. It should be noted that the buffer/stream land use designation is listed under the Recreation and Open Space heading on the land use map; however, this land use category is not specifically defined in either the Open Space or Land Use Elements of the General Plan.

While there are streams near the proposed project site, no existing or historical watercourse is located within the site. The function of this designation throughout the area appears to be separating commercial

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4 City of Santa Barbara, *General Plan*, "Land Use Element," Amended 1995, 83.

uses along the State Street corridor from residential uses to the north. This is supported by a slight difference in color on the City's land use map legend, which seems to indicate streams in a darker shade and buffer areas in a lighter shade. Throughout the City, the buffer land use designation identifies a desired separation between commercial and residential land uses. Additionally, the zoning designations for the City, which implement the General Plan land use designations, provide for commercial zoning along State Street and less-intense residential uses for parcels north of the State Street parcels. This results in a de facto buffer between the adjacent land uses.

This map attribute is used for two purposes. It is used for "stream buffer" purposes throughout much of the City's General Plan Map when it is located along the course of a creek, or to demark a "buffer" or sensitivity to encroachment of non-residential land uses into residential land use areas of the City. The General Plan Map reflects this relationship by designating commercial uses on the south side of this multi-mile buffer, and residential uses north of the buffer.

Consistency Analysis

Proposed Project

The proposed project includes hotel and residential uses on land designated on the City's land use map as general commerce, office, residential and buffer/stream. The proposed hotel would be developed approximately within the general commerce-office land use designation, while residential uses would be located in all four designations (General Commerce, Office, Residential — 12 units per acre, and Buffer/Stream). The "buffer/stream" designation bisects the parcels in an east-west orientation. Because there are no east/west creeks in the area of the project site, it can be presumed that, in this case, the buffer/stream designation is intended to demark a "buffer" or sensitivity to encroachment of non-residential land uses into residential land use areas of the City. The area designated as buffer within the project site currently bisects the existing hotel. On adjacent properties areas that correspond to the buffer designation include parking lots, driveways, commercial structures, and streets. Residential uses exist to the north and south of this designation in nearby areas. As residential uses are permitted on either side of the buffer designation, and proposed residential uses would be separated from the hotel use by open space, landscaping, and the proposed driveway, the project would be substantively consistent with existing land use designations. Additionally, the proposed project would increase the area between existing residential and commercial uses. The proposed development on the main project site is generally consistent with the vision for the North State neighborhood and the applicable General Plan land use designations. Refer to **Table 1** for a detailed analysis of consistency with land use element goals and policies.

Applicant's Alternative

The applicant's alternative would replace the hotel use in the proposed project with two office buildings totaling approximately 14,600 square feet. The proposed residential use would remain largely the same, although additional open space would be provided. The proposed offices would be developed within the general commerce and office land use designations, while residential uses would be located in all four designations (General Commerce, Office, Residential – 12 units per acre, and Buffer/Stream). As with the proposed project, the residential uses would be separated from the commercial use by open space, landscaping, and the proposed driveway; the applicant's alternative would therefore be consistent with existing land use designations. Additionally, the applicant's alternative would increase the area between existing residential and commercial uses. The proposed development on the main project site is generally consistent with the vision for the North State neighborhood and the applicable General Plan land use designations. Refer to **Table 1** for a detailed analysis of consistency with land use element goals and policies.

3.2 Open Space Element

The Open Space Element of the General Plan is concerned primarily with conserving, providing, and improving, as appropriate, land and water spaces significant in the Santa Barbara landscape. For purposes of this element, open space has, or is proposed to have, the following characteristics:[5]

1. Essentially open. The open space can contain a limited amount of development, provided the land maintains the characteristics of being predominantly open.

2. Natural. Some open spaces are completely natural and are proposed to be conserved in that form. Other open spaces are completely altered and contain significant improvements. As an open space, however, it is proposed that natural characteristics be created in such a space in order to reduce the adverse impacts of the development and activities in the space.

3. Significance. An open space is significant to the entire City or to a major part of it.

The goal of the Open Space Element is to protect the character of Santa Barbara by conserving and providing significant open and natural landforms throughout and around the community.[6]

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5 City of Santa Barbara, *General Plan*, "Open Space Element," Amended 1995, 101.

6 Ibid.

Implementation of the Creek Open Space category involves the establishment of firm policies to preserve major drainages which pass through the City in their natural state. Arroyo Burro and San Roque Creeks, near the project site, are noted as major drainages in the General Plan.[7]

The General Plan notes that acquisition of rights-of-way for trails, while important to the recreation system, is not essential to the protection of these corridors for open space purposes.[8] Additionally, the General Plan notes that special regulations for development adjacent to the major creeks should be enacted to prevent construction in creek open space areas and protect development from known flood hazards. While much of the land adjacent to these creeks is developed, the General Plan also recognizes that most will be redeveloped. New construction should respect the creeks as important community open space.

Consistency Analysis

Proposed Project

The project site currently contains private open space for hotel residents. Under the proposed project, 23,600 square feet of common open landscaped and hardscaped area would be provided for the proposed residential portion of the project. The hotel portion of the proposed project contains a swimming pool recreation area, but no significant amount of landscaped or natural open space. As the proposed project site is currently developed, the proposed project would not convert important existing open space to urban uses, and the proposed project would be substantively consistent with this element.

Applicant's Alternative

The applicant's alternative would replace the hotel use in the proposed project with two office buildings totaling approximately 14,600 square feet. The proposed residential use would remain largely the same, although the amount of open landscaped and hardscaped area provided would increase to 29,300 square feet. The applicant's alternative would be substantively consistent with this element.

3.3 Scenic Highways Element

Currently, the City of Santa Barbara has two state highways included in the eligible Scenic Highway Master Plan: US Highway 101 and State Highway 154.[9] Additionally, highway routes that the City has

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7 City of Santa Barbara, *General Plan*, "Open Space Element," Amended 1995, 101.

8 Ibid, 103.

9 Ibid, "Scenic Highways Element," Amended 1995, 116.

identified that have potential for the state scenic highway program include Cabrillo Boulevard (State Route 225) from 101 to Castillo Street, and Sycamore Canyon Road.

The City of Santa Barbara has the ability to create a City scenic route designation which would protect the appearance of any selected highway corridor or street corridor through adopted land use controls. At the present time, only one City street is considered for this program: Shoreline Drive from Castillo Street to the end of Shoreline Park.[10]

Consistency Analysis

Proposed Project

The majority of the designated and potential state and City scenic routes within the City of Santa Barbara are in the western portion of the City. The nearest scenic or potentially scenic route is State Highway 154, which is located approximately 1 mile west of the proposed project site. Development of the proposed project would have no effect on the scenic qualities of any designated or potential scenic drive, and the proposed project would therefore be consistent with this element.

Applicant's Alternative

The applicant's alternative, as with the proposed project, would have no effect on any scenic drive, and would therefore be consistent with this element.

3.4 Circulation Element

The Circulation Element addresses the requirements of state law, which are to evaluate the transportation needs of the community and to present a comprehensive plan to meet those needs.[11] In addition, the Circulation Element contains measures for the implementation of the comprehensive goal and vision statement, from which all the goals, policies, and implementation strategies of the Circulation Element are derived. Implementation of specific goals are accomplished through a three-phased process of (1) establishing defined benchmarks or objectives, (2) monitoring and measuring policy impacts and results, and (3) developing City-initiated response strategies.

The primary objectives of the Circulation Element considered applicable to the Sandman Inn Redevelopment Project include the following:

- Provide a transportation system that supports the economic vitality of the City.

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10 City of Santa Barbara, *General Plan* , "Scenic Highways Element," Amended 1995, 121.

11 Ibid, "Circulation Element," adopted November1997.

- Strive to achieve equality of convenience and choice among all modes of transportation.
- Review traffic impact standards used at City intersections for consistency with the goals of the Circulation Element and the General Plan.
- Increase walking and other paths of travel.
- Increase access by optimizing parking Citywide.
- Establish a process to include neighborhoods in discussions of the effects of traffic on residential streets.
- Establish a process to include business and non-residential property owners in discussions of the effects of traffic along business corridors.
- Apply land use planning strategies that support the City's mobility goals.
- Coordinate with regional systems and goals.

Consistency Analysis

Traffic and circulation studies have been prepared for the proposed project, which used the City's standards to analyze potential traffic impacts. Mitigation measures, where necessary, are included to ensure that potential traffic impacts are reduced to a less than significant level. With implementation of these measures, the proposed project and applicant's alternative could be considered consistent with the applicable goals of the Transportation Element, as outlined above.

The analyses indicated that the proposed project and applicant's alternative would create no significant project-related or cumulative impacts on State Street or at analyzed intersections or roadways.

3.5 Conservation Element

The purpose of the Conservation Element is to provide a "comprehensive planning program which protects the land and water resources" under the City's jurisdiction. State law directs that a broad range of natural resources be addressed. Because the City of Santa Barbara is an urbanized community, the Conservation Element covers cultural and historical resources, visual resources, air quality, biological resources, drainage and flood control, and water resources, as discussed in the sections that follow.[12]

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12 City of Santa Barbara, *General Plan*, "Conservation Element," amended July 1994.

Cultural Resources

The cultural resources section of the General Plan Conservation Element identifies archaeological (i.e., prehistoric), historical, and architectural resources within the City.[13] Such resources are identified based on criteria provided by the Federal Advisory Council on Historic Preservation:

> *Districts, sites, buildings, structures, and objects of State and local importance that possess integrity of location, design, setting, materials, workmanship, feelings, and association and:*
>
> - *That are associated with events that have made a significant contribution to the broad patterns of our history; or*
> - *That are associated with the lives of persons significant in our past; or,*
> - *That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant distinguishable entity whose components may lack individual distinction; or,*
> - *That have yielded, or may be likely to yield information in history or prehistory.*[14]

The Conservation Element establishes the following goals:[15]

Goals

- Sites of significant archaeological, historic, or architectural resources will be preserved and protected wherever feasible in order that historic and prehistoric resources will be preserved.
- The Hispanic tradition of architecture reflected in the El Pueblo Viejo district of the central City shall be perpetuated.
- Selected structures which are representative of architectural styles of fifty or more years ago (pre-1925) will be preserved wherever feasible.

Consistency Analysis

Proposed Project

The project site is currently developed with a hotel built in the 1950s and does not include architecture of Hispanic tradition. As a developed site, there are no known archaeological or historic resources on the site. Additionally, the City's Urban Historian determined that the existing structures on site are not historically or architecturally significant. The Initial Study conducted for the proposed project concluded

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13 Ibid, 45.

14 City of Santa Barbara, *General Plan*, "Conservation Element," amended July 1994. 6.

15 Ibid, 45 and 46.

that with the mitigation measures impacts to cultural resources would be less than significant. The proposed project would therefore be consistent with this section of the Conservation Element.

Applicant's Alternative

The proposed project site is currently developed with a hotel built in the 1950s and does not include architecture of Hispanic tradition. As a developed site, there are no known archaeological or historic resources on the site. Additionally, the City's Urban Historian determined that the existing structures on site are not historically or architecturally significant. Development of the applicant's alternative, with the mitigation measures would result in less than significant impacts to cultural resources, and would therefore be consistent with this section of the Conservation Element.

Visual Resources

The Visual Resources section of the Conservation Element identifies visual and scenic resources within the City.[16] Visual resources are defined as "those areas possessing aesthetic qualities attributable to natural or structural amenities," and "those places from which scenic areas can be viewed." The Visual Resources section identifies creeks, hillsides, shoreline areas, specimen and street trees, and open space areas as visual resources.

The following goals and policies related to visual resources are identified in the Conservation Element and are considered applicable to the proposed project and applicant's alternative:

Goals

- Protect and enhance the scenic character of the City.
- Maintain the scenic character of the City by preventing unnecessary removal of significant trees and encouraging cultivation of new trees.

Policies

3.0: New development shall not obstruct scenic view corridors, including those of the ocean and lower elevations of the City viewed respectively from the shoreline and upper foothills, and of the upper foothills and mountains viewed respectively from the beach and lower elevations of the City.

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16 City of Santa Barbara, *General Plan*, "Conservation Element," 47-49.

4.0: Trees enhance the general appearance of the City's landscape and should be preserved and protected.

Implementation Strategies

4.1 Mature trees should be integrated into project design rather than removed. The Tree Ordinance should be reviewed to ensure adequate provision for review of protection measures proposed for the preservation of trees in the project design.

4.2 All feasible options should be exhausted prior to the removal of trees.

4.3 Major trees removed as a result of development or other property improvement shall be replaced by specimen trees on a minimum one-for-one basis.

Consistency Analysis

Proposed Project

Development of the proposed project would result in the removal of mature trees and the construction of three-story structures that may obstruct scenic mountain views to the north of the main project site. Removal of all existing trees from the main project site is inconsistent with Visual Resources Policy 4.0 and Implementation Strategies 4.1 and 4.2. The proposed project would provide replacement street trees and new landscaping trees on the main project site, potentially consistent with Implementation Strategy 4.3. Mitigation measures have been identified to ensure the project is consistent with Implementation Strategy 4.3 by requiring replacement specimen trees as part of the landscape plan. Per City policy direction, it is preferred that existing specimen or skyline trees be preserved on site, if feasible. At a minimum, however, the conservation element requires that any major trees removed be replaced by specimen trees. The project as currently designed does not avoid removal of existing trees, and proposed replacement trees would likely be substantially smaller than existing trees based on the information provided in the proposed landscape plan. However, it is feasible to plant trees that will grow to larger, more comparable sizes compared to existing trees on site, if the underground parking garage is designed to accommodate such trees. Mitigation measures have been required to ensure the landscape plan accommodates the relocation of existing skyline trees. It should be noted that provision of large trees, especially if located toward the front of the project site, would impede views of the mountains, when compared to the Proposed Project, although not more so than existing vegetation, The proposed hotel structure would alter views across the proposed project site, and would reduce the visibility of the Santa Ynez Mountains from the intersection of State Street and Hitchcock Way. Other mountain views to the north across the main project site would also be altered, but would be similar to those currently available

due to existing mature vegetation on site that currently impedes mountain views. The development plan for the proposed project has been designed to be generally consistent with the neighborhood compatibility requirements set forth in the City of Santa Barbara's *General Plan*, *Architectural Board of Review Guidelines*, and *Urban Design Guidelines*. The Mediterranean architectural styles of the proposed project structures would be consistent with the character of the Upper State Street area. Therefore, the proposed project is considered potentially consistent with the Visual Resources Policies of the Conservation Element with incorporation of required and recommended mitigation.

Applicant's Alternative

The impacts of the applicant's alternative would be generally similar to those of the proposed project; however, the degree to which mountain views would be altered could be considered slightly reduced when compared to the proposed project. The loss of these trees would be inconsistent with Visual Resources Policy 4.0 and Implementation Strategies 4.1 and 4.2. The applicant's alternative would provide replacement street trees and new landscaping trees on the main project site, potentially consistent with Implementation Strategy 4.3. Mitigation measures have been identified to ensure the project is consistent with Implementation Strategy 4.3 by requiring replacement specimen trees as part of the landscape plan. Per City policy direction, it is preferred that existing specimen or skyline trees be preserved on site, if feasible. At a minimum, however, the conservation element requires that any major trees removed be replaced by specimen trees. The applicant's alternative, as currently designed, does not avoid removal of existing trees, and proposed replacement trees would likely be substantially smaller than existing trees based on the information provided in the proposed landscape plan. However, it is feasible to plant trees that will grow to larger, more comparable sizes compared to existing trees on site, if the underground parking garage is designed to accommodate such trees. Mitigation measures have been required to ensure the landscape plan accommodates the relocation of existing skyline trees. It should be noted that provision of large trees, especially if located toward the front of the project site, would impede views of the mountains, when compared to the applicant's alternative, although not more so than existing vegetation. Therefore, the applicant's alternative is considered potentially consistent with the Visual Resources Policies of the Conservation Element with incorporation of required and recommended mitigation.

Air Quality

The Air Quality section of the Conservation Element addresses factors affecting air quality, jurisdiction, standards, pollutants, local air quality, the relationship between air quality and vehicle use, and strategies to improve air quality.[17]

The following goal related to air quality resources is identified in the Conservation Element and is considered applicable to the proposed project and the applicant's alternative:

- Maintain air quality above Federal and State Ambient air quality standards

Consistency Analysis

Proposed Project

The proposed project would require the demolition of existing structures within the project site and the construction of new commercial and residential uses. Air quality impacts could potentially occur during the demolition and construction of the proposed project, but were judged to be less than significant after the completion of the construction phase. Identified mitigation measures would reduce construction-related air quality impacts to a less than significant level. The proposed project would therefore be consistent with the General Plan policies related to air quality.

Applicant's Alternative

Air quality impacts related to the applicant's alternative would be similar to those of the proposed project. Air quality impacts could potentially occur during demolition and construction but would be less than significant after the completion of the construction phase. Identified mitigation measures would reduce construction-related air quality impacts to a less than significant level. The applicant's alternative would therefore be consistent with the General Plan policies related to air quality.

Biological Resources

The Biological Resources section of the Conservation Element focuses on concerns raised by the "conflict between urban use and ecosystem preservation," including urban encroachment on ecologically sensitive resources and degradation of resources.[18] The section broadly addresses native terrestrial resources, estuarian and marine resources, intertidal and nearshore habitats, fisheries, the Goleta Slough, agricultural resources, and other urban biotic resources.

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17 City of Santa Barbara, *General Plan*, "Conservation Element," amended July 1994.

18 City of Santa Barbara, *General Plan*, "Conservation Element," amended July 1994.

The following biological resource goal is contained in the Conservation Element and is considered applicable to the proposed project and applicant's alternative:

- Enhance and preserve the City's critical ecological resources in order to provide a high-quality environment necessary to sustain the City's ecosystem.

Consistency Analysis

Proposed Project

The proposed project site does not contain, nor is it adjacent to, any sensitive biological resources. The City's Initial Study for the proposed project concluded that no impacts to biological resources would occur as a result of the proposed project. The proposed project would therefore be consistent with the General Plan policies related to biological resources.

Applicant's Alternative

Impacts to biological resources resulting from the applicant's alternative would be similar to those of the proposed project. The applicant's alternative would therefore be consistent with the General Plan policies related to biological resources.

Drainage and Flood Control

The Drainage and Flood Control section of the Conservation Element broadly describes the character of the flood hazards that exist in the City. Major creeks and other flood hazards are outlined therein.[19]

The Conservation Element contains a number of goals and policies pertaining to water resources.[20] These include:

Goals

- Ensure that human habitation of the City's floodplains does not adversely affect public health, safety, and welfare.
- Encourage recreation, conservation and open space uses in floodplains.
- Provide Federal Flood Insurance for structures already built within flood hazard zones.

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19 City of Santa Barbara, *General Plan*, "Conservation Element," amended July 1994.

20 Ibid, 57.

Consistency Analysis

Proposed Project

The proposed project site is not located in a 100-year floodplain, and the City's Initial Study for the proposed project concluded that impacts related to drainage and flood control would be less than significant with identified mitigation measures. The proposed project would therefore be consistent with City policies related to drainage and flood control.

Applicant's Alternative

Impacts of the applicant's alternative to drainage and flood control would be similar to those of the proposed project. The applicant's alternative would therefore be consistent with City policies related to drainage and flood control.

Water Resources

The Water Resources section of the Conservation Element addresses both the physical water delivery infrastructure as well as water supply issues.[21] The section covers supply-demand relationships and water quality.

The following goal and policy related to water resources is identified in the Conservation Element and is considered applicable to the proposed project and applicant's alternative.

Goal

- To maintain existing and protect future potential water resources of the City of Santa Barbara.

Policy

2.0: Develop plans for implementation of water conservation regulations.

Consistency Analysis

Proposed Project

The proposed project is consistent with the above goal and policy as it incorporates water conservation features and devices into project design in order to minimize future increases in water demand. The City's Initial Study for the proposed project concluded that impacts related to water resources would be

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21 City of Santa Barbara, *General Plan*, "Conservation Element," amended July 1994. 57.

less than significant. The proposed project would therefore be consistent with the General Plan policies related to water resources.

Applicant's Alternative

The applicant's alternative is consistent with the above goal and policy as it incorporates water conservation features and devices into project design in order to minimize future increases in water demand. Impacts of the applicant's alternative to water resources would be similar to those of the proposed project. The applicant's alternative would therefore be consistent with City policies related to water resources.

3.6 Housing Element

The 2004 Housing Element includes an inventory of available housing; an assessment of housing needs based on local and regional population and employment trends; and identification of goals, objectives, and policies used to create a housing program for the City.[22] The City's Housing Element is based on housing unit construction goals set by State Department of Housing and Community Development and allocated to cities by regional planning agencies such as the Santa Barbara County Association of Governments (SBCAG).

Local jurisdictions are required by state law to plan for their fair share of projected housing construction needs in their region, as defined in the Regional Housing Needs Assessment (RHNA) prepared by the SBCAG.[23] The City of Santa Barbara's fair share for the years 2007–2014 has been established by SBCAG at 4,388 units. The RHNA target number is broken down into four income categories: Very Low Income, Low Income, Moderate Income, and Above Moderate Income. The state requires all local jurisdictions to demonstrate the ability to accommodate, or plan for, the RHNA allocation.

Goals, policies, and implementation strategies of the City's Housing Element applicable to the project are provided **in Table 2, Consistency Analysis of Applicable Housing Element Goals, Policies and Implementation Strategies**.[24]

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22 City of Santa Barbara, *General Plan*, "Housing Element," adopted February 2004.

23 Santa Barbara County Association of Governments, *Final Regional Housing Needs Assessment*, June 19, 008.

24 City of Santa Barbara, *General Plan*, "Housing Element," adopted February 2004.

Consistency Analysis

Proposed Project

The proposed project, as provided in the residential condominium portion, would add 73 units, including 11 "affordable" units to the City's housing stock. The proposed hotel would not create new employment opportunities, since an existing hotel use of similar intensity would be replaced by the proposed project. Therefore, the proposed project would not be expected to generate a significant increase in housing demand within the City. The City's Initial Study for the proposed project concluded that impacts related to housing and population would be less than significant. The proposed project would therefore be consistent with the General Plan policies related to housing. Refer to **Table 2** for analysis of individual Housing Element Goals, Policies, and Implementation Strategies.

Applicant's Alternative

The applicant's alternative, as provided in the residential condominium portion, would add 73 units, including 11 "affordable" units to the City's housing stock.

Table 2
Consistency Analysis of Applicable Housing Element Goals, Policies, and Implementation Strategies

Goal, Policy, Implementation Measure	Proposed Project Analysis	Consistency Determination	Applicant's Alternative Analysis	Consistency Determination
Goal 3: Neighborhood Compatibility and Improvement - Protect existing neighborhood character while encouraging compatible infill development.				
Policy 3.3: New development in or adjacent to existing residential neighborhoods must be compatible in terms of scale, size, and design with the prevailing character of the established neighborhood.	The project is located in the Upper State Street area of the City is primarily in residential use (44 percent). Zoning in the Upper State Street area provides for low-density residential use with commercial, office, and hotel uses indicated for much of the State Street frontage and La Cumbre–State Street area. The main project site is in the North State neighborhood. This neighborhood is an intensively developed commercial strip containing a scattering of multiple-family residential development. Mobile home parks are also located on the periphery. Beyond the main project site to the north is the San Roque neighborhood which is virtually fully developed with single-family homes and located immediately south of the San Roque neighborhood. The proposed project includes both hotel and residential condominium uses, which are consistent and compatible with existing surrounding uses. The project includes two- and three-story buildings located throughout the main project site. The architectural style proposed is Mediterranean. Proposed development would be generally compatible with surrounding development in terms of height and design with the surrounding neighborhood. The scale and size of the proposed structures would be generally consistent with surrounding development, which includes a number of large commercial buildings.	Potentially Consistent	The project is located in the Upper State Street area of the City, which is primarily in residential use (44 percent). Zoning in the Upper State Street area provides for low-density residential use with commercial, office, and hotel uses indicated for much of the State Street frontage and La Cumbre–State Street area. The main project site in the North State neighborhood. This neighborhood is an intensively developed commercial strip containing a scattering of multiple-family residential development. Mobile home parks are also located on the periphery. Beyond the main project site to the north in the San Roque neighborhood, which is virtually fully developed with single-family homes and located immediately south of the San Roque neighborhood. The applicant's alternative includes both office and residential condominium uses, which are consistent and compatible with existing surrounding uses. The project includes two- and three-story buildings located throughout the main project site. The architectural style proposed is Mediterranean. Proposed development would be generally compatible with surrounding development in terms of height and design with the surrounding neighborhood. The scale and size of the proposed structures would be generally consistent with surrounding development, which includes several commercial office buildings.	Potentially Consistent
Implementation Strategy 3.3.3: Consider allowing increased densities along transit and transportation corridors.	The main project site is located along a main transportation corridor. The project includes 10 units above the maximum allowed density (63 units) for the residential portion of the project.	Potentially Consistent	Same as proposed project.	Potentially Consistent
Goal 4: New Housing Development - Through the public and private sector, assist in the production of new housing opportunities which vary sufficiently in type and affordability to meet the needs of all economic and social groups, with special emphasis on housing that meets the needs of very low, low, and moderate income and special needs households.				
Policy 4.1: Pursue all opportunities to construct new housing units that are affordable to low- and moderate-income owners and renters.	N/A – direction to City.	N/A	Same as proposed project	N/A

Goal, Policy, Implementation Measure	Proposed Project Analysis	Consistency Determination	Applicant's Alternative Analysis	Consistency Determination
Implementation Strategies				
4.1.2 Continue to provide bonus density units above levels required by State law, to be reviewed on a case-by-case basis.	N/A – direction to City; however, the project does include two bonus density units (middle-income) above and beyond those required by ordinance.	N/A	Same as proposed project.	N/A
4.1.5 Encourage the construction of three bedroom and larger rental and ownership units for low- and moderate-income families.	The proposed project includes 73 units. The mix of units includes one-bedroom, two-bedroom, and three-bedroom affordable-by-control units, as follows: 22 one-bedroom units ranging from 829 to 1,178 square feet, 14 two-bedroom units ranging from 1,166 to 1,251 square feet, and 37 three-bedroom units ranging from 1,448 to 1,531 square feet. Five of the three-bedroom units would be available for middle-income homebuyers.	Potentially Consistent	The proposed project includes 73 units. The mix of units includes one-bedroom, two-bedroom, and three-bedroom units as follows: 18 one-bedroom units ranging from 829 to 903 square feet, 14 two-bedroom units ranging from 1,166 to 1,244 square feet; and 41 three-bedroom units ranging from 1,448 to 1,531 square feet. Seven of the three-bedroom units would be available for middle-income homebuyers.	Potentially Consistent
4.1.10 Support the development of infill residential projects in the City.	The proposed project is an infill residential project.	Potentially Consistent	The applicant's alternative is an infill residential project.	Potentially Consistent
Policy 4.3: Given limited remaining land resources, the City shall concentrate efforts to develop housing on vacant infill sites and redevelopment of opportunity sites in commercials and residential zones with priority for commercial and mixed-use development.	The project site is currently developed (Sandman Inn) and is considered under-utilized. The proposed project would redevelop the site and provide 73 residential condominiums and a 106-room hotel.	Potentially Consistent	The project site is currently developed (Sandman Inn) and is considered under-utilized. The applicant's alternative would redevelop the site and provide 73 residential condominiums and 14,254 square feet of office space.	Potentially Consistent
Implementation Strategies				
4.3.1 Continue to offer and encourage early staff predevelopment consultations for opportunity sites and mixed use projects.	The project applicant has participated in discussions with staff for over five years.	Potentially Consistent	Same as proposed project.	Potentially Consistent
Policy 4.4: Ensure that new market-rate residential development is consistent with City housing goals.	The proposed project includes 73 residential condominium units, with 11 being offered at affordable rates; the remaining units would be offered as market rate units. Unit size would be consistent wit City goals and policies, as the units are relatively modest in size.	Potentially Consistent	The proposed project includes 73 residential condominium units, with 11 being offered at affordable rates; the remaining units would be offered as market rate units. Unit size would be consistent wit City goals and policies, as the units are relatively modest in size.	Potentially Consistent
Implementation Strategies				
4.4.1 Review and evaluate development standards in the R-3/ R-4 zone. These standards also apply to residential development in commercial zones. Issues to consider include: • Reducing the minimum unit size in R-3 / R-4 and commercial zones to 300 s.f.	N/A – direction to City.	N/A	Same as proposed project.	N/A
4.4.4 Continue to identify and pursue new strategies to encourage the development of mixed-use projects.	N/A – direction to City; however, the proposed project includes both commercial (hotel) and residential uses (73 residential condominiums).	N/A	N/A – direction to City; however, the applicant's alternative includes both commercial (office) and residential uses (73 residential condominiums).	N/A
4.4.5 Continue to assist in the development of mixed use projects through such methods as, but not limited to: • Land use policies, and • Modified development standards.	The proposed project includes both commercial (hotel) and residential uses (73 residential condominiums), although the uses would be contained on separate lots.	Potentially Consistent	The applicant's alternative includes both commercial (office) and residential uses (73 residential condominiums), although the uses would be contained on separate lots.	Potentially Consistent
4.4.6 Allow residential parking in public parking lots for mixed-use development after ensuring that there is adequate capacity to serve existing uses.	N/A – direction to City.	N/A	Same as proposed project.	N/A

Goal, Policy, Implementation Measure	Proposed Project Analysis	Consistency Determination	Applicant's Alternative Analysis	Consistency Determination
Policy 4.6: Encourage resource conservation measures in new and rehabilitated residential developments and mixed use projects.	The project site is currently developed (Sandman Inn). The proposed project includes both commercial (hotel) and residential uses (73 residential condominiums). The proposed project includes Smart Growth principals.	Potentially Consistent	The project site is currently developed (Sandman Inn). The applicant's alternative includes both commercial (office) and residential uses (73 residential condominiums). The applicant's alternative includes Smart Growth principals.	Potentially Consistent
Implementation Strategies				
4.6.1 The Community Development Department shall encourage the use of green building materials and development standards in the plan check and building permit process by developing a Green Building Program.	The applicant provided information on smart-growth principals included within the Sandman Inn Redevelopment Project. These are provided in **Table 10.0-3, Smart Growth Principles within the Sandman Inn Redevelopment & Townhome Project**. The proposed project was preliminarily evaluated using the Commercial Self-Certification Checklist, established by Built Green Santa Barbara. The preliminary evaluation utilized information available from the site plans and included only the site selection and development criteria from the checklist. As a result of the evaluation, the preliminary site ratings are provided in **Table 10.0-4, Preliminary Green Santa Barbara Checklist Considerations – Sandman Inn Redevelopment Project, Site Selection and Development**. Based on the preliminary rating, the proposed project would score 69. Therefore, the project would rate at the 1-Star Level on the Built Green Santa Barbara Checklist.	Potentially Consistent	Same as proposed project; however, the applicant's alternative would score 66 rather than 69.	Potentially Consistent
4.6.6 Establish minimum energy efficiency requirements. Offer incentives for projects that exceed the minimum standard.	See analysis for **Implementation Strategy 4.6.1**.	Potentially Consistent	See analysis for **Implementation Strategy 4.6.1**.	Potentially Consistent
4.6.9 Pursue all feasible opportunities to reduce, reuse, and recycle building and construction materials.	See analysis for **Implementation Strategy 4.6.1**.	Potentially Consistent	See analysis for **Implementation Strategy 4.6.1**.	Potentially Consistent
Policy 4.8: Given that the expiration of the City's commercial growth restriction will require a General Plan Update prior to 2010, begin to identify new housing strategies that should be considered in that process.	N/A – direction to City.	N/A	Same as proposed project.	N/A
Implementation Strategies				
Goal 5: Reduce Government Constraints				
Where appropriate and legally possible, reduce or remove governmental constraints to the maintenance, improvement, and development of housing.				
Policy 5.2: Implement changes to development standards to be more flexible for housing projects, especially rental or affordable housing projects, where appropriate.	N/A – direction to City. The proposed project includes 73 residential condominium units with 11 being offered at affordable rates; the remaining units would be offered as market rate units. No modifications to required development standards are proposed or required for the project.	N/A	Same as proposed project.	N/A

Goal, Policy, Implementation Measure	Proposed Project Analysis	Consistency Determination	Applicant's Alternative Analysis	Consistency Determination
Implementation Strategies				
5.2.1 Consider incremental changes to the Zoning Ordinance parking requirements such as: • Allowing tandem parking, and • Providing more flexibility for constrained sites (e.g., allowing for more than one maneuver, use of car stacking devices or other space saving measures).	The hotel would provide for 111 parking spaces (110 parking spaces within the parking structure, plus 1 at grade); 17 additional spaces to be shared with the proposed residential condominiums will be provided at grade (5 on the hotel parcel and 12 on the condominium parcel). The residential condominiums would be constructed above an underground parking garage containing 163 parking spaces. The residential condominiums would include tandem parking (40 spaces are in a tandem configuration), and some of the parking spaces may require more than one turning maneuver.	Potentially Consistent	Office parking would be provided on the north side of the buildings within a surface parking lot (52 spaces), on the entry driveway (9 spaces), and within the residential underground parking area (5 spaces), for a total of 66 spaces. Nine at-grade shared parking spaces would be provided along the entry driveway. The residential condominiums would be constructed above an underground parking garage containing 164 residential parking spaces. The residential condominiums would include tandem parking (24 spaces are in a tandem configuration), and some of the parking spaces may require more than one turning maneuver.	Potentially Consistent

Source: City of Santa Barbara, General Plan, Housing Element, February 2004.

Given the small size of the proposed commercial use, it would not be expected to generate a significant increase in housing demand within the City. Overall, impacts related to housing would be similar to those of the proposed project, which was concluded in the City's Initial Study to have less than significant impacts related to housing and population. The applicant's alternative would therefore be consistent with the General Plan policies related to housing. Refer to **Table 2** for analysis of individual Housing Element Goals, Policies, and Implementation Strategies.

3.7 Noise Element

The purpose of the Noise Element of the General Plan is to limit the exposure of the community to excess noise.[25] It addresses major mobile and stationary noise sources; existing and projected levels of noise and contours of major noise sources; existing and projected land uses and the locational relationship to existing and projected noise sources; existing and proposed sensitive receptors; the extent of noise problems in the community; methods of noise attenuation and protection of sensitive receptors; and implementation measures and possible solutions to address existing and foreseeable noise problems.

The following goal related to noise is identified in the Noise Element and is considered applicable to the proposed project and applicant's alternative:

> *To ensure that the City of Santa Barbara is free from excessive noise and abusive sounds, such that: a) sufficient information concerning the City noise environment is provided for land use planning, b) strategies are developed for abatement of excessive noise levels, and c) existing low noise levels are maintained and protected.*
>
> *In defining this goal, primary emphasis should be placed on protecting the general public from noise levels which may be hazardous to hearing. Second in importance is the minimization of noise induced stress, annoyance, and activity interference.*

Consistency Analysis

Proposed Project

Along State Street, noise levels range from 65 to 70 A-weighted decibels (dB(A)) day/night average noise level (L_{dn}). The City's Noise Element identifies normally acceptable maximum noise levels for various uses, and requires that projects be sited so as to avoid subjecting persons to noise levels in excess of those maximums. For hotels, normally acceptable noise levels are 70 dB(A) for exterior areas and 45 dB(A) for interior areas. For residential uses, normally acceptable noise levels are 60 dB(A) for exterior areas and 45 dB(A) for interior areas.

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25 City of Santa Barbara, *General Plan*, "Noise Element," amended November 1983.

The City's Initial Study for the proposed project concluded that impacts related to noise would be less than significant with implementation of mitigation measures to address short- and long-term noise impacts. Mitigation measures would address potentially significant temporary construction noise impacts to adjacent residents, and potentially significant long-term noise impacts associated with interior noise levels for future hotels guests and residents of the units located adjacent to State Street. Because mitigation measures can reduce potential noise levels to within the Noise Element guidelines, the proposed project would be consistent with the General Plan policies related to noise.

Applicant's Alternative

For office uses, normally acceptable noise levels are 75 dB(A) for exterior areas and 50 dB(A) for interior areas. For residential uses, normally acceptable noise levels are 60 dB(A) for exterior areas and 45 dB(A) for interior areas.

Given existing noise levels in the area, the office use would be consistent with Noise Element guidelines. Interior noise levels associated with the residential component of the applicant's alternative would be similar to, and less than those of the proposed project because there would be no unit adjacent to the parking garage driveway and the units would be set back farther from State Street, which is the primary source of ambient noise. The applicant's alternative does include an open space area adjacent to State Street. This area would be subject to noise levels in excess of 60 dB(A), which is the "normally acceptable" level of outdoor areas associated with residential uses. Because the open space area is not a required outdoor area (in addition to this area, the applicant's alternative provides the zoning ordinance-required private and common outdoor open space areas, and these areas comply with the 60 dB(A) maximum), the City's policy is to allow noise levels to be higher than 60 dB(A). For residential uses, City policy is to consider the maximum allowable outdoor noise level to be 70 dB(A) for non-required (bonus) outdoor spaces, which is within the 60-to-75-dB(A) guideline for "normally unacceptable" noise levels. The measured noise levels at this portion of the site are between 60 and 70 dB(A). In the Noise Element, related to residential outdoor areas, the "normally unacceptable" category means barriers must be erected between the site and prominent noise sources to make the outdoor environment tolerable. It should be noted that a 6-foot-tall wall is proposed to enclose the open space area, which will likely reduce noise levels to within normally acceptable levels. The applicant's alternative would therefore be consistent with City policies related to noise.

3.8 Seismic Safety-Safety Element

The Seismic Safety-Safety Element is concerned with seismic and geologic hazards and public-safety-related hazards such as fire, flood, seacliff retreat, and dam safety.[26] The element broadly identifies seismic safety hazards and strategies for the reduction of potential hazards through land use planning and other mitigations. The goals of the Seismic Safety-Safety Element provide a link between the identified problems and issues and the policies and implementation measures. They provide basic guidelines for City decisions related to natural hazards and assets as they affect land use planning and development standards.

The following goals related to seismic safety are identified in the Seismic Safety-Safety Element and are considered applicable to the proposed project and applicant's alternative.

- To protect life, property, and public well being from seismic and other geologic hazards.
- To reduce or avoid adverse economic, social, and environmental impacts caused by geologic conditions.

Consistency Analysis

Proposed Project

The City's Initial Study for the proposed project concluded that impacts related to seismic and geologic hazards and public-safety-related hazards would be less than significant. The proposed project would therefore be consistent with the General Plan policies related to seismic safety.

Applicant's Alternative

Impacts of the applicant's alternative related to seismic and geologic hazards and public-safety-related hazards would be similar to those of the proposed project. The applicant's alternative would therefore be consistent with City policies related to seismic safety.

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26 City of Santa Barbara, *General Plan*,, "Seismic-Safety/Safety Element," adopted August 1979.

4.0 CITY OF SANTA BARBARA MUNICIPAL CODE

4.1 Zoning Regulations

The City's Municipal Code contains the Zoning Ordinance, which defines the zoning designations that apply to the project site as follows:[27]

C-P: **Restricted Commercial Zone**.[28] The intent of this zoning designation is to preserve a desirable environment and to protect adjacent residential uses in terms of light, air, and existing visual amenities. The Zoning Ordinance enumerates specific types of commercial uses that are permitted in this zone, such as restaurants, banks, grocery stores, and bookstores. Uses permitted in zones R-4, R-O, and C-O zones are also permitted under this designation.

R-3: **Limited Multiple-Family Zone**.[29] This is a restricted residential district intended for high-density multifamily residential uses. The setback requirements and height restrictions for zone R-4 apply to this designation.

R-4: **Hotel-Motel-Multiple Residence Zone**.[30] This is a hotel-motel multiple residence district in which the principal use of land is intended to be for multiple housing, but hotels and related uses are permitted. Uses permitted in the R-3 zone are also permitted under this designation.

S-D-2: **Special District Zone**.[31] This zoning designation applies to the Upper State Street area, and provides traffic-related restrictions to development. Specifically, drive-through commercial facilities such as fast food restaurants and banks are prohibited in this area. Building heights are restricted and increased front setbacks are required.

Table 3, Summary of Existing Zoning Requirements, provides a summary of the zoning standards established for projects within each of the project site's zoning designations.

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27 City of Santa Barbara, *Municipal Code*, Title 8, Zoning Ordinance, adopted November 17, 2008.

28 Ibid, Chapter 28.54, C-P Restricted Commercial Zone, adopted November 17, 2008.

29 Ibid, Chapter 28.21, R-3 Limited Multiple-Family Residence Zone and Hotel-Motel-Multiple-Residence Zone, adopted November 17, 2008.

30 Ibid, Chapter 28.21, R-3 Limited Multiple-Family Residence Zone and Hotel-Motel-Multiple-Residence Zone.

31 Ibid, Chapter 28.45.008, S-D-2 Zone Designation.

Consistency Analysis

Setbacks

Both the proposed project and applicant's alternative meet or exceed the setback requirements of the respective zone designations. In addition, both grant an additional 4 feet of right-of-way for pedestrian use, which is a public benefit. As noted in the Initial Study, that grant of an additional 4 feet across the entire 372 foot width of the property results in a grant of nearly 1,500 square feet of right-of-way, the vast bulk of which would benefit pedestrians other than those generated by the project. Therefore, the project (either the proposed project or the applicant's alternative) is consistent with the setback requirements of the applicable zone districts.

Height

The maximum height permitted in the S-D-2 zone is 45 feet and three stories. The maximum height of the proposed project is 44 feet, 6 inches, contained within three stories. The maximum height of the applicant's alternative is 31 feet, contained within three stories. The residential portion of both projects also complies with the height limitations of the solar access ordinance. Both projects also comply with the requirement that the total floor area be no more than that which could be constructed within of a code-compliant two-story building. Therefore, the project (either the proposed project or the applicant's alternative) is consistent with the height limitations of the applicable zone districts.

Residential Density

The portion of the main project site proposed for residential development is 3.24 acres under the proposed project or 3.52 acres under the applicant's alternative. A portion of the acreage is zoned CP (3.2 acres) and the remainder is zoned R-3 or R-4. Density for the portion of the property zoned CP is one unit per 3,500 square feet. The R-3 and R-4 zones allow for variable density, wherein more units than permitted under strict density calculations can be built if the number of bedrooms in the dwelling unit is limited[32] (the fact that a lot may be subject to an overlay zone, including, but not limited to, the S-D-2 Overlay Zones, does not prohibit the application of variable density if variable density is otherwise allowed in the base zoning of the lot). Refer to **Table 3, Summary of Existing Zoning Requirements,** for information on allowed density.

The allowed project density is 63 units (utilizing a unit mix for the variable density portion of the project). The project (either the proposed project or the applicant's alternative) proposes 62 market-rate units and

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[32] City of Santa Barbara, Municipal Code, Chapter 28.21.080, Lot Are and frontage Requirements, adopted November 17, 2008.

11 middle-income affordable units. The City's Inclusionary Housing Ordinance (SBMC Section 28.43.030) requires that 15 percent of the total units must be "Inclusionary Units" restricted for owner-occupancy by Middle Income or Upper-Middle-Income Households. The required inclusionary units may exceed the project's base density allowance. For the Sandman project, 9 inclusionary units are required based on the proposed 62-market-rate-unit project; therefore, a total of 71 units (62 market-rate units and 9 inclusionary units) would be required. The applicant is proposing to provide 73 units (62 market-rate and 11 inclusionary). As such, the project requires a lot area modification for 1 bonus density unit (1 of the 2 inclusionary units above and beyond the 9 required by ordinance).

The project is requesting a modification to exceed the density allowed by ordinance so as to provide one additional middle-income affordable unit. In order to approve a lot area modification request, the Planning Commission must find that the modification is consistent with the purposes and intent of the Zoning Ordinance, and is necessary to construct a housing development which is affordable to very low-, low-, moderate- or middle-income households. The City has identified the middle-income group as an important sector of the community, and one that is not served by the City's official Affordable Housing Programs, yet is struggling to own homes in the current Santa Barbara market place. Creating home ownership opportunities for Middle-Income and Upper-Middle-Income households is an important goal of the City, as outlined in the purpose and intent section of the Inclusionary Housing Ordinance:

1. To encourage the development and availability of housing affordable to a broad range of households with varying income levels within the City;

2. To promote the City's goal to add affordable housing units to the City's housing stock;

3. To increase the availability of housing opportunities for Middle Income and Upper-Middle income households within the City limits in order to protect the economic diversity of the City's housing stock, reduce traffic, commuting and related air quality impacts, and reduce the demands placed on transportation infrastructure in the region; and

4. To implement policies of the Housing Element of the General Plan which include: a. adopting an inclusionary housing program to meet the housing needs of those not currently served by City Housing and Redevelopment Agency programs; and b. encouraging the development of housing for first time home buyers, including moderate and Middle income households.

Therefore, the project (either the proposed project or the applicant's alternative) can be found potentially consistent with the density provisions of the Municipal Code.

Outdoor Living Space

The project (either the proposed project or the applicant's alternative) provides private, open, and common outdoor living space in accordance with the requirements of the R-3/R-4 Zone. Therefore, the

project (either the proposed project or the applicant's alternative) can be found consistent with the outdoor living space requirements of the Municipal Code.

Parking

The residential garage plan for the proposed project has several operational issues and if spaces are excluded for not being compliant with City standards then the plan, as presented, would not meet code requirements for parking relative to parking stall assignment (SBMC Section 28.90.100.G.3.e), but could still meet the numerical requirement (SBMC Section 28.90.100).[33] This could be addressed by redesigning and/or reassigning the project's parking facilities.

The residential garage plan for the applicant's alternative has several operational issues and if spaces are excluded for not being compliant with City standards then the plan, as presented, would not meet code requirements for parking relative to parking stall assignment (SBMC Section 28.90.100.G.3.e), but could still meet the total numerical requirements (SBMC Section 28.90.100) for number of spaces. This could be addressed by redesigning and/or reassigning the project's parking facilities.

The applicant's alternative provides a better parking layout and circulation pattern than the proposed project, but also has some spaces that do not meet the current City parking code and the plan would be deficient unless a waiver for the spaces was granted or the project's residential parking is modified.

Large Building Approval

Prior to the permitting and construction of any building or structure of 10,000 square feet or more of total floor area within the C-P Zone, a development plan shall be submitted for approval by the Planning Commission.[34]

The Planning Commission may limit the allowed uses and the permissible building height for buildings and structures, and may impose additional setbacks requirements, where deemed necessary in order to secure an appropriate development or to mitigate adverse impacts upon neighboring residential uses. The Planning Commission, or City Council on appeal, shall make the following findings and impose conditions necessary to secure and perpetuate the basis for such findings, in order to approve a Development Plan:

1. The proposed development is consistent with the General Plan and the principles of sound community planning;

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33 City of Santa Barbara, *Municipal Code*, Title 28, Zoning Ordinance, Chapter 28.90.000, Parking Requirements.

34 Ibid, Chapter 28.54.120, Development Plan Approval for Larger Buildings and Structures.

2. The total area of the site and the setbacks of all facilities from the property and street lines are of sufficient magnitude in view of the character of the land and of the proposed development that major detrimental impact on surrounding properties is avoided to the greatest extent possible;

3. The design and operation of the project and its components, including outdoor lighting and noise-generating equipment, will not be a nuisance to the use of property in the area, particularly residential use;

4. Adequate access and off-street parking is provided in a manner and amount so that the demands of the development are met without altering the character of the public streets in the area; and

5. The appearance of the developed site in terms of the arrangement, height, size, bulk, scale and architectural style of the buildings, location of the parking areas, landscaping, and other features is compatible with the character of the area and of the City.

The project area is comprised of two legal parcels which total 199,512 square feet (4.58 acres). Two separate uses are proposed for this project, the demolition and redevelopment of the existing hotel use from 113-rooms to 106-rooms, and the construction of 73 condominium units.

The proposed project and applicant's alternative are both potentially consistent with the General Plan (see **Section 3.0**). The total area of the site and the setbacks of all facilities from the property and street lines are of sufficient magnitude in view of the character of the Upper State neighborhood. As shown in the Initial Study, the design and operation of the project and its components, including outdoor lighting and noise-generating equipment, will not be a nuisance to the use of property in the area. Both the proposed project and applicant's alternative provide access and adequate off-street parking. Finally, the appearance of the developed site in terms of the arrangement, height, size, bulk, scale and architectural style of the buildings, location of the parking areas, landscaping, and other features is compatible with the character of the area.

4.2 Transfer of Existing Development Rights

The City Zoning Ordinance provides for a transfer of existing development rights (TEDR) under certain circumstances.[35] The purpose of the development rights transfer is to ensure a strong economy by providing a voluntary mechanism that would allow the transfer of existing nonresidential development rights from certain properties to certain other properties within the City, thereby encouraging economic vitality to

- encourage new development, but not new floor area, in a manner consistent with Charter Section 1508;

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[35] City of Santa Barbara, *Municipal Code*, Title 28, Zoning Ordinance,, Chapter 28.95, Transfer of Existing Development Rights.

- promote the efficient use of under used space, and creative reuse of existing buildings;
- encourage uses compatible with surrounding areas;
- provide flexibility and opportunities for redirecting growth within the growth cap;
- encourage the development of a balanced community with economic diversity;
- stimulate revitalization of existing commercial areas of the City;
- accommodate large scale development that is consistent with Charter Section 1508; and
- encourage the construction of housing.

The TEDR ordinance allows the transfer of approved, demolished, or converted (from non-residential to residential) square footage from a sending site to a receiving site. Existing development rights may be transferred by sale, exchange, gift or other approved legal means.

No transfer or receipt of existing development rights shall be valid or effective unless the transfer and receipt, and development plans for both the sending site(s) and receiving site(s), comply with all requirements of the Municipal Code and have been reviewed and approved by the Planning Commission, or City Council on appeal, and all applicable conditions to the transfer have been satisfied.

The Planning Commission, or the City Council on appeal, shall review each application for a TEDR and shall not approve any such transfer unless it finds that:

A. The proposed development plans for both the sending and receiving sites are consistent with the goals and objectives of the *General Plan* of the City of Santa Barbara and the Municipal Code;

B. The proposed developments will not be detrimental to the site(s), neighborhood or surrounding areas;

C. The floor area of proposed nonresidential development on the receiving site does not exceed the sum of the amount of existing development rights transferred when added to the amount of existing development rights on the receiving site, and does not exceed the maximum development allowed by the applicable zoning of the receiving site;

D. Each of the proposed nonresidential developments on the respective sending site(s) and receiving site(s) will meet all standards for review as set forth in Section 28.87.300.E of the *Municipal Code* and all provisions of this Chapter, and will comply with any additional specific conditions for a transfer approval; and

E. Development remaining, or to be built, on a sending site is appropriate in size, scale, use, and configuration for the neighborhood and is beneficial to the community.

Table 3
Summary of Existing Zoning Requirements

Requirement/Standard	C-P Zone	R-3 Zone	R-4 Zone	S-D-2 Zone
General Purpose	The zone strives to provide a desirable living environment by preserving and protecting surrounding residential land uses in terms of light, air, and existing visual amenities.	This is a restricted residential district of high density in which the principal use of land is for multiple-family dwellings, together with recreational, religious, and educational facilities required to serve the community. The regulations for this district are designed and intended to establish, maintain, and protect the essential characteristics of the district, to develop and sustain a suitable environment for family life and to prohibit activities of a commercial nature and those which would tend to be inharmonious with or injurious to the preservation of a residential environment.	This is a hotel-motel multiple residence district in which the principal use of land is intended to be for multiple housing, together with recreational, religious, and educational facilities required to serve the community. The provisions of this ordinance are intended to provide a pleasant and healthful environment by establishing provisions for usable open spaces. It is the intent of this district to allow hotels and similar establishments, including related recreational, conference center, and other auxiliary uses primarily for use by hotel guests, while protecting the existing housing stock, and to preserve the residential character of those neighborhoods which are still primarily residential. In addition, the preservation of buildings of architectural and/or historical significance shall be encouraged. A conversion permit will be required in order to convert existing dwelling units for the purpose of providing hotel or similar uses. Regulations for this district are designed to control activities of a retail-commercial nature and those which would tend to be inharmonious with housing. Restaurants intended to serve the visitors using the established hotels and motels in the immediate vicinity are permitted subject to approval of a conditional use permit.	It is the purpose of the S-D-2 Zone to impose certain traffic related restrictions greater than those provided in the base zones in which lots in the "Upper State Street Area" are classified. State Street is the only major east-west surface street serving the Upper State Street Area and it is one of the most heavily traveled streets in the City. In order to prevent the volumes of traffic on State Street from exceeding acceptable limits and to limit increased air pollution, due to vehicular traffic, it is necessary to impose the traffic related restrictions contained in this section on new developments in the area. In order to ensure the appropriateness of developments in said area, and the mitigation of traffic impacts where possible, it is necessary that development plans for said developments be reviewed.
Uses Permitted	A. Any use permitted in the R-4, R-O and C-O Zones and subject to the use restrictions and limitations contained in the respective zone. B. Any of the following uses: 1. Art school. 2. Automobile parking areas. 3. Automobile service station or automobile service station/mini-market containing not more than six (6) pumps and limited to incidental tire and tube repairing, battery servicing, automobile lubrication and other minor automotive service and repair with a conditional use permit issued pursuant to Subsection 28.94.030.U of this Code. 4. Bakery employing not more than ten (10) persons. 5. Bank. 6. Barber shop. 7. Beauty shop. 8. Billiard parlor.	1. Any use permitted in the R-2 Zone and subject to the restrictions and limitations contained therein, except that any use specifically mentioned hereafter shall be subject to the restrictions of the R-3 Zone. 2. One-, two-, and multiple-family dwellings. 3. Community care facilities, residential care facilities for the elderly and hospices serving 7 to 12 individuals.	1. Any use permitted in the R-3 Zone and subject to the restrictions and limitations contained therein, except that any such use specifically mentioned hereafter shall be subject to the restrictions of the R-4 Zone. 2. Hotels and related recreational, conference center and other auxiliary uses primarily for use by hotel guests. Any hotels, when units are designed or constructed with cooking facilities shall, as to such units, be subject to the lot area per unit requirements of the R-4 Zone and to the parking requirements for multiple family units required in Subsection 28.90.100.G.3 of this Code. Such hotels when designed, constructed or used for either twenty-four (24) or more dwelling units, or fifty (50) guest rooms or more may include a business, except a restaurant, conducted therein for the convenience of the occupants and their guests; provided entrance to such places of business be from the inside of such buildings; that the floor area used for all the businesses in the facility shall not exceed 30 percent of the total ground floor area of all the buildings comprising the hotel which are on a single lot or contiguous lots; and provided further that no	N/A

Requirement/Standard	C-P Zone	R-3 Zone	R-4 Zone	S-D-2 Zone
	9. Bookstore. 10. Bowling alley. 11. Caterer. 12. Child care center. 13. Confectionery store. 14. Dancing school. 15. Dressmaking or millinery shop. 16. Drugstore. 17. Dry cleaning, pressing, and laundry agency. 18. Dry goods or notion store. 19. Florist shop. 20. Garden nursery. 21. Gift shop. 22. Grocery, fruit and vegetable store. 23. Hardware store. 24. Household appliance store and repair. 25. Ice storage house of not more than five (5) ton capacity. 26. Jewelry store. 27. Liquor store. 28. Meat market or delicatessen. 29. Music and vocal schools. 30. Pet shop. 31. Photographic shop. 32. Restaurant, bar, tearoom, or cafe. 33. Self-service laundry or dry cleaning. 34. Shoe store or shoe repair shop. 35. Stationery store. 36. Tailor, clothing or wearing apparel shop. 37. Television, radio store and repair. 38. Veterinary hospital for small animals provided; a. That no animals are to be boarded overnight except for medical reasons. b. That the building shall be designed so as to prevent the escape of all obnoxious odors and noises.		street frontage of any such building shall be used for such business. Any hotel, regardless of the number of units or rooms therein, may include a restaurant for use by the hotel occupants and their guests only, provided that such facility conforms to all other requirements imposed on any "business" by this paragraph. A restaurant not conforming to all other requirements imposed on any "business" by this paragraph or not for use solely by hotel occupants and their guests may be established only if a conditional use permit is obtained for operation of a restaurant.	

Requirement/Standard	C-P Zone	R-3 Zone	R-4 Zone	S-D-2 Zone
	39. Wig shop. 40. Household hazardous waste collection facility, as defined in Section 28.04.405. 41. Accessory buildings and accessory uses, including a storage garage for the exclusive use of the patrons of the above stores or businesses. 42. Automobile rental, restricted to passenger vehicles, not including trailers, campers, trucks, recreational vehicles, etc., with the specific location subject to approval by the Planning Commission. 43. Other businesses and occupations that are substantially similar to the uses enumerated above, as determined and documented by the Community Development Director in a manner similar to the substantial conformance determination process provided in the adopted Planning Commission Guidelines. C. The above specified stores, shops or businesses, to the extent that they sell merchandise shall sell only at retail, shall sell only new merchandise, except for the resale of used merchandise acquired incidentally in the sale of new merchandise, and shall be permitted only under the following conditions: 1. Such store, shop, or business, except automobile service station and nursery shall be conducted entirely within an enclosed building. 2. Products made incidental to a permitted use shall be sold at retail on the premises.			
Building Heights	Three (3) stories and not exceeding 45 feet. Building height immediately adjacent to a residential zone(s) shall not exceed that allowed in the most restrictive adjacent residential zone for that part of the structure constructed within a distance of 23 feet or half the height of the proposed structure, whichever is less.	Three stories, which three stories combined shall not exceed (i) 45 feet nor (ii) exceed the height limitations imposed for the protection and enhancement of solar access.	Three (3) stories, which three (3) stories combined shall not exceed (i) 45 feet nor (ii) exceed the height limitations imposed for the protection and enhancement of solar access.	Three (3) stories not exceeding 45 feet and not exceeding the total floor area of a two-story building 30 feet which could be constructed on the lot in compliance with all applicable regulations.
Setbacks	The following setback requirements shall be observed on all lots within this zone: A. FRONT SETBACK. A front setback of not less than ten (10) feet shall be provided between the front lot line and all buildings, structures and parking on the lot. B. INTERIOR SETBACK ADJACENT TO NONRESIDENTIAL ZONE. An interior setback of not less than the indicated distance shall be provided between an interior lot line that abuts a nonresidentially-zoned parcel and all buildings, structures and parking on the lot as follows: 1. Nonresidential or mixed use buildings or structures:	A. Front Setback. A front setback of not less than the indicated distance shall be provided between the front lot line and all buildings, structures, and parking on the lot, as follows: 1. One- or two-story building or structure: 10 feet 2. Three-story building or structure: 15 feet; however, if the net floor area of the third floor is less than 50 percent of the net floor area of the first floor building footprint, the front setback shall be reduced as follows: a. Ground-floor portions: 10 feet b. Second-story portions: 10 feet	A. Front Setback. A front setback of not less than the indicated distance shall be provided between the front lot line and all buildings, structures, and parking on the lot, as follows: 1. One- or two-story building or structure: 10 feet 2. Three-story building or structure: 15 feet; however, if the net floor area of the third floor is less than 50 percent of the net floor area of the first floor building footprint, the front setback shall be reduced as follows: a. Ground-floor portions: 10 feet b. Second-story portions: 10 feet	Front Setbacks. A front setback of not less than the indicated distance shall be provided between the front lot line and all buildings and structures on the lot as follows: a. One-story building or structure not exceeding 15 feet of building height: 10 feet b. Two- or three-story building or structure or any one story building or structure in excess of 15 feet of building height: 20 feet.

Requirement/Standard	C-P Zone	R-3 Zone	R-4 Zone	S-D-2 Zone
	No setback required. 2. Exclusively residential buildings or structures: R-3/R-4 interior setback requirement. 3. All parking and driveways: No setback required. C. INTERIOR SETBACK ADJACENT TO RESIDENTIAL ZONE. An interior setback of not less than the indicated distance shall be provided between an interior lot line that abuts a residentially-zoned parcel and all buildings, structures, and parking on the lot as follows: 1. All buildings and structures: 10 feet or half the building height, whichever is greater. 2. Residential parking and driveways: R-3/R-4 interior setback requirements. 3. Nonresidential or mixed use parking and driveways: 5 feet, landscaped. In addition, a minimum 6-foot-high solid fence or decorative wall shall be provided along the property line abutting a residentially-zoned parcel, except where such fence or wall will interfere with traffic safety or would be inconsistent with the provisions of Section 28.87.170 of this Code. However, the requirement for a fence or wall may be reduced or waived by the design review body that reviews the project.	c. Third-story portions: 20 feet 3. Parking that does not back out onto the street: 10 feet 4. Parking that backs out onto the street: 20 feet B. Interior Setback. An interior setback of not less than the indicated distance shall be provided between the interior lot line and all buildings, structures, and parking on the lot as follows: 1. One- or two-story building or structure: 6 feet 2. Three-story building or structure: 10 feet; however, if the net floor area of the third floor is less than 50 percent of the net floor area of the first floor building footprint, the interior setback shall be reduced as follows: a. Ground-floor portions: 6 feet b. Second-story portions: 6 feet c. Third-story portions: 10 feet 3. Garage, carport or uncovered parking: 6 feet; however, if the width of the lot is less than 55 feet at the opening of a garage or carport, the garage or carport opening does not face the street, and the interior depth of the garage or carport does not exceed 20 feet, the setback may be reduced by up to 3 feet by the design review body that reviews the project. C. Rear Setback. A rear setback of not less than the indicated distance shall be provided between the rear lot line and all buildings, structures, and parking on the lot: 1. Ground-floor portions: 6 feet 2. Second-story portions: 10 feet 3. Third-story portions: 10 feet 4. Garage, carport, or uncovered parking: 3 feet For purposes of this section, a rear setback shall be provided from the lot line opposite to the front lot line. In the event of two or more front lot lines, the rear setback shall be provided from the lot line opposite to any of the front lot lines. **Distance Between Buildings on the Same Lot.** No main building shall be closer than 15 feet to any other main building on the same lot, except that a one-story building shall be no closer than 10 feet to another one-story building. **Density.**	c. Third-story portions: 20 feet 3. Parking that does not back out onto the street: 10 feet 4. Parking that backs out onto the street: 20 feet B. Interior Setback. An interior setback of not less than the indicated distance shall be provided between the interior lot line and all buildings, structures, and parking on the lot as follows: 1. One- or two-story building or structure: 6 feet 2. Three-story building or structure: 10 feet; however, if the net floor area of the third floor is less than 50 percent of the net floor area of the first floor building footprint, the interior setback shall be reduced as follows: a. Ground-floor portions: 6 feet b. Second-story portions: 6 feet c. Third-story portions: 10 feet 3. Garage, carport or uncovered parking: 6 feet; however, if the width of the lot is less than 55 feet at the opening of a garage or carport, the garage or carport opening does not face the street, and the interior depth of the garage or carport does not exceed 20 feet, the setback may be reduced by up to 3 feet by the design review body that reviews the project. C. Rear Setback. A rear setback of not less than the indicated distance shall be provided between the rear lot line and all buildings, structures, and parking on the lot: 1. Ground-floor portions: 6 feet 2. Second-story portions: 10 feet 3. Third-story portions: 10 feet 4. Garage, carport, or uncovered parking: 3 feet For purposes of this section, a rear setback shall be provided from the lot line opposite to the front lot line. In the event of two or more front lot lines, the rear setback shall be provided from the lot line opposite to any of the front lot lines. **Distance Between Buildings on the Same Lot.** No main building shall be closer than 15 feet to any other main building on the same lot, except that a one-story building shall be no closer than 10 feet to another one-story building. **Density.**	

Requirement/Standard	C-P Zone	R-3 Zone	R-4 Zone	S-D-2 Zone
		For lots of fourteen thousand (14,000) square feet or more of net lot area, a minimum of three thousand five hundred (3,500) square feet of net lot area shall be provided for each dwelling unit hereafter erected. Lots may be used as a building site for more units than permitted if the number of bedrooms in the dwelling unit is limited in accord with the following: 1. Studio unit - one (1) unit per 1,600 square feet of lot area; 2. 1 bedroom unit - one (1) unit per 1,840 square feet of lot area; 3. 2 bedroom unit - one (1) unit per 2,320 square feet of lot area; 4. 3 or more bedroom unit - one (1) unit per 2,800 square feet of lot area.	For lots of fourteen thousand (14,000) square feet or more of net lot area, a minimum of three thousand five hundred (3,500) square feet of net lot area shall be provided for each dwelling unit hereafter erected. Lots may be used as a building site for more units than permitted if the number of bedrooms in the dwelling unit is limited in accord with the following: 1. Studio unit - one (1) unit per 1,600 square feet of lot area; 2. 1 bedroom unit - one (1) unit per 1,840 square feet of lot area; 3. 2 bedroom unit - one (1) unit per 2,320 square feet of lot area; 4. 3 or more bedroom unit - one (1) unit per 2,800 square feet of lot area.	
Outdoor Living Space	N/A	Every lot in this zone shall provide outdoor living space in accordance with either of the following methods: A. Private Outdoor Living Space Method. Lots providing outdoor living space in accordance with this method shall provide each of the spaces described in paragraphs 1-3 below: 1. Private Outdoor Living Space. Private outdoor living space shall be provided for each dwelling unit as follows: a. Minimum size. The private outdoor living space shall be not less than the size specified below based on the number of bedrooms in the dwelling unit and the location where the private outdoor living space is provided: (1) Ground floor: Studio unit - 100 square feet 1 Bedroom unit - 120 square feet 2 Bedroom unit - 140 square feet 3 or more Bedroom unit - 160 square feet (2) Second or higher story: Studio unit - 60 square feet 1 Bedroom unit - 72 square feet 2 Bedroom unit - 84 square feet 3 or more Bedroom unit - 96 square feet b. Minimum Dimensions. The private outdoor living space shall have minimum dimensions as specified below, measured in perpendicular	Every lot in this zone shall provide outdoor living space in accordance with either of the following methods: A. Private Outdoor Living Space Method. Lots providing outdoor living space in accordance with this method shall provide each of the spaces described in paragraphs 1-3 below: 1. Private Outdoor Living Space. Private outdoor living space shall be provided for each dwelling unit as follows: a. Minimum size. The private outdoor living space shall be not less than the size specified below based on the number of bedrooms in the dwelling unit and the location where the private outdoor living space is provided: (1) Ground floor: Studio unit - 100 square feet 1 Bedroom unit - 120 square feet 2 Bedroom unit - 140 square feet 3 or more Bedroom unit - 160 square feet (2) Second or higher story: Studio unit - 60 square feet 1 Bedroom unit - 72 square feet 2 Bedroom unit - 84 square feet 3 or more Bedroom unit - 96 square feet b. Minimum Dimensions. The private outdoor living space shall have minimum dimensions as specified below, measured in perpendicular	N/A

Requirement/Standard	C-P Zone	R-3 Zone	R-4 Zone	S-D-2 Zone
		directions based on the location where the private outdoor living space is provided: Ground floor: 10 feet Second or higher story: 6 feet c. Connectivity. Private outdoor living space shall be contiguous to and accessible from the dwelling unit for which it is provided. d. Multi-story dwelling units. Dwelling units that occupy more than one story may provide the required private outdoor living space on any story. e. Allowed amenities. Private outdoor living space may include planter areas totaling no more than fifty (50) square feet, patio areas, balconies, and decks. f. Exclusions. Private outdoor living space shall not include stairs, entrance decks, or landings. In addition, private outdoor living space shall not include areas located under eaves, balconies, or other cantilevered architectural or building projections not providing additional floor area where the vertical clearance under the architectural or building projection is less than seven feet. g. Private outdoor living space may encroach into setbacks under certain circumstances. H. On grade private outdoor living space in the front yard. Private outdoor living space provided on grade may be located up to ten (10) feet from the front lot line, subject to certain conditions. 2. Open Space. In addition to all setbacks, every lot satisfying the outdoor living space requirement in accordance with this private outdoor living space method shall provide on grade open space of an area not less than ten percent (10%) of the net lot area in accordance with the provisions of this paragraph 2. The intent of this provision is to provide relief from building volume, driveways and parking beyond that afforded by setbacks. 3. Common Open Area. Every lot satisfying the outdoor living space requirement in accordance with this private outdoor living space method shall provide a common open area in accordance with this paragraph 3. The common open area shall have a minimum dimension of fifteen (15) feet measured in perpendicular directions and shall be accessible to all dwelling units on the lot. The common open area may	directions based on the location where the private outdoor living space is provided: Ground floor: 10 feet Second or higher story: 6 feet c. Connectivity. Private outdoor living space shall be contiguous to and accessible from the dwelling unit for which it is provided. d. Multi-story dwelling units. Dwelling units that occupy more than one story may provide the required private outdoor living space on any story. e. Allowed amenities. Private outdoor living space may include planter areas totaling no more than fifty (50) square feet, patio areas, balconies, and decks. f. Exclusions. Private outdoor living space shall not include stairs, entrance decks, or landings. In addition, private outdoor living space shall not include areas located under eaves, balconies, or other cantilevered architectural or building projections not providing additional floor area where the vertical clearance under the architectural or building projection is less than seven feet. g. Private outdoor living space may encroach into setbacks under certain circumstances. h. On grade private outdoor living space in the front yard. Private outdoor living space provided on grade may be located up to ten (10) feet from the front lot line, subject to certain conditions. 2. Open Space. In addition to all setbacks, every lot satisfying the outdoor living space requirement in accordance with this private outdoor living space method shall provide on grade open space of an area not less than ten percent (10%) of the net lot area in accordance with the provisions of this paragraph 2. The intent of this provision is to provide relief from building volume, driveways and parking beyond that afforded by setbacks. 3. Common Open Area. Every lot satisfying the outdoor living space requirement in accordance with this private outdoor living space method shall provide a common open area in accordance with this paragraph 3. The common open area shall have a minimum dimension of fifteen (15) feet measured in perpendicular directions and shall be accessible to all dwelling units on the lot. The common open area may	

Requirement/Standard	C-P Zone	R-3 Zone	R-4 Zone	S-D-2 Zone
		be located on grade, on the second or higher story, or on a roof deck. The common open area may include portions of the interior or rear setback areas, but shall not include any portion of a front yard except a secondary front yard. No portion of a common open area provided in a secondary front yard shall be located less than ten (10) feet from the front lot line. The common open area required in this paragraph 3 may be counted as part of the open space required in paragraph 2 as long as the other conditions of paragraph 2 are satisfied. B. Common Outdoor Living Space Method. Lots providing outdoor living space in accordance with this method shall provide common outdoor living space in accordance with the following: 1. Accessibility. The common outdoor living space shall be accessible to all dwelling units on the lot. 2. Minimum Size. The common outdoor living space shall consist of at least fifteen percent (15%) of the net lot area. 3. Minimum Dimensions. The common outdoor living space may be provided in multiple locations on the lot, but at least one location shall have a minimum dimension of twenty (20) feet measured in perpendicular directions. 4. Location. Common outdoor living space must be located on grade. Common outdoor living space may be located in an interior or rear setback, but shall not include any portion of a front yard except a secondary front yard. No portion of the common outdoor living space provided in a secondary front yard shall be located less than ten (10) feet from the front lot line. 5. Exclusions. Common outdoor living space shall not include any of the following areas: a. Areas designed for use by motor vehicles, including, but not limited to, driveways, parking, and turnaround areas. b. Decks, patios, terraces, or similar improvements where the maximum height of the improvement above grade is greater than 36 inches. c. Areas located under trellises, arbors, eaves, balconies, bay windows, window seats, or other architectural or building projections where the vertical clearance under the structure or architectural or building projection is less than seven feet.	be located on grade, on the second or higher story, or on a roof deck. The common open area may include portions of the interior or rear setback areas, but shall not include any portion of a front yard except a secondary front yard. No portion of a common open area provided in a secondary front yard shall be located less than ten (10) feet from the front lot line. The common open area required in this paragraph 3 may be counted as part of the open space required in paragraph 2 as long as the other conditions of paragraph 2 are satisfied. B. Common Outdoor Living Space Method. Lots providing outdoor living space in accordance with this method shall provide common outdoor living space in accordance with the following: 1. Accessibility. The common outdoor living space shall be accessible to all dwelling units on the lot. 2. Minimum Size. The common outdoor living space shall consist of at least fifteen percent (15%) of the net lot area. 3. Minimum Dimensions. The common outdoor living space may be provided in multiple locations on the lot, but at least one location shall have a minimum dimension of twenty (20) feet measured in perpendicular directions. 4. Location. Common outdoor living space must be located on grade. Common outdoor living space may be located in an interior or rear setback, but shall not include any portion of a front yard except a secondary front yard. No portion of the common outdoor living space provided in a secondary front yard shall be located less than ten (10) feet from the front lot line. 5. Exclusions. Common outdoor living space shall not include any of the following areas: a. Areas designed for use by motor vehicles, including, but not limited to, driveways, parking, and turnaround areas. b. Decks, patios, terraces, or similar improvements where the maximum height of the improvement above grade is greater than 36 inches. c. Areas located under trellises, arbors, eaves, balconies, bay windows, window seats, or other architectural or building projections where the vertical clearance under the structure or architectural or building projection is less than seven feet.	

Requirement/Standard	C-P Zone	R-3 Zone	R-4 Zone	S-D-2 Zone
Area Requirements	None, except all buildings or portions thereof used exclusively for dwelling purposes shall comply with the provisions of the R-4 Zone.	Every lot hereafter created in an R-3 Zone shall contain at least 14,000 square feet and 60 feet of frontage on a public street.	Every lot hereafter created in an R-4 Zone shall contain at least 14,000 square feet and 60 feet of frontage on a public street.	N/A
Parking Requirements	PARKING REQUIREMENTS FOR SPECIFIC ZONES. For the following zones, parking spaces shall be on the same lot with the main building or on lots contiguous thereto, and shall be provided in the following ratios : 1. C-P Zone: One (1) parking space for each 200 square feet of net floor area. BUILDINGS IN EXCESS OF 10,000 SQUARE FEET. For office uses, a reduction of the required parking will be allowed for those buildings or building complexes containing in excess of 10,000 square feet of net floor area at the following rate: 1. Buildings containing 10,000 to 30,000 square feet of net floor area shall provide 90% of the required parking. 2. Buildings containing 30,000 to 50,000 square feet of net floor area shall provide 80% of the required parking. 3. Buildings in excess of 50,000 square feet of net floor area shall provide 70% of the required parking. FRACTIONS. Fractions of one-half (½) or greater shall be considered to require one space. SMALL CARS. 30 percent of all required parking may be for small cars for parking lots containing more than 10 spaces with the layout to be approved by the City Transportation Engineer. BICYCLE PARKING. In addition to the vehicle parking spaces required, one (1) bicycle parking space shall be required for each seven (7) vehicle parking spaces required therein.	In any zone, for every residential unit or units, and every residential building or structure occupied or intended to be occupied as sleeping quarters or dwellings, all of the required parking spaces shall be made available for all occupants to use as parking spaces on an assigned or unassigned basis. There shall be provided on the same lot or parcel of land a minimum ratio of parking space for each unit or occupant as follows: Multiple Residential Unit. a. Studio: one and one quarter (1-1/4) spaces per residential unit. b. One bedroom: one and one-half (1-1/2) spaces per residential unit. c. Two (2) or more bedrooms: two (2) spaces per residential unit. d. When there are six (6) or more residential units on a lot or parcel, one (1) space for every four residential units shall be provided for guests. e. When the parking referred to in subsections a-d is provided for a condominium, community apartment or stock cooperative, at least one parking space that is in a garage or carport shall be allocated to each residential unit.	In any zone, for every residential unit or units, and every residential building or structure occupied or intended to be occupied as sleeping quarters or dwellings, all of the required parking spaces shall be made available for all occupants to use as parking spaces on an assigned or unassigned basis. There shall be provided on the same lot or parcel of land a minimum ratio of parking space for each unit or occupant as follows: Multiple Residential Unit. a. Studio: one and one quarter (1-1/4) spaces per residential unit. b. One bedroom: one and one-half (1-1/2) spaces per residential unit. c. Two (2) or more bedrooms: two (2) spaces per residential unit. d. When there are six (6) or more residential units on a lot or parcel, one (1) space for every four residential units shall be provided for guests. e. When the parking referred to in subsections a-d is provided for a condominium, community apartment or stock cooperative, at least one parking space that is in a garage or carport shall be allocated to each residential unit.	PARKING REQUIREMENTS FOR SPECIFIC ZONES. For the following zones, parking spaces shall be on the same lot with the main building or on lots contiguous thereto, and shall be provided in the following ratios : 1. S-D-2 Zone: One parking space for each 250 square feet of net floor area. In the event the property is located in a zone or has a use with a requirement for more parking, the greater requirement shall apply.
Parking Design	A. REQUIREMENTS. All parking facilities must be designed and constructed pursuant to the following: 1. Backing out onto a public street or sidewalk from a parking space shall be permitted only for a one-family or two-family dwelling, where not more than four (4) spaces are provided. 2. All tumaround movements shall be accomplished in one (1) maneuver. One (1) maneuver is considered to be one (1) back up and one (1) forward movement. 3. The required dimensions and criteria for parking plans and vehicle ramps shall be as shown in the current City Standard for Parking Design as prepared by the Transportation Engineer and on	A. REQUIREMENTS. All parking facilities must be designed and constructed pursuant to the following: 1. Backing out onto a public street or sidewalk from a parking space shall be permitted only for a one-family or two-family dwelling, where not more than four (4) spaces are provided. 2. All turnaround movements shall be accomplished in one (1) maneuver. One (1) maneuver is considered to be one (1) back up and one (1) forward movement. 3. The required dimensions and criteria for parking plans and vehicle ramps shall be as shown in the current City Standard for Parking Design as prepared by the Transportation Engineer and on	A. REQUIREMENTS. All parking facilities must be designed and constructed pursuant to the following: 1. Backing out onto a public street or sidewalk from a parking space shall be permitted only for a one-family or two-family dwelling, where not more than four (4) spaces are provided. 2. All turnaround movements shall be accomplished in one (1) maneuver. One (1) maneuver is considered to be one (1) back up and one (1) forward movement. 3. The required dimensions and criteria for parking plans and vehicle ramps shall be as shown in the current City Standard for Parking Design as prepared by the Transportation Engineer and on	N/A

Requirement/Standard	C-P Zone	R-3 Zone	R-4 Zone	S-D-2 Zone
	file with the Public Works Department. 4. It shall be the duty of the Transportation Engineer to review and approve all parking plans. B. VARIATION. Any variation from the above requirements must be approved pursuant to a waiver by the Public Works Director or his designee. C. VEHICLE RAMPS. 1. A vehicle ramp is defined to be a sloping connection between a street level and a parking level or two (2) parking levels. 2. For multiple-family dwellings or nonresidential uses, all parking plans involving ramps shall be accompanied by a profile showing the ramp, ramp transitions and overhead and adjacent wall clearances. 3. The length of a ramp is defined as that portion of the ramp from the beginning of the transition at one end of the ramp to the end of the transition at the opposite end thereof. 4. For ramps longer than 65 feet, the ramp grade shall not exceed 12 percent with the first and last 8 feet of the ramp not exceeding 6 percent. 5. For ramps 65 feet or less, the ramp grade shall not exceed 16 percent with the first and last 10 feet of the ramp not exceeding 8 percent. 6. The slopes of all parking areas shall not exceed 5 percent, excluding ramps. (Ord. 3113, 1966.) 7. The maximum grade for the driveway (vehicle ramp) serving a one-family dwelling shall not exceed 16 percent, except when the distance from the street pavement to the rearmost portion of any structure on the subject parcel is 150 feet or less in which case the maximum grade shall not exceed 20 percent. D. TANDEM PARKING. Notwithstanding any other provision in this Title, parking for mixed use developments may be provided in a tandem configuration (one parking space behind the other) if each set of tandem parking spaces is assigned to a single residential unit, and the tandem parking spaces are provided either on the subject lot or on an immediately adjacent lot. Vehicle movements necessary to move cars parked in a tandem arrangement shall not take place on any public street or alley. Guest parking spaces shall not be provided in a tandem configuration.	file with the Public Works Department. 4. It shall be the duty of the Transportation Engineer to review and approve all parking plans. B. VARIATION. Any variation from the above requirements must be approved pursuant to a waiver by the Public Works Director or his designee. C. VEHICLE RAMPS. 1. A vehicle ramp is defined to be a sloping connection between a street level and a parking level or two (2) parking levels. 2. For multiple-family dwellings or nonresidential uses, all parking plans involving ramps shall be accompanied by a profile showing the ramp, ramp transitions and overhead and adjacent wall clearances. 3. The length of a ramp is defined as that portion of the ramp from the beginning of the transition at one end of the ramp to the end of the transition at the opposite end thereof. 4. For ramps longer than sixty-five feet (65'), the ramp grade shall not exceed 12 percent with the first and last 8 feet of the ramp not exceeding 6 percent. 5. For ramps 65 feet or less, the ramp grade shall not exceed 16 percent with the first and last 10 feet of the ramp not exceeding 8 percent. 6. The slopes of all parking areas shall not exceed 5 percent excluding ramps. (Ord. 3113, 1966.) 7. The maximum grade for the driveway (vehicle ramp) serving a one-family dwelling shall not exceed 16 percent, except when the distance from the street pavement to the rearmost portion of any structure on the subject parcel is 150 or less in which case the maximum grade shall not exceed 20 percent. D. TANDEM PARKING. Notwithstanding any other provision in this Title, parking for mixed use developments may be provided in a tandem configuration (one parking space behind the other) if each set of tandem parking spaces is assigned to a single residential unit, and the tandem parking spaces are provided either on the subject lot or on an immediately adjacent lot. Vehicle movements necessary to move cars parked in a tandem arrangement shall not take place on any public street or alley. Guest parking spaces shall not be provided in	file with the Public Works Department. 4. It shall be the duty of the Transportation Engineer to review and approve all parking plans. B. VARIATION. Any variation from the above requirements must be approved pursuant to a waiver by the Public Works Director or his designee. C. VEHICLE RAMPS. 1. A vehicle ramp is defined to be a sloping connection between a street level and a parking level or two (2) parking levels. 2. For multiple-family dwellings or nonresidential uses, all parking plans involving ramps shall be accompanied by a profile showing the ramp, ramp transitions and overhead and adjacent wall clearances. 3. The length of a ramp is defined as that portion of the ramp from the beginning of the transition at one end of the ramp to the end of the transition at the opposite end thereof. 4. For ramps longer than 65 feet, the ramp grade shall not exceed 12 percent with the first and last 8 feet of the ramp not exceeding 6 percent. 5. For ramps 65 feet or less, the ramp grade shall not exceed 16 percent with the first and last 10 feet of the ramp not exceeding 8 percent. 6. The slopes of all parking areas shall not exceed 5 percent excluding ramps. (Ord. 3113, 1966.) 7. The maximum grade for the driveway (vehicle ramp) serving a one-family dwelling shall not exceed 16 percent, except when the distance from the street pavement to the rearmost portion of any structure on the subject parcel is 150 feet or less in which case the maximum grade shall not exceed 20 percent. D. TANDEM PARKING. Notwithstanding any other provision in this Title, parking for mixed use developments may be provided in a tandem configuration (one parking space behind the other) if each set of tandem parking spaces is assigned to a single residential unit, and the tandem parking spaces are provided either on the subject lot or on an immediately adjacent lot. Vehicle movements necessary to move cars parked in a tandem arrangement shall not take place on any public street or alley. Guest parking spaces shall not be provided in a tandem configuration.	

Requirement/Standard	C-P Zone	R-3 Zone	R-4 Zone	S-D-2 Zone
	E. BICYCLE PARKING. All bicycle parking facilities must be designed and constructed pursuant to the following: 1. All facilities intended for permanent use shall provide a method for securing or locking the bicycle. A rack or space shall be provided for locking both the frame and the wheels. 2. All bicycle areas shall be accessible and lighted, on an all-weather surface. 3. A typical bicycle space shall be a minimum of two and one-half (2-1/2) feet in width and six (6) feet in length or less, if a permanent device is provided to stand the bicycle on end. A backout or maneuvering space of approximately five feet (5') shall be provided.	a tandem configuration. E. BICYCLE PARKING. All bicycle parking facilities must be designed and constructed pursuant to the following: 1. All facilities intended for permanent use shall provide a method for securing or locking the bicycle. A rack or space shall be provided for locking both the frame and the wheels. 2. All bicycle areas shall be accessible and lighted, on an all-weather surface. 3. A typical bicycle space shall be a minimum of 2.5 feet in width and 6 feet in length or less, if a permanent device is provided to stand the bicycle on end. A backout or maneuvering space of approximately 5 feet shall be provided.	E. BICYCLE PARKING. All bicycle parking facilities must be designed and constructed pursuant to the following: 1. All facilities intended for permanent use shall provide a method for securing or locking the bicycle. A rack or space shall be provided for locking both the frame and the wheels. 2. All bicycle areas shall be accessible and lighted, on an all-weather surface. 3. A typical bicycle space shall be a minimum of 2.5 feet in width and 6 feet in length or less, if a permanent device is provided to stand the bicycle on end. A backout or maneuvering space of approximately 5 feet shall be provided.	

Source: City of Santa Barbara, Municipal Code, Title 28, Zoning Ordinance, November 17, 2008.

The Planning Commission, or City Council on appeal, shall require, as conditions of development plan approval for plans submitted for the sending and receiving sites that any existing development rights, measured in square feet of floor area, and/or number of hotel or motel rooms when appropriate, and whether such existing development rights derive from existing, approved, demolished, or converted floor area, shall be clearly and accurately designated on both the sending and receiving site development plans.

Consistency Analysis

Proposed Project

The proposed project contemplates the transfer of 806 square feet of development rights to the project site for the hotel portion of the proposed project. The addition of 806 square feet of transferred square footage represents approximately 4 percent of the 19,757 non-room nonresidential square footage proposed.

Although the applicant notes that these development rights have been acquired and have been recorded in the form approved by, and executed by, the City[36] [the transfer occurred by the recording of two separate Agreements Transferring Existing Development Rights (recorded October 27, 2005 and instrument nos. 2005-0104561 and 2005-0104562)], the Planning Commission has not approved this transfer, and it is a part of the proposed project's requested discretionary actions.

The applicant states that the need to transfer any development rights is because the existing improvements on the property have approximately 5,895 square feet of exterior corridors, which the new hotel would replace with approximately 6,996 square feet of interior corridors.[37] The conversion of corridor space from exterior to interior necessitates the additional square footage without any functional change in the impacts of the project.

The TEDR proposal could be found consistent with required findings A through E noted above. The proposed project is generally consistent with City policies, and does not exceed the developed floor area permitted under current zoning.

Applicant's Alternative

N/A – the applicant's alternative does not require a TEDR.

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36 Letter from Gregory Parker, Executive Vice President, Investec Properties, Inc., for Kellog, LP, to Allison De Busk, City of Santa Barbara, Planning Division, dated June 26, 2008.

37 Ibid.

4.3 Proposed Zoning Requests

In order to proceed, the applicant is requesting the following zoning requests.

For the proposed project:

For the hotel portion:

1. Transfer of Existing Development Rights (TEDR) to transfer 806 square feet of non-residential square footage from 8 E. Figueroa (APN 039-282-001) to APN 053-300-031(proposed hotel and restaurant).

2. Development Plan approval for a net increase of 9,969 square feet of non-residential development (SBMC Section 28.87.300).

3. Development Plan approval for a building of 10,000 square feet or more of total floor area within the C-P Zone (SBMC Section 28.54.120).

For the condominium portion:

4. Modification of the lot area requirements to allow one over-density unit (bonus density) on a lot in the CP/S-D-2 and R-3/S-D-2 zone districts.

For the applicant's alternative:

For the office portion:

1. Development Plan approval for a building of 10,000 square feet or more of total floor area within the C-P Zone(SBMC Section 28.54.120).

For the condominium portion:

2. Modification of the lot area requirements to allow one over-density unit (bonus density) on a lot in the CP/S-D-2 and R-3/S-D-2 zone districts.

5.0 UPPER STATE STREET STUDY

The project site is located in the Upper State Street Study Area. A discussion and analysis of the proposed project's and the applicant's alternative's consistency or inconsistency with the Upper State Street Study (USSS) is provided.

The project site is located on the north side of State Street, in an area identified as the Upper State Street corridor. The City recently undertook a comprehensive review of this corridor focusing specifically on development standards, urban design, traffic, and circulation. This Study was initiated by the City Council in April 2006, and was approved by the City Council on May 8, 2007 (Resolution No. 07-032). The

study addresses immediate needs for physical improvements and development design standards for the area, consistent with existing policy. The process for creating the USSS included preparation of an information booklet to establish a shared understanding of existing conditions related primarily to urban design and traffic (September 2006); a public walking tour of the study area (October 2006); two community workshops (October 2006); preparation of an independent traffic, circulation and parking study (February 2007); preparation of a draft USSS; review of the draft USSS by the public and City boards and commissions; and review and approval of the study by City Council.

As identified in the *USSS Information Booklet*, the site is located within the West Subarea of the Upper State Street Area.

The *USSS Information Booklet* identifies views of the Santa Ynez Mountains as prevalent along the entire Upper State Street corridor, with few exceptions. Mountain views are most significant as one travels east along State Street. As part of the preparation of the *USSS Information Booklet*, panoramic and standard photos were used to try to capture the visual experience along the Upper State Street corridor, but it is noted that in almost every case, the real life experience is grander than the camera can capture. As noted in the *USSS Information Booklet*, "The peaks of La Cumbre and Montecito create magnificent mountain views that are seen while traveling eastbound on State Street from Highway 101 to Calle Laureles."

In the Summary of Improvement Measures approved by the City Council, direction is given to "[m]aintain the backdrop of panoramic views that contributes to the area's sense of place by protecting or establishing intermittent and recurring mountain view corridors and viewing locations on a block-by-block basis."

Consistency Analysis

Table 4, Discussion of Upper State Street Study Direction, provides a discussion of the consistency of the proposed project and applicant's alternatives relative to the USSS.

Proposed Project

The proposed project can be found generally consistent with most of the direction and improvement measures identified in the USSS. Certain policies require additional direction from the City, and analysis cannot be concluded until the City adopts formal guidelines. Other policies provide somewhat conflicting direction to the project, and conflicting implementation strategies must be weighed against one another in the ultimate analysis of the project. Additionally, the proposed project would conflict with some of the implementation measures provided in the USSS. Specifically, the proposed hotel structure would reduce

mountain views to the north at the intersection of State Street and Hitchcock Way, would conflict with the driveway spacing guidelines, and would conflict with direction to extend the State Street median.

Applicant's Alternative

The applicant's alternative can be found generally consistent with most of the direction and improvement measures identified in the USSS, some of which to a higher degree than the proposed project. Certain policies require additional direction from the City, and analysis cannot be concluded until the City adopts formal guidelines. Other policies provide somewhat conflicting direction to the project, and conflicting implementation strategies must be weighed against one another in the ultimate analysis of the project. Additionally, the applicant's alternative would conflict with some of the implementation measures provided in the USSS. Specifically, the applicant's alternative would conflict with driveway spacing guidelines, and would conflict with direction to extend the State Street median.

6.0 SUMMARY

In order for a proposed project to be approved, it must be found consistent with the General Plan and its implementation documents. The proposed project and the applicant's alternative would not alter or amend the General Plan in any way. In addition, the proposed project and applicant's alternative can be found generally consistent with most of the applicable goals and policies of the General Plan, the City's Municipal Code, Charter Sections 1507 and 1508, and the Upper State Street Study (USSS).

There are, however, some policies which will require further analysis and scrutiny by City decision makers. These policies relate primarily to tree preservation (Conservation Element, Visual Resources section) and circulation (USSS). City decision makers must balance competing policies (for example the desire for underground parking with the policy of maintaining existing trees; locating parking behind buildings with preserving mountain views; or the provision of affordable housing with the policies for maintaining mountain views). These are not mutually exclusive policies, but on a site with sensitive resources (in this case the mountain views and existing vegetation), it is likely not possible to fully achieve all stated goals. The Planning Commission must weigh these sometimes conflicting goals and policies as part of the discretionary review process.

Table 4
Discussion of Upper State Street Study Direction

USSS Direction	Proposed Project Discussion of Relative to USSS Direction	Consistent?	Applicant's Alternative Discussion of Relative to USSS Direction	Consistent?
A. GENERAL DIRECTION				
Summary Direction: The following are overall guidance statements for the Upper State Street Study Area:				
Urban Design: Maintain and enhance the character of Upper State Street, including the public streetscape, open space, creeks, views, site design, and building aesthetics.	The proposed project would be consistent with architectural styles in the Upper State Street area, using Mediterranean styles, and incorporating appropriate landscaping and street trees based on the City's standards. The proposed project would incorporate required setbacks, and would widen the existing sidewalk right-of-way to current standards for the City. A plaza with an adjacent open space area would be developed at the end of the shared driveway, which would also function as a public view corridor.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
Transportation: Improve traffic, circulation, pedestrian and bicycle connectivity, and parking.	Parking for the proposed project would be primarily underground for both the hotel and residential condominiums, and on-site circulation would be designed to provide improved pedestrian access. The proposed access change for the Town & Country apartments would redirect a portion of the traffic currently using the site to San Remo Road. Further discussion of the proposed project's effects on traffic and circulation is provided in **Section 7.0, Transportation and Circulation**. The project would reduce the number of driveways accessing the site (from 4 to 2) and would provide a wider sidewalk and parkway along the project frontage, as well as enhanced paving at the State Street/Hitchcock Way intersection. The project would result in a decrease in average daily trips and PM peak hour trips. Parking would meet the zoning requirement with implementation of required mitigation.	Potentially Consistent	Parking for the applicant's alternative would be underground for the residential condominiums and primarily at-grade behind the building for the offices. On-site circulation would be designed to provide improved pedestrian access. The proposed access change for the Town and Country Apartments would redirect a portion of the traffic currently using the site to San Remo Road. Further discussion of the proposed project's effects on traffic and circulation is provided in **Section 7.0, Transportation and Circulation**. The project would reduce the number of driveways accessing the site (from 4 to 2) and would provide a wider sidewalk and parkway along the project frontage, as well as enhanced paving at the State Street/Hitchcock Way intersection. The project would result in a decrease in average daily trips, AM peak hour trips and PM peak hour trips. Parking would meet the zoning requirement.	Potentially Consistent
Longer-Term Future: Preserve longer-range future improvement opportunities.	The proposed project re-develops the entire project site and utilizes the direction provided in the USSS while maintaining opportunities for longer-term improvements.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
Improvement Measures: Amend the Architectural Board of Review (ABR) Ordinance and Upper State Street Area Design Guidelines and S-D-2 Zone to incorporate the following:				

USSS Direction	Proposed Project Discussion of Relative to USSS Direction	Consistent?	Applicant's Alternative Discussion of Relative to USSS Direction	Consistent?
a) Sound Community Planning, Compatibility, and Consistency with Design Guidelines. Require a design review finding of sound community planning, compatibility with the surrounding area, and project compliance with the Upper State Street Area Design Guidelines that references (1) Summary Direction statements above for Urban Design, Transportation, and Longer-Term Future, (2) Updated direction in the Upper State Street Area Design Guidelines addressing area identity and character, public streetscape, mountain views, open space, creeks, building setbacks, intersection traffic level of service, mid-block congestion, pedestrian/bicycle/transit facilities, and parking; and (3) Summary Diagrams for Urban Design Improvements and Transportation Improvements.	The proposed project would be subject to City design review and approval. The proposed project would be consistent with architectural styles in the Upper State Street area, using Mediterranean styles, and incorporating appropriate landscaping and street trees based on the City's standards. The proposed project would widen the existing sidewalk right-of-way along State Street, and includes a new bus stop to improve access to public transit. The project would preserve and enhance some public mountain views to the north of the site. Further discussion of the proposed project's effects on traffic and circulation is provided in **Section 7.0, Transportation and Circulation,** and further discussion of the proposed project's aesthetic impacts is provided in **Section 8.0, Visual Aesthetics and Lighting**. A more thorough analysis is not possible as the Upper State Street Area Design Guidelines have not been updated.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
b) Zoning Standard Variations. Establish required decision-maker findings that modifications to development standards (e.g., building setback distances) may only be approved with the provision of substantial community benefits (such as views, open space, creek buffers, pedestrian amenities, improved circulation or connectivity, and/or affordable housing).	N/A – project is not requesting any applicable zoning standard modifications.	N/A	Same as for proposed project.	N/A
B. URBAN DESIGN IMPROVEMENT MEASURES				
1. **Corridor Identity and Character**				
a. **Summary Direction**: Preserve and enhance the character of Upper State Street and its subareas and neighborhoods.	The proposed project would be consistent with architectural styles in the Upper State Street area, using Mediterranean styles, and incorporating appropriate landscaping and street trees based on the City's standards.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
b. **Improvement Measures**: Amend S-D-2 Zone, Upper State Street Area Design Guidelines, and ABR Ordinance to incorporate the following guidance:				

USSS Direction	Proposed Project Discussion of Relative to USSS Direction	Consistent?	Applicant's Alternative Discussion of Relative to USSS Direction	Consistent?
1) Key Characteristics. Identify key characteristics that define the character and sense of place in the Upper State Street corridor, subareas, and neighborhoods. Include guidance on a range of architectural styles and materials appropriate within each subarea, to include more contemporary styles, and natural materials such as sandstone, stucco, and tile.	The City has not yet identified the key characteristics that define the Upper State Street Area or subareas; therefore no specific analysis is possible. However, the proposed project would be generally consistent with architectural styles in the Upper State Street area, using Mediterranean styles and incorporating building materials that would complement surrounding development. The project would be subject to review by the Architectural Board of Review for a final determination of the project's consistency with the City's building and design standards.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
2) Activity Nodes. Develop activity nodes with public gathering places and distinctive visual features that create an animated pedestrian experience and provide street presence, a sense of place, points of orientation breaking up the long corridor, and access links to the surrounding circulation network. Elements such as plazas, fountains, seating areas, passive open spaces, pocket parks, and view corridors could be incorporated. Potential locations identified for activity nodes are: La Cumbre and State Street, and Las Positas/ San Roque and State Street.	The proposed project would not directly provide public gathering places, but includes open areas within the hotel portion and an active open space area for the residential component. The sidewalk right-of-way along State Street would be expanded to meet City standards, and new decorative paving would be provided at the intersection of State Street and Hitchcock Way. Building setbacks would preserve and enhance some mountain views to the north of the site. A view corridor would be opened up through the center drive aisle. The proposed project site is not located in an area identified in the Upper State Street Study as a potential activity node.	Potentially Consistent	The applicant's alternative would not directly provide public gathering places, but includes a small plaza, paseo and patios along State Street for the office component and open space areas for the residential component. The sidewalk right-of-way along State Street would be expanded to meet City standards, and new decorative paving would be provided at the intersection of State Street and Hitchcock Way. Building setbacks would preserve and enhance some mountain views to the north of the site. View corridors are opened through the center drive aisle, between the two office buildings, and through the easterly paseo. The proposed project site is not located in an area identified in the Upper State Street Study as a potential activity node.	Potentially Consistent
3) Paseos. Incorporate pedestrian-scale paseos in new development to facilitate interaction and transportation connections between the commercial corridor and surrounding residential areas.	The proposed project would include landscaped internal walkways and open space. The project would expand the sidewalk right-of-way along State Street by 4 feet, providing better pedestrian circulation, and would provide enhanced paving at the State/Hitchcock intersection. The proposed underground parking for both the hotel and residential uses would separate vehicular traffic from pedestrian traffic. The proposed project would provide pedestrian walkways that could potentially connect the proposed project site to uses to the north and west.	Potentially Consistent	The applicant's alternative would include landscaped internal walkways and open space, and would connect the residential areas to the office areas. The project would expand the sidewalk right-of-way along State Street by 4 feet, providing better pedestrian circulation, and would provide enhanced paving at the State/Hitchcock intersection. The proposed surface parking for the office and underground parking for the residential uses would separate vehicular traffic from pedestrian traffic. The applicant's alternative would provide pedestrian walkways that could potentially connect the project site to uses to the north and west.	Potentially Consistent

USSS Direction	Proposed Project Discussion of Relative to USSS Direction	Consistent?	Applicant's Alternative Discussion of Relative to USSS Direction	Consistent?
4) Neighborhood Compatibility. Carefully review new development for compatibility with the surrounding subarea and neighborhood. Add more detailed compatibility criteria for residential uses, including separation and buffering between residential and commercial development, and landscaping requirements.	The proposed project would be consistent with architectural styles in the Upper State Street area, using Mediterranean styles and incorporating building materials that would complement surrounding development. The proposed hotel would be three-stories, with a maximum height of approximately 45 feet. Surrounding development includes large multistory commercial buildings, and the scale of the proposed project would be consistent with nearby development The proposed townhomes would be two- and three-stories tall, with a maximum height of 31 feet. Surrounding residential development includes primarily two-story structures; however, maximum heights are similar to those proposed due to variances in topography and plate heights. The project would be subject to review for consistency with the City's building and design standards. The proposed residential uses would be buffered from the hotel uses by open space and driveways.	Potentially Consistent	The proposed project would be consistent with architectural styles in the Upper State Street area, using Mediterranean styles and incorporating building materials that would complement surrounding development. Construction of a two-story office building, approximately 31 feet in height, is compatible with development of surrounding properties. The proposed townhomes would be two- and three-stories tall, with a maximum height of 31 feet. Surrounding residential development includes primarily two-story structures; however, maximum heights are similar to those proposed due to variances in topography and plate heights. The project would be subject to review for consistency with the City's building and design standards. The proposed residential uses would be buffered from the office uses by open space and driveways.	Potentially Consistent
2. **Public Streetscape**				
a. **Summary Direction**: Improve the public streetscape and adjacent pedestrian connections.	The project proposes a 4-foot expansion of the sidewalk along State Street to meet City standards, and the provision of new decorative paving at the intersection of State Street and Hitchcock Way. New street trees would be planted along State Street in accordance with City requirements.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
b. **Improvement Measures**: Enforce landscape requirements; amend Upper State Street Area Design Guidelines to incorporate guidance on the following issues, and include sidewalk improvements within the City capital improvement program.	The proposed project would provide street landscaping in accordance with City requirements, including street trees. The project proposes widening the sidewalk right-of-way by 4 feet across the width of the project site.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
1) Development Design. Incorporate elements within site layout and building design to facilitate pedestrian activity and create a lively, pedestrian-friendly environment along the street. Elements may include: building entrances and outdoor activity spaces, landscaping, plazas, paseos, fountains, furniture, lighting, trash receptacles, etc. Also facilitate use of mass transit.	The proposed project has ostensibly been designed as a pedestrian-oriented mixed-use development. The proposed project would separate vehicular and pedestrian traffic by locating the majority of on-site parking underground. Interior walkways could potentially connect to adjacent residential development, providing improved pedestrian access to State Street. Street trees would be provided according to City requirements. A bus stop is proposed for the site to improve access to public transit.	Potentially Consistent	Same as for proposed project. Additionally, the office component includes entrances and small patios that face State Street, a small plaza with fountain along State Street and a paseo connecting the street to the parking lot at the rear. The residential component includes an open space area along State Street to create a more lively pedestrian environment (although a six-foot wall is proposed to separate this area from the public realm).	Potentially Consistent

USSS Direction	Proposed Project Discussion of Relative to USSS Direction	Consistent?	Applicant's Alternative Discussion of Relative to USSS Direction	Consistent?
2) Parking Placement. Review site plans carefully for parking lot placement to consider area conditions and potentially competing objectives for circulation and scenic views. Underground parking is preferred because it provides space for high quality, attractive projects above ground. Parking lots behind or next to buildings, and building entrances that are inviting from the street are generally preferable for circulation. Parking may be placed in the front of buildings if necessary to provide scenic view corridors or public viewing locations, with landscaping or other visual screening provided.	Most of the parking for both the hotel (111 spaces) and residential (163 spaces) would be located underground. Only 17 shared spaces would be located at street level along the access driveway for the site. Locating some, or all, of the required parking above-ground, particularly if it were located in front of the buildings, would significantly change the development of the site. This may or may not result in increased mountain views and would be contrary to goal of providing the parking underground.	Potentially Consistent	Parking for the office component would be provided behind the buildings within a surface parking lot (52 spaces), on the entry driveway (9 spaces), and within the underground parking area (5 spaces), for a total of 66 spaces. Additionally, 9 shared at-grade spaces would be provided along the entry driveway. Locating this parking in front of the buildings might result in increased mountain views but would be contrary to the circulation and pedestrian-oriented goals identified. The residential condominium portion would consist of 73 condominium units built over an underground parking garage with 164 residential spaces. Locating this required parking above-ground would significantly change the development of the site. This may or may not result in increased mountain views and would be contrary to goal of providing parking underground.	Potentially Consistent
3) Landscaping. Incorporate landscaping at building frontages to improve the pedestrian environment aesthetically, and in parking lots to help screen automobiles and provide shade.	The proposed project would provide landscaping along State Street, including street trees, in accordance with City requirements. On-site parking would be primarily underground, and the 17 proposed street-level spaces would be screened by on-site landscaping. Landscape trees would be within contained planters, which would constrain growth. However, compared to existing conditions, parking would be less visually intrusive under the proposed project.	Potentially Consistent	The applicant's alternative would provide landscaping along State Street, including street trees, in accordance with City requirements. On-site parking would be both surface level (office parking) and underground (residential condominiums); and the proposed street level spaces would be screened and shaded by on-site landscaping.	Potentially Consistent
4) Pedestrian Buffers. Buffer pedestrian facilities from automobiles, particularly in locations where cars line commercial development and overhang the sidewalk.	The proposed project would widen the existing sidewalk by 4 feet along State Street., and includes a landscaped area separating State Street from the sidewalk.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
5) Paseo Connections. Establish paseo connections between retail areas and residential neighborhoods where there are opportunities to do so; and consider public safety and maintenance issues in determining their locations and design.	The proposed project would potentially provide connections from adjacent uses to State Street via the on-site walkways to adjacent properties to the north and west.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
6) Street Trees. In coordination with the Park and Recreation Commission and Department, identify appropriate street tree species with respect to pedestrian safety, sidewalk maintenance, and aesthetic considerations.	The proposed project would provide street trees along State Street in accordance with City requirements. The type of trees and the spacing between them would be determined in coordination with the City.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
7) Sidewalk Standards. Replace non-conforming sidewalks consistent with Pedestrian Master Plan standards.	The existing sidewalk along the project site does not conform to current City sidewalk standards. The proposed project would expand the right-of-way along State Street by 4 feet, thereby allowing for a 4-foot wide parkway and 8-foot wide sidewalk and bringing it into compliance with City standards.	Potentially Consistent	Same as for proposed project.	Potentially Consistent

USSS Direction	Proposed Project Discussion of Relative to USSS Direction	Consistent?	Applicant's Alternative Discussion of Relative to USSS Direction	Consistent?
8) Sidewalk In-Fill. Install missing sidewalk gaps when there are opportunities to do so.	The sidewalk fronting the proposed project site is continuous, and there are no gaps that would require installation. However, the proposed project would expand the sidewalk right-of-way, improving pedestrian circulation on the site.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
9) Setback Uses. Provide direction for appropriate land uses within building setback areas.	The proposed project would comply with City standards for setbacks and stepped-back elevations. No direction relative to appropriate uses for these areas has been prepared, therefore no specific analysis can be done at this time.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
3. **Mountain Views**				
a. **Summary Direction:** Maintain the backdrop of panoramic mountain views that contributes to the area's sense of place by protecting or establishing intermittent and recurring mountain view corridors and viewing locations on a block-by-block basis.	The proposed project would adhere to City requirements for building setbacks and height. The removal and replacement of mature trees within the project site could potentially improve views over what is currently visible. However the proposed buildings would block more of the mountain view than existing buildings. A view corridor would be created between the hotel and residential development; however, existing views at the State/Hitchcock intersection would be reduced. Further discussion of the proposed project's aesthetic impacts is provided in **Section 8.0, Visual Aesthetics and Lighting**.	Potentially Consistent	The applicant's alternative would adhere to City requirements for building setbacks and height. The removal and replacement of mature trees within the project site could potentially improve views over what is currently visible. However the proposed buildings would block more of the mountain view than existing buildings. A view corridor would be created between the office and residential development and views at the State/Hitchcock intersection would be generally maintained. Further discussion of the proposed project's aesthetic impacts is provided in **Section 8.0, Visual Aesthetics and Lighting**.	Potentially Consistent
b. **Improvement Measures**: Amend the Upper State Street Area Design Guidelines and S-D-2 Zone to address the following:				
1) Building Height Limits. Retain current height limits for buildings in the S-D-2 Zone. Establish decision-maker findings for approval of three-story buildings only when substantial community benefits are provided (such as views, open space, creek buffers, pedestrian amenities, improved circulation or connectivity, and/or affordable housing).	The proposed project would comply with City height restrictions. The proposed hotel would be three stories and a maximum of 45 feet high. The first floor of the hotel would be set back 20 feet from the edge of the State Street right-of-way (back of sidewalk). The second and third floors would step back from the first floor 10 and 30 feet, respectively. The proposed residential condominiums would be two and three stories tall and would not exceed 31 feet in height. No decision-maker findings have yet been established for approval of three-story building. Some of the community benefits associated with the project include affordable housing, a right-of-way dedication for wider sidewalks, paving improvements to the State Street/Hitchcock Way intersection corners and crosswalk, and a new bus stop location with bench.	Potentially Consistent	The applicant's alternative would comply with City height restrictions. The proposed office building would be two stories and a maximum of 31 feet high. The office buildings would be set back 20 feet from the edge of the State Street right-of-way (back of sidewalk). The proposed residential condominiums would be two and three stories tall and would not exceed 31 feet in height. They would be set back a minimum of 80 feet from the edge of the State Street right-of-way (back of sidewalk). No decision-maker findings have yet been established for approval of three-story building. Some of the community benefits associated with the project include affordable housing, a right-of-way dedication for wider sidewalks, paving improvements to the State Street/Hitchcock Way intersection corners and crosswalk, and a new bus stop location with bench.	Potentially Consistent

USSS Direction	Proposed Project Discussion of Relative to USSS Direction	Consistent?	Applicant's Alternative Discussion of Relative to USSS Direction	Consistent?
2) View Corridors. Protect and/or create view corridors when siting new buildings, parking, and streetscapes.	The proposed project is designed to create a view corridor along the driveway access, which would offer views of the mountains north of the project site. Additionally, the building setbacks and the removal of existing mature trees would preserve and could potentially improve some mountain views. However, the project also reduces mountain views from certain vantage points. Further discussion of the proposed project's aesthetic impacts is provided in **Section 8.0, Visual Aesthetics and Lighting**.	Potentially Consistent	Effects would be generally similar to those of the proposed project, although mountain views from the intersection of State Street and Hitchcock Way would be improved by the reduced height of the office buildings.	Potentially Consistent
3) Step Buildings. Consider stepping upper stories back as one design solution to create view corridors.	The proposed hotel would be three stories and a maximum of 45 feet in height. The first floor of the hotel would be set back 20 feet from the edge of the State Street right-of-way (back of sidewalk). The second and third floors would step back from the first floor 10 and 30 feet, respectively. The hotel building would be set back 5 to 12 feet from the western property line. Although the hotel does step back the upper stories, this does not necessarily result in creating view corridors, although it may add architectural interest to the building. The proposed residential condominiums would be two and three stories tall and would not exceed 31 feet in height. The condos would be set back 20 feet from the edge of the State Street right-of-way. Three-story condos would be set back at least 85 feet from the edge of the State Street right-of-way. Condominium units would be set back 10 feet from the interior property lines. A view corridor would be opened up along the center drive aisle. Landscaping would be chosen to enhance and frame views, not block them.	Potentially Consistent	The proposed office building would be two stories and a maximum of 31 feet high. The first floor of the office would be set back 20 feet from the edge of the State Street right-of-way (back of sidewalk). The second floor would be set back approximately 22 feet from the edge of the State Street right-of-way. The westernmost office building would be set back 5 to 12 feet from the western property line. The proposed residential condominiums would be two and three stories tall and would not exceed 31 feet in height. A large setback from State Street would be provided (approximately 80 feet). Condominium units would be set back 10 feet from the interior property lines. View corridors are opened up primarily along the center drive aisle and secondarily between the office buildings. Landscaping would be chosen to enhance or frame views, not block them. Overall, view opportunities would be somewhat increased over current condition.	Potentially Consistent
4) Intersection Views. Protect views at corners that intersect with State Street.	Views across the proposed project site from adjacent intersections (Hitchcock Way and State Street) would be reduced with construction of the proposed hotel building.	Potentially Inconsistent	Views across the proposed project site from adjacent intersections (Hitchcock Way and State Street) would be generally preserved due to the office buildings' setbacks, height, and the removal of existing mature trees.	Potentially Consistent

USSS Direction	Proposed Project Discussion of Relative to USSS Direction	Consistent?	Applicant's Alternative Discussion of Relative to USSS Direction	Consistent?
5) Parking Placement. Parking may be placed in the front of buildings if necessary to provide scenic view corridors or public viewing locations, with landscaping or other visual screening of the parking provided.	Parking would not be provided in front of the proposed buildings. The majority of the parking for the proposed hotel and residential condominium uses would be located underground. Some limited parking would be provided at grade would be along the driveway providing access to the site. These parking spaces would be screened by landscaping provided along State Street and adjacent to the driveway. Locating parking in front of the building may provide increased scenic views because it would increase the building setback from State Street. It would not likely provide public viewing locations because the site is on the north side of State Street. Locating the commercial driveway at the center of the site creates a view corridor.	Potentially Consistent	Parking would not be provided in front of the proposed buildings. The majority of the parking for the residential condominium uses would be located underground; and parking for the proposed office buildings would primarily be at grade behind the office buildings. Some limited parking would be along the driveway providing access to the site. These parking spaces would be screened by landscaping provided along State Street and adjacent to the driveway. Locating parking in front of the buildings may provide increased scenic views because it would increase the building setback from State Street. It would not likely provide public viewing locations because the site is on the north side of State Street. Locating the commercial driveway at the center of the site creates a view corridor.	Potentially Consistent
6) Viewing Locations. Redevelopment of parking lots on the south side of State Street must include public viewing locations for scenic mountain views.	N/A – the proposed project site is located on the north side of State Street.	N/A	Same as for proposed project.	N/A
7) Landscaping and Trees. Provide appropriate designs and plant species within landscape plans to frame views but not substantially block them.	The proposed project would replace or relocate existing mature trees on the site. Existing landscaping currently blocks much of the view toward the mountains. Proposed plantings within the site consist of small and medium trees, including palms, to open up and/or frame views of the mountains to the extent possible. This would help to preserve and potentially improve mountain views across the proposed project site.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
4. **Open Space**				
a. **Summary Direction**: Maintain, enhance, and create open space where feasible.	The proposed project includes private open space in the hotel and residential uses. A pool recreation area is proposed at the hotel, and the residential component of the proposed project includes 23,600 square feet of common open yard space per the requirements of the City's zoning, including an active open space area of approximately 3,850 square feet.	Potentially Consistent	The office component of the project includes a plaza area in front of the buildings (in the required setback area) and a paseo between them. The residential component of the applicant's alternative contains 29,300 square feet of common open yard space per the requirements of the City's zoning, including open space areas of approximately 3,850 square feet and 3,600 square feet.	Potentially Consistent
b. **Improvement Measures**: Amend the Upper State Street Area Design Guidelines to address open space and plaza elements, and identify opportunities for public park locations as part of the General Plan Update process.				

USSS Direction	Proposed Project Discussion of Relative to USSS Direction	Consistent?	Applicant's Alternative Discussion of Relative to USSS Direction	Consistent?
1) Open Spaces and Parks. Create opportunities for private and public open spaces when siting development, including pocket parks, passive open spaces, and landscaping. Recognize various populations that have park needs, including all ages, and both residents and persons that come to shop or recreate (examples include passive open space, tot lots, skate parks, dog walking areas, and outdoor amphitheaters).	The proposed project includes private open space in the hotel and residential uses. A pool recreation area is proposed at the hotel, and the residential component of the proposed project includes private and common open yard space per the requirements of the City's zoning, including an active open space area of approximately 3,850 square feet. The project site is located in an area where local parks are not within close proximity (i.e., they are more than ½-mile away), thereby making them less convenient to use.	Potentially Consistent	The office component of the project includes a plaza area in front of the buildings (in the required setback area), and a paseo between them. Patios are provided along State Street for the offices. The residential component of the applicant's alternative contains common open yard space that exceeds the requirements of the City's zoning, and includes open space areas of approximately 3,850 square feet and 3,600 square feet, in addition to private areas for each unit. A placita with fountain and small landscaped area is located along State Street, in front of the residential open space area. The project site is located in an area where local parks are not within close proximity (i.e., they are mote than ½-mile away), thereby making them less convenient to use.	Potentially Consistent
2) Plaza Elements. Incorporate plaza elements as a part of development to establish street presence and a sense of open space, such as plazas, paseos, pedestrian resting areas, and bulb-outs for bus waiting areas.	The proposed project includes a plaza at the end of the driveway, featuring landscaping, a fountain, and mailboxes for the residential component of the project., street landscaping, including street trees in accordance with City requirements, would be provided along State Street, along with a proposed new bus stop with a bench, trash disposal, and information kiosk. Decorative paving is proposed at the intersection of State Street and Hitchcock Way.	Potentially Consistent	The office component of the project includes a plaza area in front of the buildings (in the required setback area) and a paseo between them. The residential component of the applicant's alternative contains common open yard space that exceeds the City's zoning requirements, and includes open space areas of approximately 3,850 square feet and 3,600 square feet, in addition to private areas for each unit. A placita with fountain and small landscaped area is located along State Street, in front of the residential open space area. The project includes a plaza at the end of the driveway, featuring landscaping, a fountain, and mailboxes for the residential component of the project. Street landscaping, including street trees in accordance with City requirements, would be provided along State Street, along with a proposed new bus stop with a bench, trash disposal, and information kiosk. Decorative paving is proposed at the intersection of State Street and Hitchcock Way.	Potentially Consistent
3) Public Parks and Open Spaces. Identify locations and opportunities to establish public parks and open spaces, including potentially at La Cumbre Plaza and the Army Reserve Building sites.	The proposed project does not include any public park uses. The site is currently developed as a hotel and restaurant, and is not located at any of the sites identified as potential park sites.	Potentially Consistent	Same as for proposed project.	Potentially Consistent

USSS Direction	Proposed Project Discussion of Relative to USSS Direction	Consistent?	Applicant's Alternative Discussion of Relative to USSS Direction	Consistent?
5. **Creeks**				
a. **Summary Direction**: Protect and enhance San Roque and Arroyo Burro Creeks.	N/A – the project site is located between San Roque and Arroyo Burro Creeks. Arroyo Burro Creek lies approximately 300 feet to the west of the project site, and San Roque Creek is approximately 350 feet east of the site. The project does not have the potential to directly protect or enhance these creeks.	N/A	Same as for proposed project.	N/A
b. **Improvement Measures**: Amend the Upper State Street Area Design Guidelines to address the following:				
1) Creek Protection. Restore creek areas; reduce impervious surfaces; increase creek buffers and building setbacks from creeks; and establish use of water quality best management practices, native plants, and integrated pest management near creeks.	The project site is between Arroyo Burro and San Roque Creeks; the site does not contain and is not adjacent to any creeks. Required mitigation measures (see **Section 11.0**) would prevent impacts to creeks related to stormwater runoff.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
2) Development Orientation. Orient development to face the creeks as well as toward State Street within the commercial/mixed use corridor to better incorporate creeks as part of the landscape and public open space. Examples include outdoor dining areas, residential open spaces, or balconies facing creeks, trail connections, and landscaped creek buffers. (Design Guidelines)	N/A – the proposed project site does not contain and is not adjacent to any creeks.	N/A	Same as for proposed project.	N/A
3) Creekside Paths. Establish creekside pedestrian paths within the commercial corridor where appropriate, to improve circulation, increase connectivity between the commercial corridor and residential areas, and public awareness of creeks.	N/A – the project site does not contain and is not adjacent to any creeks.	N/A	Same as for proposed project.	N/A
4) Street Presence. Establish better street presence of creek locations on State Street to increase public awareness of creeks, and provide points of orientation and identity along State Street. Examples of measures include pocket parks and signage to delineate creek and trail locations.	N/A – the project site does not contain and is not adjacent to any creeks.	N/A	Same as for proposed project.	N/A
6. **Building Setbacks**				
a. **Summary Direction**: Reaffirm the existing S-D-2 zone building setback requirements, and provide clarifications for their application.	The proposed project would comply with the S-D-2 building setback requirement of 20 feet from the front lot line as follows: the first floor of the hotel would be set back 20 feet from the front lot line (back of sidewalk); the second and third floors would be set back from the front lot line 30 and 50 feet, respectively. The proposed residential condominiums would be two and three stories tall and would be set back at least 20 feet from the front lot line.	Potentially Consistent	The applicant's alternative would comply with the S-D-2 building setback requirement of 20 feet from the front lot line, as the two-story buildings would be set back 20 feet from the front lot line. The proposed residential condominiums would be two and three stories tall and would be set back at least 80 feet from the front lot line.	Potentially Consistent

USSS Direction	Proposed Project Discussion of Relative to USSS Direction	Consistent?	Applicant's Alternative Discussion of Relative to USSS Direction	Consistent?
b. **Improvement Measures**: Amend S-D-2 Zone and Upper State Street Area Design Guidelines to address the following:				
1) Setback Measurement. Clarify that building setback standards are measured from the back of dedications for sidewalks or other public rights-of-way.	The project includes a 4-foot right-of-way dedication along the State Street property line for sidewalk purposes. The project setbacks have been measured from the back of this right-of-way dedication, consistent with City standards.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
2) Site Plan Variations. Identify typical types of site plan lay-outs that are encouraged and discouraged.	N/A – direction to the City, not individual projects.	N/A	Same as for proposed project.	N/A
3) Building Dimensions and Spacing Requirements. Identify maximum building depths and minimum spacing requirements between adjacent two- and three-story buildings.	N/A – direction to the City, not individual projects. Residential structures would comply with the 15-foot building separation requirement of the R-3/R-4 zone.	N/A	Same as for proposed project.	N/A
4) Eastern Subarea Setbacks. For locations with small lot sizes, ample sidewalks, and a historical development pattern with minimal setbacks, allow consideration of modifications for setbacks of less than the standard S-D-2 setback for one-story structures or the first story of multiple-story story structures.	N/A – the project site is located in the Western Subarea.	N/A	Same as for proposed project.	N/A
5) Variable Setback Approach. Study a variable setback approach for multiple properties within a block based on structural volume as a potential development evaluation metric.	N/A – direction to the City, not individual projects.	N/A	Same as for proposed project.	N/A
6) Building Setback Reductions. Establish decision-maker findings that modifications to reduce building setbacks below S-D-2 Zone requirements may only be approved in conjunction with substantial community benefits (e.g., views, open space, creek buffers, pedestrian amenities, improved circulation or connectivity, and/or affordable housing).	N/A – building setback modifications are not requested for this project.	N/A	Same as for proposed project.	N/A

USSS Direction	Proposed Project Discussion of Relative to USSS Direction	Consistent?	Applicant's Alternative Discussion of Relative to USSS Direction	Consistent?
7. **Building Size**				
a. **Summary Direction**: Encourage variation of building sizes, and require the height, bulk, mass and scale of buildings to be compatible within the context of respective blocks and subareas, proportional to parcel size, and consistent with the Upper State Street Area Design Guidelines, as amended.				
b. **Improvement Measures**: Amend Upper State Street Area Design Guidelines, Neighborhood Compatibility Section to incorporate the following:				
1) Compatibility Findings. Strengthen and enforce specific provisions that development be found compatible within the context of the block, neighborhood, and subarea.	The proposed project is a mixed-use development containing residential and hotel uses. General Plan Policy 4.2, discussed in **Table 1** above, encourages the development of residential uses in areas zoned for commercial development when appropriate. Adjacent uses include commercial uses to the south, east, and west and residential to the north.	Potentially Consistent	The applicant's alternative is a mixed-use development containing residential and commercial office uses. General Plan Policy 4.2, discussed in **Table 1,** above, encourages the development of residential uses in areas zoned for commercial development when appropriate. Adjacent uses include commercial uses to the south, east, and west and residential to the north.	Potentially Consistent
2) Form-Based Guidelines. Incorporate form-based guidelines to provide direction for visual aspects and appropriate form and scale of development in each subarea within the range of development permitted under zoning, and to protect scenic views. Guidelines would address the relationship between building facades and public spaces, and the form and mass of buildings in relation to one another. Examples are building height and bulk, façade treatments, the location of parking, street wall heights, commercial or mixed use designs where courtyards are proposed and parking is underground, etc. Guidelines would emphasize use of graphics and photos to explain application of zoning requirements.	The proposed project provides various setbacks and height limitations consistent with zoning requirements. No further analysis can be provided until these form-based guidelines are adopted.	Potentially Unknown	Same as for proposed project.	Potentially Unknown
3) Taller Buildings Criteria. Identify characteristics for when taller buildings that are permitted under the S-D-2 Zone can be appropriate for a site, and criteria for their evaluation. Criteria include scale, proportion, and character of existing development within the surrounding subarea.	N/A – project complies with the height limitations of the S-D-2 zone.	N/A	Same as for proposed project.	N/A

USSS Direction	Proposed Project Discussion of Relative to USSS Direction	Consistent?	Applicant's Alternative Discussion of Relative to USSS Direction	Consistent?
4) Floor Area Ratio. Include a Floor Area Ratio (FAR) measure as one metric for evaluating development projects.	The proposed project is consistent with the floor area standard expressed in the S-D-2 zoning designation: "Three stories not exceeding 45 feet and not exceeding the total floor area of a two story building 30 feet which could be constructed on the lot in compliance with all applicable regulations." The project FAR is 0.78. No additional analysis can be provided until a specific FAR metric is developed by the City.	Potentially Consistent	. The proposed project is consistent with the floor area standard expressed in the S-D-2 zoning designation: "Three stories not exceeding 45 feet and not exceeding the total floor area of a two story building 30 feet which could be constructed on the lot in compliance with all applicable regulations." The applicant's alternative's FAR is 0.54. No additional analysis can be provided until a specific FAR metric is developed by the City.	Potentially Consistent
C. TRANSPORTATION RECOMMENDATIONS				
1. **Traffic Signal/Intersection Level of Service Improvements**				
a. **Summary Direction**: Maintain or improve vehicle traffic flow and intersection service levels along Upper State Street.	The USSS guidelines recommend extending the existing raised median between Hitchcock Way and Ontare Road. The additional raised medians would be beneficial to improving the flow of through traffic between Hitchcock Road and Ontare Road. The concept plan presented in the USSS showed one median opening provided between Hitchcock Way and Ontare Road, but it is located about midway between the intersections. Where a mid-block left-turn access is provided along State Street between the signalized intersections, the preferred location is at a location about midway between the traffic signals to minimize any impacts on the left turns from queues at the downstream traffic signals and at locations where a large volume of left-turn traffic would be expected. The proposed left-turn access would not address either of these design issues. Therefore, providing the left-turn access at the Sandman project driveway would not be consistent with the median guidelines.	Potentially Inconsistent	Same as for proposed project.	Potentially Inconsistent
b. **Improvement Measures**: Implement the following improvements to improve intersection levels of service through private development, capital improvements or public/private program, and City programs and operations:				
1) Signal Phasing Modifications. At the following traffic signals, provide right-turn arrows during signal phases when the right-turning vehicle would have a protected period to turn: (a) Highway 154/Calle Real, (b) Highway 101 Northbound Off-Ramp/State Street, (c) La Cumbre Road/ State Street, (d) Las Positas Road-San Roque Road/State Street, (e) La Cumbre Road/Calle Real, and (f) Las Positas Road/Calle Real. (Private development, City capital improvements, and/or public/private partnership)	N/A – the project does not result in any level of service impacts to area intersections. The proposed project's impacts at intersections in the area are discussed in detail in **Section 7.0, Transportation and Circulation.** As the project does not result in any impacts to the subject intersections, there is no nexus to require signal phasing modifications.	N/A	Same as for proposed project.	N/A

USSS Direction	Proposed Project Discussion of Relative to USSS Direction	Consistent?	Applicant's Alternative Discussion of Relative to USSS Direction	Consistent?
2) Traffic Signal at McCaw/Las Positas. Install a new traffic signal at McCaw/Las Positas Road to improve residential circulation (see MMA concept design figure and description. (Private development, City capital improvement, and/or public/private partnership)	N/A – the project site is approximately 0.65 mile from this intersection. The project would not result in increased trips through this intersection; therefore, no improvements related to the proposed project are required.	N/A	Same as for proposed project.	N/A
3) Traffic Volume Monitoring. City program to conduct regular periodic traffic volume counts, to assist in coordinating traffic management with adjacent jurisdictions; identifying problems areas; assessing the effectiveness of physical improvements and operational changes to the road network; and reviewing development applications. (City Program)	N/A – this policy refers to a City program and is beyond the scope of individual development projects.	N/A	Same as for proposed project.	N/A
4) Intelligent Transportation System (ITS). The continuing use and refinement of ITS traffic control equipment and operations, such as electronic message signs, signal timing that adapts to traffic levels, and connection to the Caltrans regional monitoring system, assists in managing traffic flow and system efficiency. (City Program)	N/A – this policy refers to a City program and is beyond the scope of individual development projects.	N/A	Same as for proposed project.	N/A
2. **Mid-Block Congestion and Safety Improvements**				
a. **Summary Direction**: Reduce access points to Upper State Street that conflict with through travel.	Proposed project provides shared access and some limited shared parking facilities.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
b. **Improvement Measures**: As follows, amend Public Works Standards and Parking Design Guidelines; undertake a public/private program to improve access and parking; and install additional medians through private projects or City capital projects.				
1) Shared Driveway Access and Parking at Existing Development. City program to assist in identifying locations conducive to retrofitting existing access and parking areas, provide informational materials, and work with interested property owners and businesses to create shared access and parking facilities and operations. (City Program)	The proposed commercial and residential uses would share an access driveway from State Street, and parking for the residential portion of the proposed project site would be accessed via a separate parking ramp from State Street. Access to the Town and Country Apartments to the north of the main project site would be moved to San Remo Drive. The number of driveways accessing the site from would be reduced from four to two.	Potentially Consistent	Same as for proposed project.	Potentially Consistent

USSS Direction	Proposed Project Discussion of Relative to USSS Direction	Consistent?	Applicant's Alternative Discussion of Relative to USSS Direction	Consistent?
2) Access Management Guidelines. Establish design guidelines for providing effective access management for new development that address lot frontages, driveway spacing, consolidated access, on-site circulation, driveway design (see Table 2 in Upper State Street Study Report). (Public Works Standards and Parking Design Guidelines)	The proposed project is generally compatible with the recommendations contained in Table 2 of the Upper State Street Study Report, as follows: (1) the lot frontages are relatively large (at least 144 feet), (2) driveways would be spaced approximately 100 feet apart along the project frontage and approximately 200 and 90 feet from adjacent driveways to the west and east, respectively, (3) the proposed hotel and residential uses would share an access driveway from State Street and the number of driveways accessing the site would be reduced from four to two, (4)see 2 above, (5) the project components include complete on-site circulation, (6) N/A to project, (7) adequate driveway throat length and corner clearance provided, (8) access to the Town & Country Apartments to the north of the main project site would be moved to San Remo Road.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
3) Driveway Spacing Guidelines. Establish driveway spacing guidelines to reduce the number of driveways, create more uniform spacing, minimize conflict points with through-traffic, and move driveways away from intersections (see Table 3 in Upper State Street Study Report). (Public Works Standards and Parking Design Guidelines)	The Upper State Street Study Report recommends reducing the number of driveways and median access points along State Street and providing a minimum driveway spacing of 220 feet and a preferable spacing of 440 feet, if feasible, in order to reduce potential conflicts/"friction" and improve mid-block through traffic flow. Existing development conditions make it infeasible to fully implement the driveway spacing standard recommended in the Upper State Street Study Report. The project site is 372.5 feet in length along State Street. The nearest driveway (located at the Auto Club building at 3712 State Street) to the east of the project site is approximately 100 feet from the eastern property line, and immediately to the west of the site is a large driveway opposite Hitchcock Way. The site would require a minimum of 440 feet of frontage plus the width of any driveways to meet the 220 foot spacing recommendations for a driveway located between Hitchcock Way and the Auto Club driveway. No new driveway access would be added to the proposed project site, rather, the number of driveways would be reduced from four to two, and access for the Town and Country Apartments to the north would be redirected to San Remo Drive. The project would locate the westerly driveway about 210 feet east of the Hitchcock Way crosswalk (and approximately 230 feet from the centerline of the street) and the easterly driveway another 130 feet to the east of the westerly driveway. The proposed project represents an improvement over existing conditions with regard to these driveway spacing guidelines. Based on the project site frontage length, meeting the spacing for both of the above would not be feasible. Given the physical size of the site frontage, the proposed land uses, the expected volume of	Potentially Consistent	Same as for proposed project.	Potentially Consistent

USSS Direction	Proposed Project Discussion of Relative to USSS Direction	Consistent?	Applicant's Alternative Discussion of Relative to USSS Direction	Consistent?
	traffic to be generated, and the proposed net decrease in number of driveways along the properties, the proposed project access driveway configuration is potentially an acceptable design from a technical traffic and circulation perspective. The reduction from four site driveways to two is potentially consistent with the USSS guidelines in that it will improve operating conditions at the site driveways and along State Street. The spacing of the project's commercial (westerly) driveway (230 feet) would meet the minimum driveway spacing requirement of 220 feet identified in the USSS; however, the spacing of 130 feet between the proposed hotel and residential driveways would be less than this minimum recommendation. The project could improve on this further by providing one shared driveway at the center of the site and eliminating the separate residential parking garage driveway which would result in approximately 200 feet of space between the project driveway and the driveways flanking the project site.			
4) <u>Additional Raised Medians</u>. Additional raised medians would be beneficial to improving the flow of through traffic in the following identified locations: (a) Between Highway 101 Northbound Off-Ramp and La Cumbre Road, (b) Between Hitchcock Road and Ontare Road, and (c) Between Ontare Road and Toyon Drive (reference MMA Concept Design Figures and Descriptions). Utilize median designs that provide the least impact to the provision of emergency services. Design a new median at the location between Highway 101 and La Cumbre Road to reflect recognition of its location as a northern gateway to Santa Barbara. (Private development, City capital improvements program, and/or public/private partnership)	Additional raised medians are not proposed as part of the project. The project proposes to reduce the length of an existing median in order to allow eastbound left turns into the residential driveway at the eastern end of the project site. The project site is located between Hitchcock Way and Ontare Road, an area identified in this measure as a potential location for new raised traffic medians.	Potentially Inconsistent	Same as for proposed project.	Potentially Inconsistent
3. **<u>Pedestrian/Bicycle Facility Improvements</u>**				
a. **Summary Direction**: Improve pedestrian and bicycle facilities within the corridor, and increase connectivity between parcels, and between the commercial corridor and surrounding neighborhoods.	The proposed project would include landscaped internal walkways and open space, and would expand the sidewalk right-of-way along State Street by 4 feet, providing better pedestrian circulation. Pedestrian connections to adjacent northern properties would be provided, should adjacent properties choose to take advantage of them.	Potentially Consistent	Same as for proposed project.	Potentially Consistent

USSS Direction	Proposed Project Discussion of Relative to USSS Direction	Consistent?	Applicant's Alternative Discussion of Relative to USSS Direction	Consistent?
b. **Improvement Measures**: Implement streetscape improvements and pedestrian and bicycle connections through private projects or district, City or public/private program; amend Access and Parking Design Guidelines and Upper State Street Area Design Guidelines to incorporate pedestrian and bicycle guidelines; City operations programs for sidewalk maintenance and bicycle hitching posts.				
1) Pedestrian/Bike Route. Establish an alternate route south of State Street for pedestrians and cyclists to travel between the Five Points and MacKenzie Park areas, and for non-motorized access between neighborhoods now primarily connected by vehicle (See Figure 9 in Upper State Street Study). The route would largely use existing roadways and sidewalks, connecting a few gaps. Improvements would include sidewalks, creekside trail improvements, street crossings, signage, and the stoplight at McCaw and Las Positas Road. (Private development, City capital improvement, and/or public/private partnership)	N/A – the project site is located north of State Street and would not be able to implement changes to areas south of State Street.	N/A	Same as for proposed project.	N/A
2) Pedestrian Connections. Improve sidewalk connections along cross streets and establish more paseo connections through parcels to increase pedestrian connectivity throughout the corridor as parcels are redeveloped (see Figure 9 for locations for cross street sidewalk improvements, and blocks where new mid-block pedestrian paseos would improve connectivity. Establish long-term operation and maintenance agreements to assure paseos availability for public use. (Private development, City capital improvements, and/or public/private partnerships)	The proposed project would include landscaped internal walkways and open space, and would expand the sidewalk right-of-way along State Street by 4 feet, providing better pedestrian circulation. New decorative paving is proposed at the intersection of State Street and Hitchcock Way. Figure 9 of the USSS identifies the project site as a potential location for a north-south mid-block pedestrian paseo or sidewalk connection. The project includes a walkway that connects State Street to the main project site's rear property line, with potential access to/from the Town and Country Apartments parcel (and theoretically through to San Remo Drive) via a gate. However, access beyond the main project site property lines (through the apartment and duplex parcels) is not proposed. Therefore a pedestrian connection to San Remo is not part of the project.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
3) Relocate State Street/Calle Palo Colorado Crosswalk. Relocate the existing north-south crosswalk from the west side of the intersection to the east side to address traffic and pedestrian safety and traffic flow (see MMA concept design figure and description). Improvements would include pedestrian refuge at the existing median; modified access ramps compliant with current American Disabilities Act (ADA) standards; upgraded lighting, and signage. (Private development, City capital improvement, and/or public/private partnership)	N/A – the project site is not located at or near this intersection and does not impact this intersection in any way.	N/A	Same as for proposed project.	N/A

USSS Direction	Proposed Project Discussion of Relative to USSS Direction	Consistent?	Applicant's Alternative Discussion of Relative to USSS Direction	Consistent?
4) Reconfigure State Street/De la Vina Street Intersection. Modify the intersection to remove the present vehicle eastbound free-right turn, reconfigure it to more closely resemble a standard intersection, and provide signal control for all crosswalks, to address vehicle, pedestrian, and bicycle safety. (City capital improvement process is underway for this improvement.)	N/A – the project site is not located at or near this intersection and does not impact this intersection in any way.	N/A	Same as for proposed project.	N/A
5) Traffic Signal at McCaw/Las Positas. A traffic signal at this intersection would provide a controlled access point for MacKenzie Park, and if a future bicycle route were developed along McCaw avenue, the signal would provide a controlled access point for non-motorized traffic across Las Positas Road (see MMA concept design figure and description). (Private development, City capital improvement, and/or public/private partnership)	N/A – the project site is not located at or near this intersection and does not impact this intersection in any way.	N/A	Same as for proposed project.	N/A
6) Streetscape Improvements. Streetscape improvements along Upper State Street, as identified in the Pedestrian Master Plan (and also discussed in section B.2 Urban Design above) would benefit pedestrian circulation and traffic safety, and include the following:	Streetscape improvements proposed include the widening of the existing sidewalk right-of-way by 4 feet to create a 4-foot wide parkway and 8-foot wide sidewalk, street landscaping including street trees, and a new bus stop with a bench, trash disposal, and information kiosk. Specific improvement recommendations are discussed below as they apply to the proposed project.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
(a) *Sidewalk Expansion Program*. The new Pedestrian Master Plan standard for the pedestrian right-of-way is 12 feet from curb face to property line. This includes 4 feet of parkway or "furnishing zone" to provide space for plantings, light poles, news racks, and benches, and an 8-foot-wide sidewalk or "through way." The remaining building setback area or "frontage zone" is a buffer space between the sidewalk edge and building, and will vary in width depending on the type of land use and size of building. These standards will continue to apply as feasible as parcels redevelop, although some parcels on Upper State Street do not have the size and configuration to provide this amount of public right-of-way. (Access and Parking Design Guidelines and Upper State Street Area Design Guidelines; Private development, City capital improvement, or public/private partnership)	The proposed project would widen the existing sidewalk right-of-way by 4 feet to bring the sidewalk into compliance with this standard. Street trees and other street landscaping would be located in the "furnishing zone," along with a proposed new bus stop. Proposed project structures would be separated from the sidewalk right-of-way by a 20-foot landscaped setback.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
(b) *Sidewalk Obstructions Relocation Program*. This program would identify opportunities with adjacent property owners to relocate existing sidewalk obstructions off the sidewalks and into the frontage zone, such as benches, utility poles, equipment boxes, newspaper racks, street signs, street trees, and landscape walls. (Design Guidelines; Private development, City program, or public/private partnership)	The proposed new bus stop would be located in the "furnishing zone" of the sidewalk right-of-way and would not obstruct pedestrians. No existing obstructions have been identified adjacent to the main project site.	Potentially Consistent	Same as for proposed project.	Potentially Consistent

USSS Direction	Proposed Project Discussion of Relative to USSS Direction	Consistent?	Applicant's Alternative Discussion of Relative to USSS Direction	Consistent?
(c) *Bicycle Hitching Post Program.* Bicycle hitching posts are installed within the public right-of-way adjacent to commercial building entrances under an ongoing City program to implement Bicycle Master Plan goals, with efforts to date focused on Downtown but eventually to include Upper State Street. Where business entrances are set back away from the street, private bicycle parking is more appropriate and convenient. (Design Guidelines; City Program, and/or private development)	Entrances to the uses proposed within the project site are located on the internal circulation driveways and are not accessible directly from State Street. The hotel parking garage includes 2 bicycle parking spaces. The active open space area will also include two bicycle parking spaces. Given the use as a hotel, private bicycle parking for hotel employees is likely the primary type of bicycle parking generated, and therefore the underground bicycle parking provided is the most appropriate.	Potentially Consistent	Entrances to the proposed offices front on State Street. The project includes 2 bicycle parking spaces.	Potentially Consistent
(d) *Pedestrian-Attractive Intersections/Crosswalks Program.* This program would reconstruct intersections and pedestrian crossings with materials to make the intersections more attractive. Also upgrade to current accessibility standards. (Include reference in Design Standards; and City capital program, or private development or public/private partnership)	The proposed project includes new decorative paving at the intersection of State Street and Hitchcock Way.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
(e) *Street Tree Enhancement Program.* Provide more street trees and/or landscaping within the parkway between the curb and sidewalk (furnishing zone) to provide a buffer for pedestrians per Pedestrian Master Plan standards. This would include removal and replacement of unhealthy or overgrown trees with species appropriate to the corridor setting, that is with slender trucks, reasonable shade canopies, and root systems that will limit the amount of sidewalk damage as the tree matures, and placement in tree grates. (Design Standards; and Private development, City capital improvement, and/or public/private partnership)	The proposed project would provide new street trees within the right-of-way along State Street. New street trees would be designated by the City. Existing trees would be removed.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
7) Crossing Timers Program. Install pedestrian countdown timers at Upper State Street intersections to provide additional information to pedestrians about remaining time to cross. Signal timing is set per traffic engineering standards (MUTCD). Consideration could be given to increasing pedestrian crossing time, however this would add to vehicle delay. (Private development, City capital improvements, and/or public/private partnerships)	N/A – project does not propose these timers and they are not required based on any impacts to pedestrians resulting from the project.	N/A	Same as for proposed project.	N/A
4. **Transit Facility Improvements**				
a. **Summary Direction**: Improve transit facilities and service, and encourage increased ridership.	The proposed project would provide a new bus stop on State Street. This bus stop would include a bench, trash disposal, and an information kiosk.	Potentially Consistent	Same as for proposed project.	Potentially Consistent

USSS Direction	Proposed Project Discussion of Relative to USSS Direction	Consistent?	Applicant's Alternative Discussion of Relative to USSS Direction	Consistent?
b. **Improvement Measures**: Implement physical and operational improvements through private projects, City program, or public/private partnership.				
1) Increase Bus Service. For land development project mitigation measures involving transit funding, contribute to improved bus service rather than providing free bus passes. (Private development, MTD/City/public/private partnerships)	N/A – project does not have mitigation measures involving transit funding.	N/A	Same as for proposed project.	N/A
2) Rider Information. Provide "real-time" rider information at bus kiosks about exactly when the next bus will arrive. (MTD)	N/A – this measure refers to a proposed Santa Barbara Metropolitan Transit District (MTD) improvement and is beyond the scope of individual development projects.	N/A	Same as for proposed project.	N/A
3) Extend Signal Time for Buses. Modify City traffic signals in coordination with MTD to recognize an approaching bus and extend the duration of a green signal to allow the bus through. This will extend the time for side street drivers waiting for the signal change, but will not impact vehicle progression on State Street. (Alternate operation in which traffic signals turn green when a bus approaches is not recommended and would severely impact vehicle congestion by disrupting vehicle progression between traffic signals.) (City Program with MTD; funding through private development, MTD, City or public/private partnership)	N/A – this improvement is beyond the scope of individual development projects.	N/A	Same as for proposed project.	N/A
4) Relocate Bus Stops. A program to work with MTD and property owners to relocate the bus stop westbound at the Century 21 building on the near side of traffic signals to the far side would benefit the flow of through traffic. Moving bus stops off sidewalks as opportunities arise would improve pedestrian circulation. (City/MTD program; Design Guidelines; and private development, City, or public/private program)	N/A – the proposed project is not located at the Century 21 building. The proposed new bus stop would be located within the sidewalk right-of-way, but would be placed within the "furnishing zone" and would not obstruct pedestrian traffic.	N/A	Same as for proposed project.	N/A
5) Additional Bus Turnout Pockets. A program to work with MTD and property owners to develop additional bus pockets would reduce lane changing to pass buses and improve through traffic. Identified locations are: (a) State/Ontare eastbound bus stop on south side of State Street, and (b) State/Toyon westbound on north side of State Street (see MMA concept designs and descriptions). Design bus pockets to provide adequate transition zones. (City/MTD program and public/private partnership)	N/A – the proposed project is not located at the bus stops identified as potential sites for bus turnout pockets. The proposed new bus stop would not include a bus turnout pocket.	N/A	Same as for proposed project.	N/A
6) Bus Pull-Out Right-of-Way. To facilitate buses in turn-out pockets merging back into traffic, pursue changes in State regulations to require motorists to yield to a merging bus. This would improve traffic flow and bus service on-time reliability. (City/MTD program)	N/A – this is beyond the scope of an individual development project.	N/A	Same as for proposed project.	N/A

USSS Direction	Proposed Project Discussion of Relative to USSS Direction	Consistent?	Applicant's Alternative Discussion of Relative to USSS Direction	Consistent?
5. **Parking Improvements**				
a. **Summary Direction**: Develop parking policies and management strategies that help reduce Upper State Street congestion.	The proposed project would provide on-site parking primarily in underground garages. The proposed hotel use would provide 110 underground parking spaces and the proposed residential use would provide 163 underground parking spaces. An additional 17 at-grade parking spaces would be shared by the two uses.	Potentially Consistent	The applicant's alternative would provide on-site parking both at grade and in underground garages. Parking for the office buildings would be provided on the north side of the buildings within a surface parking lot (52 spaces), on the entry driveway (9 spaces), and within the underground parking area (5 spaces), for a total of 66 spaces. The residential condominium portion would consist of 73 condominium units built over an underground parking garage with 164 spaces. An additional 9 at-grade parking spaces would be shared by the two uses.	Potentially Consistent
b. **Improvement Measures**: Amend S-D-2 Zone parking requirements; amend Upper State Street Area Design Guidelines to address parking design; undertake public/private parking efficiency program; continue ongoing City policies and programs on mixed use and parking demand reduction.				
1) Public/Private Parking Efficiency Management Program. Work with employers and commercial businesses to improve the efficiency of parking management at existing development by measures such as the following: (a) Shared Parking by more than one user; (b) Employee Parking Program to use remote parking and reduce the need for employee parking with Transportation Demand Management incentives that support carpooling and use of alternative transportation; (c) Parking Pricing that provides for motorists to pay directly for using parking facilities and would tend to reduce parking demand; (d) Signs and Circulation to provide the most appropriate signage, access, and parking to show users where all parking is located, especially lesser-used parking to the side and rear of buildings; and (e) Intelligent Transportation System (ITS) measures for larger centers, such as real-time indicators showing available spaces in other parts of the lot. (City program; public/private partnership)	Seventeen at-grade parking spaces would be shared by the hotel and residential uses. The proposed project does not include large commercial uses.	Potentially Consistent	Nine at-grade spaces would be shared by the office and residential uses. Parking for the individual uses would be provided per City requirements.	Potentially Consistent

USSS Direction	Proposed Project Discussion of Relative to USSS Direction	Consistent?	Applicant's Alternative Discussion of Relative to USSS Direction	Consistent?
2) Site Lay-Out for Parking. Provide guidance to assist in determining appropriate parking lay-out design for redevelopment, addressing factors including size and depth of lot, scenic view considerations on north and south side of the street, and proximity to connecting side streets and alleys. For surface parking, in general, parking at the rear of buildings can be more easily accessed from alleys and driveways on side streets and may reduce the number of driveways on State Street. Maximize underground parking to the benefit of creating attractive, high quality projects above ground. (Design Guidelines)	All parking would be accessed via State Street. Parking for the Town and Country Apartments would be relocated to San Remo Drive.	Potentially Consistent	Same as proposed project.	Potentially Consistent
3) Parking Requirements. Review S-D-2 zone parking requirements for new development to identify any refinements that could assist in providing adequate parking without burdening the transportation corridor, including further study of the following:	The proposed parking requirements for the S-D-2 zone are discussed below as they apply to the proposed project.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
(a) Parking Maximums that limit the amount of parking capacity allowed at particular sites or areas to control the congestion impact on adjacent streets;	The Proposed Project includes a total of 291 parking spaces (111 parking spaces, including 4 handicap-accessible spaces for the hotel component, 145 resident parking spaces plus 18 guest spaces for the residential component in the underground parking garage, and 17 common/shared spaces along the hotel entry drive). The Santa Barbara Municipal Code parking requirement for the project is 259 spaces (106 for the hotel component and 153 for the residential component).	Potentially Consistent	The Applicant's Alternative includes a total of 239 spaces. Parking for the office space would be provided on the north side of the buildings within a surface parking lot (52 spaces), on the entry driveway (9 spaces), and within the underground parking garage (5 spaces), for a total of 66-spaces. Parking for the residential portion would be provided in a 169-space underground parking structure, with 123 spaces provided in private garages and the remaining spaces provided in surface spaces. Of the 46 surface spaces, 22 would be reserved for residents, 19 would be open for guest parking, and 5 would be allocated to the office use. Nine shared spaces would be provided on the entry driveway. City code requires 155 spaces for the residential portion of the development with 137 spaces required for resident parking and 18 spaces for guest parking.	Potentially Consistent
(b) Parking Pricing that provides for motorists to pay for using parking facilities; and	The proposed project contains hotel and residential uses. No paid parking is proposed within the site.	Potentially Consistent	The applicant's alternative contains office and residential uses. No paid parking is proposed within the site.	Potentially Consistent
(c) Restaurant Parking requirements that limit restaurants in smaller commercial developments. (S-D-2 Zone, Design Guidelines)	The proposed project does not include restaurant uses.	N/A	Same as for proposed project.	N/A

USSS Direction	Proposed Project Discussion of Relative to USSS Direction	Consistent?	Applicant's Alternative Discussion of Relative to USSS Direction	Consistent?
4) Mixed Use Development Policies. Continue City policies supporting mixed residential/commercial development, and further study the following potential policy refinements that could reduce parking demand and also thereby benefit traffic levels along Upper State Street: (a) Parking Requirements for Residential to restrict parking to one space per unit or require that the price of parking be independent of the residential unit; (b) Car Share program providing automobile rental services intended to substitute for private vehicle ownership, making occasional use of a vehicle more affordable and providing incentive to minimize driving and use alternative modes. Program requires accessible location, affordable rates, convenient procedures, and reliable vehicles and availability. (City, private development)	The proposed project is a mixed-use project consisting of hotel and residential uses, although the uses would be on separate parcels. The proposed project would provide on-site parking primarily in underground garages. The proposed hotel use would provide 111 underground parking spaces and the proposed residential use (73 units) would provide 163 underground parking spaces. An additional 17 at-grade parking spaces would be shared by the two uses. To reduce the amount of space devoted to parking, 40 of the residential parking spaces would be in a tandem configuration, which requires a waiver of the City's parking design standards. A car share program is not proposed.	Potentially Consistent	The applicant's alternative is a mixed-use project consisting of commercial office and residential uses, although the uses would be on separate parcels. The applicant's alternative would provide on-site parking both at grade and in underground garages. Parking for the office buildings would be provided on the north side of the buildings within a surface parking lot (52 spaces), on the entry driveway (9 spaces), and within the underground parking area (5 spaces), for a total of 66 spaces. The residential condominium portion would consist of 73 condominium units built over an underground parking garage with 164 residential parking spaces. To reduce the amount of space devoted to parking, 24 of the residential parking spaces would be in a tandem configuration, which requires a waiver of the City's parking design standards. A car share program is not proposed.	Potentially Consistent
5) Parking Demand Reduction Programs. Continue City and MTD Citywide programs to increase use of alternative modes to vehicle travel, including walking, biking, and transit. (City and MTD Programs, private development)	N/A – direction to the City and MTD, not individual projects. However, the proposed project would widen the existing sidewalk right-of-way by 4 feet, improving pedestrian circulation, and a new bus stop is proposed as part of the project.	N/A	Same as for proposed project.	N/A
6) Retain On-Street Parking. Retain the current on-street parking in the Upper State Street corridor, which provides a limited but needed parking supply. (City program)	N/A – on-street parking is currently unavailable on State Street in the project vicinity.	N/A	Same as for proposed project.	N/A
7) Improvement Financing. Initiate a City outreach process to engage Upper State Street area property owners and businesses in a dialogue to discuss financing of improvements and the possibility of forming a Business Improvement District.	N/A – this is a City program and not applicable to individual projects.	N/A	Same as for proposed project.	N/A

APPENDIX 6.0

Air Quality

Proposed Project Construction Emissions

2/18/2009 10:46:37 AM

Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Proposed\Sandman Inn - Construction.urb924
Project Name: Sandman Inn - Construction

Project Location: Santa Barbara County APCD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:
CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2009 TOTALS (lbs/day unmitigated)	7.25	92.10	33.86	0.07	294.98	3.75	298.73	61.64	3.45	65.09
2009 TOTALS (lbs/day mitigated)	7.25	92.10	33.86	0.07	120.64	3.75	124.39	25.23	3.45	28.68
2010 TOTALS (lbs/day unmitigated)	2.24	14.72	23.41	0.01	0.07	0.52	0.59	0.02	0.47	0.50
2010 TOTALS (lbs/day mitigated)	2.24	14.72	23.41	0.01	0.07	0.52	0.59	0.02	0.47	0.50
2011 TOTALS (lbs/day unmitigated)	36.02	28.50	32.86	0.01	0.07	1.79	1.86	0.03	1.64	1.66
2011 TOTALS (lbs/day mitigated)	36.02	28.50	32.86	0.01	0.07	1.79	1.86	0.03	1.64	1.66

Construction Unmitigated Detail Report:
CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
Time Slice 6/29/2009-7/31/2009 Active Days: 25	2.36	15.75	25.12	0.01	0.07	0.57	0.64	0.02	0.52	0.54
Building 06/28/2009-08/01/2009	2.36	15.75	25.12	0.01	0.07	0.57	0.64	0.02	0.52	0.54
Building Off Road Diesel	1.49	14.19	4.62	0.00	0.00	0.53	0.53	0.00	0.49	0.49
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.87	1.56	20.50	0.01	0.07	0.04	0.11	0.02	0.03	0.06
Time Slice 8/3/2009-8/28/2009 Active Days: 20	3.68	34.18	16.82	0.02	31.86	1.61	33.48	6.64	1.48	8.12
Demolition 08/02/2009-08/29/2009	3.68	34.18	16.82	0.02	31.86	1.61	33.48	6.64	1.48	8.12
Fugitive Dust	0.00	0.00	0.00	0.00	31.77	0.00	31.77	6.61	0.00	6.61
Demo Off Road Diesel	2.47	14.42	9.08	0.00	0.00	0.92	0.92	0.00	0.85	0.85
Demo On Road Diesel	1.14	19.63	5.95	0.02	0.08	0.69	0.77	0.03	0.63	0.66
Demo Worker Trips	0.08	0.14	1.79	0.00	0.01	0.00	0.01	0.00	0.00	0.00

Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Proposed\Sandman Inn - Construction.urb924

Project Name: Sandman Inn - Construction

Time Slice 8/31/2009-9/11/2009 Active Days: 10	3.68	34.17	16.82	0.02	8.26	1.61	9.87	1.73	1.48	3.21
Demolition 08/30/2009-09/12/2009	3.68	34.17	16.82	0.02	8.26	1.61	9.87	1.73	1.48	3.21
Fugitive Dust	0.00	0.00	0.00	0.00	8.17	0.00	8.17	1.70	0.00	1.70
Demo Off Road Diesel	2.47	14.42	9.08	0.00	0.00	0.92	0.92	0.00	0.85	0.85
Demo On Road Diesel	1.14	19.62	5.95	0.02	0.08	0.69	0.77	0.03	0.63	0.66
Demo Worker Trips	0.08	0.14	1.79	0.00	0.01	0.00	0.01	0.00	0.00	0.00
Time Slice 9/14/2009-10/2/2009 Active Days: 15	4.13	42.02	19.20	0.03	15.37	1.89	17.26	3.21	1.74	4.95
Demolition 09/13/2009-10/03/2009	4.13	42.02	19.20	0.03	15.37	1.89	17.26	3.21	1.74	4.95
Fugitive Dust	0.00	0.00	0.00	0.00	15.25	0.00	15.25	3.17	0.00	3.17
Demo Off Road Diesel	2.47	14.42	9.08	0.00	0.00	0.92	0.92	0.00	0.85	0.85
Demo On Road Diesel	1.59	27.47	8.33	0.03	0.12	0.96	1.08	0.04	0.89	0.93
Demo Worker Trips	0.08	0.14	1.79	0.00	0.01	0.00	0.01	0.00	0.00	0.00
Time Slice 10/5/2009-12/11/2009 Active Days: 50	7.25	**92.10**	**33.86**	**0.07**	**294.98**	**3.75**	**298.73**	**61.64**	**3.45**	**65.09**
Mass Grading 10/04/2009-12/12/2009	7.25	92.10	33.86	0.07	294.98	3.75	298.73	61.64	3.45	65.09
Mass Grading Dust	0.00	0.00	0.00	0.00	294.70	0.00	294.70	61.55	0.00	61.55
Mass Grading Off Road Diesel	3.51	28.89	12.95	0.00	0.00	1.54	1.54	0.00	1.41	1.41
Mass Grading On Road Diesel	3.66	63.08	19.12	0.07	0.27	2.21	2.49	0.09	2.04	2.13
Mass Grading Worker Trips	0.08	0.14	1.79	0.00	0.01	0.00	0.01	0.00	0.00	0.00
Time Slice 12/14/2009-12/31/2009 Active Days: 14	2.36	15.75	25.12	0.01	0.07	0.57	0.64	0.02	0.52	0.54
Building 12/13/2009-07/10/2010	2.36	15.75	25.12	0.01	0.07	0.57	0.64	0.02	0.52	0.54
Building Off Road Diesel	1.49	14.19	4.62	0.00	0.00	0.53	0.53	0.00	0.49	0.49
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.87	1.56	20.50	0.01	0.07	0.04	0.11	0.02	0.03	0.06
Time Slice 1/1/2010-7/9/2010 Active Days: 136	2.24	14.72	23.41	0.01	0.07	0.52	0.59	0.02	0.47	0.50
Building 12/13/2009-07/10/2010	2.24	14.72	23.41	0.01	0.07	0.52	0.59	0.02	0.47	0.50
Building Off Road Diesel	1.44	13.28	4.33	0.00	0.00	0.48	0.48	0.00	0.44	0.44
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.80	1.44	19.08	0.01	0.07	0.04	0.11	0.02	0.03	0.06

Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Proposed\Sandman Inn - Construction.urb924

Project Name: Sandman Inn - Construction

Time Slice 7/12/2010-12/31/2010 Active Days: 125	2.24	14.72	23.41	0.01	0.07	0.52	0.59	0.02	0.47	0.50
Building 07/11/2010-10/29/2011	2.24	14.72	23.41	0.01	0.07	0.52	0.59	0.02	0.47	0.50
Building Off Road Diesel	1.44	13.28	4.33	0.00	0.00	0.48	0.48	0.00	0.44	0.44
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.80	1.44	19.08	0.01	0.07	0.04	0.11	0.02	0.03	0.06
Time Slice 1/3/2011-10/28/2011 Active Days: 215	**36.02**	28.50	32.86	0.01	0.07	1.79	1.86	0.03	1.64	1.66
Asphalt 01/01/2011-10/29/2011	2.51	14.96	10.65	0.00	0.01	1.31	1.32	0.00	1.21	1.21
Paving Off-Gas	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.42	14.79	8.79	0.00	0.00	1.31	1.31	0.00	1.20	1.20
Paving On Road Diesel	0.00	0.03	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Worker Trips	0.08	0.14	1.86	0.00	0.01	0.00	0.01	0.00	0.00	0.01
Building 07/11/2010-10/29/2011	2.08	13.50	21.75	0.01	0.07	0.47	0.54	0.02	0.43	0.45
Building Off Road Diesel	1.35	12.17	4.04	0.00	0.00	0.43	0.43	0.00	0.40	0.40
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.73	1.33	17.71	0.01	0.07	0.04	0.11	0.02	0.03	0.06
Coating 01/01/2011-10/29/2011	31.43	0.03	0.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coating	31.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.02	0.03	0.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase Assumptions

Phase: Demolition 8/2/2009 - 8/29/2009 - Building Demolition

Building Volume Total (cubic feet): 1511874

Building Volume Daily (cubic feet): 75652.32

On Road Truck Travel (VMT): 600.42

Off-Road Equipment:

1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day

1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day

2 Skid Steer Loaders (44 hp) operating at a 0.55 load factor for 8 hours per day

Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Proposed\Sandman Inn - Construction.urb924

Project Name: Sandman Inn - Construction

Phase: Demolition 8/30/2009 - 9/12/2009 - Foundation Demolition

Building Volume Total (cubic feet): 194463.5

Building Volume Daily (cubic feet): 19440.72

On Road Truck Travel (VMT): 600.02

Off-Road Equipment:

1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day

1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day

2 Skid Steer Loaders (44 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Demolition 9/13/2009 - 10/3/2009 - Site Clearing

Building Volume Total (cubic feet): 544939.4

Building Volume Daily (cubic feet): 36300

On Road Truck Travel (VMT): 840.28

Off-Road Equipment:

1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day

1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day

2 Skid Steer Loaders (44 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Mass Grading 10/4/2009 - 12/12/2009 - Mass Site Grading

Total Acres Disturbed: 4.59

Maximum Daily Acreage Disturbed: 1.15

Fugitive Dust Level of Detail: Low

Onsite Cut/Fill: 2400 cubic yards/day; Offsite Cut/Fill: 0 cubic yards/day

On Road Truck Travel (VMT): 1929.41

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 8 hours per day

1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Rough Terrain Forklifts (93 hp) operating at a 0.6 load factor for 8 hours per day

1 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Proposed\Sandman Inn - Construction.urb924

Project Name: Sandman Inn - Construction

Phase: Paving 1/1/2011 - 10/29/2011 - Paving

Acres to be Paved: 1.15

Off-Road Equipment:

2 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day

1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day

1 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day

1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

Phase: Building Construction 6/28/2009 - 8/1/2009 - Abatement (worker trips)

Off-Road Equipment:

1 Off Highway Trucks (479 hp) operating at a 0.57 load factor for 8 hours per day

Phase: Building Construction 12/13/2009 - 7/10/2010 - Building Construction

Off-Road Equipment:

1 Off Highway Trucks (479 hp) operating at a 0.57 load factor for 8 hours per day

Phase: Building Construction 7/11/2010 - 10/29/2011 - Building Construction

Off-Road Equipment:

1 Off Highway Trucks (479 hp) operating at a 0.57 load factor for 8 hours per day

Phase: Architectural Coating 1/1/2011 - 10/29/2011 - Architectural Coating

Rule: Residential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Proposed\Sandman Inn - Construction.urb924

Project Name: Sandman Inn - Construction

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Mitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
Time Slice 6/29/2009-7/31/2009 Active Days: 25	2.36	15.75	25.12	0.01	0.07	0.57	0.64	0.02	0.52	0.54
Building 06/28/2009-08/01/2009	2.36	15.75	25.12	0.01	0.07	0.57	0.64	0.02	0.52	0.54
Building Off Road Diesel	1.49	14.19	4.62	0.00	0.00	0.53	0.53	0.00	0.49	0.49
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.87	1.56	20.50	0.01	0.07	0.04	0.11	0.02	0.03	0.06
Time Slice 8/3/2009-8/28/2009 Active Days: 20	3.68	34.18	16.82	0.02	31.86	1.61	33.48	6.64	1.48	8.12
Demolition 08/02/2009-08/29/2009	3.68	34.18	16.82	0.02	31.86	1.61	33.48	6.64	1.48	8.12
Fugitive Dust	0.00	0.00	0.00	0.00	31.77	0.00	31.77	6.61	0.00	6.61
Demo Off Road Diesel	2.47	14.42	9.08	0.00	0.00	0.92	0.92	0.00	0.85	0.85
Demo On Road Diesel	1.14	19.63	5.95	0.02	0.08	0.69	0.77	0.03	0.63	0.66
Demo Worker Trips	0.08	0.14	1.79	0.00	0.01	0.00	0.01	0.00	0.00	0.00
Time Slice 8/31/2009-9/11/2009 Active Days: 10	3.68	34.17	16.82	0.02	8.26	1.61	9.87	1.73	1.48	3.21
Demolition 08/30/2009-09/12/2009	3.68	34.17	16.82	0.02	8.26	1.61	9.87	1.73	1.48	3.21
Fugitive Dust	0.00	0.00	0.00	0.00	8.17	0.00	8.17	1.70	0.00	1.70
Demo Off Road Diesel	2.47	14.42	9.08	0.00	0.00	0.92	0.92	0.00	0.85	0.85
Demo On Road Diesel	1.14	19.62	5.95	0.02	0.08	0.69	0.77	0.03	0.63	0.66
Demo Worker Trips	0.08	0.14	1.79	0.00	0.01	0.00	0.01	0.00	0.00	0.00
Time Slice 9/14/2009-10/2/2009 Active Days: 15	4.13	42.02	19.20	0.03	15.37	1.89	17.26	3.21	1.74	4.95
Demolition 09/13/2009-10/03/2009	4.13	42.02	19.20	0.03	15.37	1.89	17.26	3.21	1.74	4.95
Fugitive Dust	0.00	0.00	0.00	0.00	15.25	0.00	15.25	3.17	0.00	3.17
Demo Off Road Diesel	2.47	14.42	9.08	0.00	0.00	0.92	0.92	0.00	0.85	0.85
Demo On Road Diesel	1.59	27.47	8.33	0.03	0.12	0.96	1.08	0.04	0.89	0.93
Demo Worker Trips	0.08	0.14	1.79	0.00	0.01	0.00	0.01	0.00	0.00	0.00

Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Proposed\Sandman Inn - Construction.urb924

Project Name: Sandman Inn - Construction

Time Slice 10/5/2009-12/11/2009 Active Days: 50	7.25	**92.10**	**33.86**	**0.07**	120.64	**3.75**	124.39	25.23	**3.45**	28.68
Mass Grading 10/04/2009-12/12/2009	7.25	92.10	33.86	0.07	120.64	3.75	124.39	25.23	3.45	28.68
Mass Grading Dust	0.00	0.00	0.00	0.00	120.36	0.00	120.36	25.14	0.00	25.14
Mass Grading Off Road Diesel	3.51	28.89	12.95	0.00	0.00	1.54	1.54	0.00	1.41	1.41
Mass Grading On Road Diesel	3.66	63.08	19.12	0.07	0.27	2.21	2.49	0.09	2.04	2.13
Mass Grading Worker Trips	0.08	0.14	1.79	0.00	0.01	0.00	0.01	0.00	0.00	0.00
Time Slice 12/14/2009-12/31/2009 Active Days: 14	2.36	15.75	25.12	0.01	0.07	0.57	0.64	0.02	0.52	0.54
Building 12/13/2009-07/10/2010	2.36	15.75	25.12	0.01	0.07	0.57	0.64	0.02	0.52	0.54
Building Off Road Diesel	1.49	14.19	4.62	0.00	0.00	0.53	0.53	0.00	0.49	0.49
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.87	1.56	20.50	0.01	0.07	0.04	0.11	0.02	0.03	0.06
Time Slice 1/1/2010-7/9/2010 Active Days: 136	2.24	14.72	23.41	0.01	0.07	0.52	0.59	0.02	0.47	0.50
Building 12/13/2009-07/10/2010	2.24	14.72	23.41	0.01	0.07	0.52	0.59	0.02	0.47	0.50
Building Off Road Diesel	1.44	13.28	4.33	0.00	0.00	0.48	0.48	0.00	0.44	0.44
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.80	1.44	19.08	0.01	0.07	0.04	0.11	0.02	0.03	0.06
Time Slice 7/12/2010-12/31/2010 Active Days: 125	2.24	14.72	23.41	0.01	0.07	0.52	0.59	0.02	0.47	0.50
Building 07/11/2010-10/29/2011	2.24	14.72	23.41	0.01	0.07	0.52	0.59	0.02	0.47	0.50
Building Off Road Diesel	1.44	13.28	4.33	0.00	0.00	0.48	0.48	0.00	0.44	0.44
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.80	1.44	19.08	0.01	0.07	0.04	0.11	0.02	0.03	0.06

Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Proposed\Sandman Inn - Construction.urb924

Project Name: Sandman Inn - Construction

Time Slice 1/3/2011-10/28/2011 Active Days: 215	**36.02**	28.50	32.86	0.01	0.07	1.79	1.86	0.03	1.64	1.66
Asphalt 01/01/2011-10/29/2011	2.51	14.96	10.65	0.00	0.01	1.31	1.32	0.00	1.21	1.21
Paving Off-Gas	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.42	14.79	8.79	0.00	0.00	1.31	1.31	0.00	1.20	1.20
Paving On Road Diesel	0.00	0.03	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Worker Trips	0.08	0.14	1.86	0.00	0.01	0.00	0.01	0.00	0.00	0.01
Building 07/11/2010-10/29/2011	2.08	13.50	21.75	0.01	0.07	0.47	0.54	0.02	0.43	0.45
Building Off Road Diesel	1.35	12.17	4.04	0.00	0.00	0.43	0.43	0.00	0.40	0.40
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.73	1.33	17.71	0.01	0.07	0.04	0.11	0.02	0.03	0.06
Coating 01/01/2011-10/29/2011	31.43	0.03	0.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coating	31.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.02	0.03	0.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Mass Grading 10/4/2009 - 12/12/2009 - Mass Site Grading

For Soil Stablizing Measures, the Water exposed surfaces 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:

PM10: 44% PM25: 44%

For Unpaved Roads Measures, the Manage haul road dust 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

2/18/2009 10:46:50 AM

Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Proposed\Sandman Inn - Construction.urb924
Project Name: Sandman Inn - Construction

Project Location: Santa Barbara County APCD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:
CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2009 TOTALS (lbs/day unmitigated)	7.25	92.10	33.86	0.07	294.98	3.75	298.73	61.64	3.45	65.09
2009 TOTALS (lbs/day mitigated)	7.25	92.10	33.86	0.07	120.64	3.75	124.39	25.23	3.45	28.68
2010 TOTALS (lbs/day unmitigated)	2.24	14.72	23.41	0.01	0.07	0.52	0.59	0.02	0.47	0.50
2010 TOTALS (lbs/day mitigated)	2.24	14.72	23.41	0.01	0.07	0.52	0.59	0.02	0.47	0.50
2011 TOTALS (lbs/day unmitigated)	36.02	28.50	32.86	0.01	0.07	1.79	1.86	0.03	1.64	1.66
2011 TOTALS (lbs/day mitigated)	36.02	28.50	32.86	0.01	0.07	1.79	1.86	0.03	1.64	1.66

Construction Unmitigated Detail Report:
CONSTRUCTION EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
Time Slice 6/29/2009-7/31/2009 Active Days: 25	2.36	15.75	25.12	0.01	0.07	0.57	0.64	0.02	0.52	0.54
Building 06/28/2009-08/01/2009	2.36	15.75	25.12	0.01	0.07	0.57	0.64	0.02	0.52	0.54
Building Off Road Diesel	1.49	14.19	4.62	0.00	0.00	0.53	0.53	0.00	0.49	0.49
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.87	1.56	20.50	0.01	0.07	0.04	0.11	0.02	0.03	0.06
Time Slice 8/3/2009-8/28/2009 Active Days: 20	3.68	34.18	16.82	0.02	31.86	1.61	33.48	6.64	1.48	8.12
Demolition 08/02/2009-08/29/2009	3.68	34.18	16.82	0.02	31.86	1.61	33.48	6.64	1.48	8.12
Fugitive Dust	0.00	0.00	0.00	0.00	31.77	0.00	31.77	6.61	0.00	6.61
Demo Off Road Diesel	2.47	14.42	9.08	0.00	0.00	0.92	0.92	0.00	0.85	0.85
Demo On Road Diesel	1.14	19.63	5.95	0.02	0.08	0.69	0.77	0.03	0.63	0.66
Demo Worker Trips	0.08	0.14	1.79	0.00	0.01	0.00	0.01	0.00	0.00	0.00

Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Proposed\Sandman Inn - Construction.urb924

Project Name: Sandman Inn - Construction

Time Slice 8/31/2009-9/11/2009 Active Days: 10	3.68	34.17	16.82	0.02	8.26	1.61	9.87	1.73	1.48	3.21
Demolition 08/30/2009-09/12/2009	3.68	34.17	16.82	0.02	8.26	1.61	9.87	1.73	1.48	3.21
Fugitive Dust	0.00	0.00	0.00	0.00	8.17	0.00	8.17	1.70	0.00	1.70
Demo Off Road Diesel	2.47	14.42	9.08	0.00	0.00	0.92	0.92	0.00	0.85	0.85
Demo On Road Diesel	1.14	19.62	5.95	0.02	0.08	0.69	0.77	0.03	0.63	0.66
Demo Worker Trips	0.08	0.14	1.79	0.00	0.01	0.00	0.01	0.00	0.00	0.00
Time Slice 9/14/2009-10/2/2009 Active Days: 15	4.13	42.02	19.20	0.03	15.37	1.89	17.26	3.21	1.74	4.95
Demolition 09/13/2009-10/03/2009	4.13	42.02	19.20	0.03	15.37	1.89	17.26	3.21	1.74	4.95
Fugitive Dust	0.00	0.00	0.00	0.00	15.25	0.00	15.25	3.17	0.00	3.17
Demo Off Road Diesel	2.47	14.42	9.08	0.00	0.00	0.92	0.92	0.00	0.85	0.85
Demo On Road Diesel	1.59	27.47	8.33	0.03	0.12	0.96	1.08	0.04	0.89	0.93
Demo Worker Trips	0.08	0.14	1.79	0.00	0.01	0.00	0.01	0.00	0.00	0.00
Time Slice 10/5/2009-12/11/2009 Active Days: 50	7.25	**92.10**	**33.86**	**0.07**	**294.98**	**3.75**	**298.73**	**61.64**	**3.45**	**65.09**
Mass Grading 10/04/2009-12/12/2009	7.25	92.10	33.86	0.07	294.98	3.75	298.73	61.64	3.45	65.09
Mass Grading Dust	0.00	0.00	0.00	0.00	294.70	0.00	294.70	61.55	0.00	61.55
Mass Grading Off Road Diesel	3.51	28.89	12.95	0.00	0.00	1.54	1.54	0.00	1.41	1.41
Mass Grading On Road Diesel	3.66	63.08	19.12	0.07	0.27	2.21	2.49	0.09	2.04	2.13
Mass Grading Worker Trips	0.08	0.14	1.79	0.00	0.01	0.00	0.01	0.00	0.00	0.00
Time Slice 12/14/2009-12/31/2009 Active Days: 14	2.36	15.75	25.12	0.01	0.07	0.57	0.64	0.02	0.52	0.54
Building 12/13/2009-07/10/2010	2.36	15.75	25.12	0.01	0.07	0.57	0.64	0.02	0.52	0.54
Building Off Road Diesel	1.49	14.19	4.62	0.00	0.00	0.53	0.53	0.00	0.49	0.49
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.87	1.56	20.50	0.01	0.07	0.04	0.11	0.02	0.03	0.06
Time Slice 1/1/2010-7/9/2010 Active Days: 136	2.24	14.72	23.41	0.01	0.07	0.52	0.59	0.02	0.47	0.50
Building 12/13/2009-07/10/2010	2.24	14.72	23.41	0.01	0.07	0.52	0.59	0.02	0.47	0.50
Building Off Road Diesel	1.44	13.28	4.33	0.00	0.00	0.48	0.48	0.00	0.44	0.44
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.80	1.44	19.08	0.01	0.07	0.04	0.11	0.02	0.03	0.06

Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Proposed\Sandman Inn - Construction.urb924

Project Name: Sandman Inn - Construction

Time Slice 7/12/2010-12/31/2010 Active Days: 125	2.24	14.72	23.41	0.01	0.07	0.52	0.59	0.02	0.47	0.50
Building 07/11/2010-10/29/2011	2.24	14.72	23.41	0.01	0.07	0.52	0.59	0.02	0.47	0.50
Building Off Road Diesel	1.44	13.28	4.33	0.00	0.00	0.48	0.48	0.00	0.44	0.44
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.80	1.44	19.08	0.01	0.07	0.04	0.11	0.02	0.03	0.06
Time Slice 1/3/2011-10/28/2011 Active Days: 215	**36.02**	28.50	32.86	0.01	0.07	1.79	1.86	0.03	1.64	1.66
Asphalt 01/01/2011-10/29/2011	2.51	14.96	10.65	0.00	0.01	1.31	1.32	0.00	1.21	1.21
Paving Off-Gas	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.42	14.79	8.79	0.00	0.00	1.31	1.31	0.00	1.20	1.20
Paving On Road Diesel	0.00	0.03	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Worker Trips	0.08	0.14	1.86	0.00	0.01	0.00	0.01	0.00	0.00	0.01
Building 07/11/2010-10/29/2011	2.08	13.50	21.75	0.01	0.07	0.47	0.54	0.02	0.43	0.45
Building Off Road Diesel	1.35	12.17	4.04	0.00	0.00	0.43	0.43	0.00	0.40	0.40
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.73	1.33	17.71	0.01	0.07	0.04	0.11	0.02	0.03	0.06
Coating 01/01/2011-10/29/2011	31.43	0.03	0.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coating	31.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.02	0.03	0.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase Assumptions

Phase: Demolition 8/2/2009 - 8/29/2009 - Building Demolition

Building Volume Total (cubic feet): 1511874

Building Volume Daily (cubic feet): 75652.32

On Road Truck Travel (VMT): 600.42

Off-Road Equipment:

1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day

1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day

2 Skid Steer Loaders (44 hp) operating at a 0.55 load factor for 8 hours per day

Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Proposed\Sandman Inn - Construction.urb924

Project Name: Sandman Inn - Construction

Phase: Demolition 8/30/2009 - 9/12/2009 - Foundation Demolition

Building Volume Total (cubic feet): 194463.5

Building Volume Daily (cubic feet): 19440.72

On Road Truck Travel (VMT): 600.02

Off-Road Equipment:

1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day

1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day

2 Skid Steer Loaders (44 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Demolition 9/13/2009 - 10/3/2009 - Site Clearing

Building Volume Total (cubic feet): 544939.4

Building Volume Daily (cubic feet): 36300

On Road Truck Travel (VMT): 840.28

Off-Road Equipment:

1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day

1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day

2 Skid Steer Loaders (44 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Mass Grading 10/4/2009 - 12/12/2009 - Mass Site Grading

Total Acres Disturbed: 4.59

Maximum Daily Acreage Disturbed: 1.15

Fugitive Dust Level of Detail: Low

Onsite Cut/Fill: 2400 cubic yards/day; Offsite Cut/Fill: 0 cubic yards/day

On Road Truck Travel (VMT): 1929.41

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 8 hours per day

1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Rough Terrain Forklifts (93 hp) operating at a 0.6 load factor for 8 hours per day

1 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Proposed\Sandman Inn - Construction.urb924

Project Name: Sandman Inn - Construction

Phase: Paving 1/1/2011 - 10/29/2011 - Paving

Acres to be Paved: 1.15

Off-Road Equipment:

2 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day

1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day

1 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day

1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

Phase: Building Construction 6/28/2009 - 8/1/2009 - Abatement (worker trips)

Off-Road Equipment:

1 Off Highway Trucks (479 hp) operating at a 0.57 load factor for 8 hours per day

Phase: Building Construction 12/13/2009 - 7/10/2010 - Building Construction

Off-Road Equipment:

1 Off Highway Trucks (479 hp) operating at a 0.57 load factor for 8 hours per day

Phase: Building Construction 7/11/2010 - 10/29/2011 - Building Construction

Off-Road Equipment:

1 Off Highway Trucks (479 hp) operating at a 0.57 load factor for 8 hours per day

Phase: Architectural Coating 1/1/2011 - 10/29/2011 - Architectural Coating

Rule: Residential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Proposed\Sandman Inn - Construction.urb924

Project Name: Sandman Inn - Construction

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Winter Pounds Per Day, Mitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
Time Slice 6/29/2009-7/31/2009 Active Days: 25	2.36	15.75	25.12	0.01	0.07	0.57	0.64	0.02	0.52	0.54
Building 06/28/2009-08/01/2009	2.36	15.75	25.12	0.01	0.07	0.57	0.64	0.02	0.52	0.54
Building Off Road Diesel	1.49	14.19	4.62	0.00	0.00	0.53	0.53	0.00	0.49	0.49
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.87	1.56	20.50	0.01	0.07	0.04	0.11	0.02	0.03	0.06
Time Slice 8/3/2009-8/28/2009 Active Days: 20	3.68	34.18	16.82	0.02	31.86	1.61	33.48	6.64	1.48	8.12
Demolition 08/02/2009-08/29/2009	3.68	34.18	16.82	0.02	31.86	1.61	33.48	6.64	1.48	8.12
Fugitive Dust	0.00	0.00	0.00	0.00	31.77	0.00	31.77	6.61	0.00	6.61
Demo Off Road Diesel	2.47	14.42	9.08	0.00	0.00	0.92	0.92	0.00	0.85	0.85
Demo On Road Diesel	1.14	19.63	5.95	0.02	0.08	0.69	0.77	0.03	0.63	0.66
Demo Worker Trips	0.08	0.14	1.79	0.00	0.01	0.00	0.01	0.00	0.00	0.00
Time Slice 8/31/2009-9/11/2009 Active Days: 10	3.68	34.17	16.82	0.02	8.26	1.61	9.87	1.73	1.48	3.21
Demolition 08/30/2009-09/12/2009	3.68	34.17	16.82	0.02	8.26	1.61	9.87	1.73	1.48	3.21
Fugitive Dust	0.00	0.00	0.00	0.00	8.17	0.00	8.17	1.70	0.00	1.70
Demo Off Road Diesel	2.47	14.42	9.08	0.00	0.00	0.92	0.92	0.00	0.85	0.85
Demo On Road Diesel	1.14	19.62	5.95	0.02	0.08	0.69	0.77	0.03	0.63	0.66
Demo Worker Trips	0.08	0.14	1.79	0.00	0.01	0.00	0.01	0.00	0.00	0.00
Time Slice 9/14/2009-10/2/2009 Active Days: 15	4.13	42.02	19.20	0.03	15.37	1.89	17.26	3.21	1.74	4.95
Demolition 09/13/2009-10/03/2009	4.13	42.02	19.20	0.03	15.37	1.89	17.26	3.21	1.74	4.95
Fugitive Dust	0.00	0.00	0.00	0.00	15.25	0.00	15.25	3.17	0.00	3.17
Demo Off Road Diesel	2.47	14.42	9.08	0.00	0.00	0.92	0.92	0.00	0.85	0.85
Demo On Road Diesel	1.59	27.47	8.33	0.03	0.12	0.96	1.08	0.04	0.89	0.93
Demo Worker Trips	0.08	0.14	1.79	0.00	0.01	0.00	0.01	0.00	0.00	0.00

Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Proposed\Sandman Inn - Construction.urb924

Project Name: Sandman Inn - Construction

Time Slice 10/5/2009-12/11/2009 Active Days: 50	7.25	**92.10**	**33.86**	**0.07**	120.64	**3.75**	124.39	25.23	**3.45**	28.68
Mass Grading 10/04/2009-12/12/2009	7.25	92.10	33.86	0.07	120.64	3.75	124.39	25.23	3.45	28.68
Mass Grading Dust	0.00	0.00	0.00	0.00	120.36	0.00	120.36	25.14	0.00	25.14
Mass Grading Off Road Diesel	3.51	28.89	12.95	0.00	0.00	1.54	1.54	0.00	1.41	1.41
Mass Grading On Road Diesel	3.66	63.08	19.12	0.07	0.27	2.21	2.49	0.09	2.04	2.13
Mass Grading Worker Trips	0.08	0.14	1.79	0.00	0.01	0.00	0.01	0.00	0.00	0.00
Time Slice 12/14/2009-12/31/2009 Active Days: 14	2.36	15.75	25.12	0.01	0.07	0.57	0.64	0.02	0.52	0.54
Building 12/13/2009-07/10/2010	2.36	15.75	25.12	0.01	0.07	0.57	0.64	0.02	0.52	0.54
Building Off Road Diesel	1.49	14.19	4.62	0.00	0.00	0.53	0.53	0.00	0.49	0.49
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.87	1.56	20.50	0.01	0.07	0.04	0.11	0.02	0.03	0.06
Time Slice 1/1/2010-7/9/2010 Active Days: 136	2.24	14.72	23.41	0.01	0.07	0.52	0.59	0.02	0.47	0.50
Building 12/13/2009-07/10/2010	2.24	14.72	23.41	0.01	0.07	0.52	0.59	0.02	0.47	0.50
Building Off Road Diesel	1.44	13.28	4.33	0.00	0.00	0.48	0.48	0.00	0.44	0.44
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.80	1.44	19.08	0.01	0.07	0.04	0.11	0.02	0.03	0.06
Time Slice 7/12/2010-12/31/2010 Active Days: 125	2.24	14.72	23.41	0.01	0.07	0.52	0.59	0.02	0.47	0.50
Building 07/11/2010-10/29/2011	2.24	14.72	23.41	0.01	0.07	0.52	0.59	0.02	0.47	0.50
Building Off Road Diesel	1.44	13.28	4.33	0.00	0.00	0.48	0.48	0.00	0.44	0.44
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.80	1.44	19.08	0.01	0.07	0.04	0.11	0.02	0.03	0.06

Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Proposed\Sandman Inn - Construction.urb924

Project Name: Sandman Inn - Construction

Time Slice 1/3/2011-10/28/2011 Active Days: 215	**36.02**	28.50	32.86	0.01	0.07	1.79	1.86	0.03	1.64	1.66
Asphalt 01/01/2011-10/29/2011	2.51	14.96	10.65	0.00	0.01	1.31	1.32	0.00	1.21	1.21
Paving Off-Gas	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.42	14.79	8.79	0.00	0.00	1.31	1.31	0.00	1.20	1.20
Paving On Road Diesel	0.00	0.03	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Worker Trips	0.08	0.14	1.86	0.00	0.01	0.00	0.01	0.00	0.00	0.01
Building 07/11/2010-10/29/2011	2.08	13.50	21.75	0.01	0.07	0.47	0.54	0.02	0.43	0.45
Building Off Road Diesel	1.35	12.17	4.04	0.00	0.00	0.43	0.43	0.00	0.40	0.40
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.73	1.33	17.71	0.01	0.07	0.04	0.11	0.02	0.03	0.06
Coating 01/01/2011-10/29/2011	31.43	0.03	0.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coating	31.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.02	0.03	0.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Mass Grading 10/4/2009 - 12/12/2009 - Mass Site Grading

For Soil Stablizing Measures, the Water exposed surfaces 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:

PM10: 44% PM25: 44%

For Unpaved Roads Measures, the Manage haul road dust 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

2/18/2009 10:47:00 AM

Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Proposed\Sandman Inn - Construction.urb924
Project Name: Sandman Inn - Construction

Project Location: Santa Barbara County APCD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2009 TOTALS (tons/year unmitigated)	0.31	3.44	1.73	0.00	7.85	0.14	7.99	1.64	0.13	1.77
2009 TOTALS (tons/year mitigated)	0.31	3.44	1.73	0.00	3.49	0.14	3.64	0.73	0.13	0.86
Percent Reduction	0.00	0.00	0.00	0.00	55.52	0.00	54.52	55.48	0.00	51.36
2010 TOTALS (tons/year unmitigated)	0.29	1.92	3.05	0.00	0.01	0.07	0.08	0.00	0.06	0.07
2010 TOTALS (tons/year mitigated)	0.29	1.92	3.05	0.00	0.01	0.07	0.08	0.00	0.06	0.07
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2011 TOTALS (tons/year unmitigated)	3.87	3.06	3.53	0.00	0.01	0.19	0.20	0.00	0.18	0.18
2011 TOTALS (tons/year mitigated)	3.87	3.06	3.53	0.00	0.01	0.19	0.20	0.00	0.18	0.18
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2009	0.31	3.44	1.73	0.00	7.85	0.14	7.99	1.64	0.13	1.77
Building 06/28/2009-08/01/2009	0.03	0.20	0.31	0.00	0.00	0.01	0.01	0.00	0.01	0.01
Building Off Road Diesel	0.02	0.18	0.06	0.00	0.00	0.01	0.01	0.00	0.01	0.01
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.01	0.02	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demolition 08/02/2009-08/29/2009	0.04	0.34	0.17	0.00	0.32	0.02	0.33	0.07	0.01	0.08
Fugitive Dust	0.00	0.00	0.00	0.00	0.30	0.00	0.30	0.06	0.00	0.06
Demo Off Road Diesel	0.02	0.14	0.09	0.00	0.00	0.01	0.01	0.00	0.01	0.01
Demo On Road Diesel	0.01	0.20	0.06	0.00	0.00	0.01	0.01	0.00	0.01	0.01
Demo Worker Trips	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demolition 08/30/2009-09/12/2009	0.02	0.17	0.08	0.00	0.04	0.01	0.05	0.01	0.01	0.02
Fugitive Dust	0.00	0.00	0.00	0.00	0.04	0.00	0.04	0.01	0.00	0.01
Demo Off Road Diesel	0.01	0.07	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demo On Road Diesel	0.01	0.10	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demo Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demolition 09/13/2009-10/03/2009	0.03	0.32	0.14	0.00	0.12	0.01	0.13	0.02	0.01	0.04

Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Proposed\Sandman Inn - Construction.urb924

Project Name: Sandman Inn - Construction

Fugitive Dust	0.00	0.00	0.00	0.00	0.11	0.00	0.11	0.02	0.00	0.02
Demo Off Road Diesel	0.02	0.11	0.07	0.00	0.00	0.01	0.01	0.00	0.01	0.01
Demo On Road Diesel	0.01	0.21	0.06	0.00	0.00	0.01	0.01	0.00	0.01	0.01
Demo Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mass Grading 10/04/2009-	0.18	2.30	0.85	0.00	7.37	0.09	7.47	1.54	0.09	1.63
Mass Grading Dust	0.00	0.00	0.00	0.00	7.37	0.00	7.37	1.54	0.00	1.54
Mass Grading Off Road Diesel	0.09	0.72	0.32	0.00	0.00	0.04	0.04	0.00	0.04	0.04
Mass Grading On Road Diesel	0.09	1.58	0.48	0.00	0.01	0.06	0.06	0.00	0.05	0.05
Mass Grading Worker Trips	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building 12/13/2009-07/10/2010	0.02	0.11	0.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Off Road Diesel	0.01	0.10	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.01	0.01	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2010	0.29	1.92	3.05	0.00	0.01	0.07	0.08	0.00	0.06	0.07
Building 12/13/2009-07/10/2010	0.15	1.00	1.59	0.00	0.00	0.04	0.04	0.00	0.03	0.03
Building Off Road Diesel	0.10	0.90	0.29	0.00	0.00	0.03	0.03	0.00	0.03	0.03
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.05	0.10	1.30	0.00	0.00	0.00	0.01	0.00	0.00	0.00
Building 07/11/2010-10/29/2011	0.14	0.92	1.46	0.00	0.00	0.03	0.04	0.00	0.03	0.03
Building Off Road Diesel	0.09	0.83	0.27	0.00	0.00	0.03	0.03	0.00	0.03	0.03
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.05	0.09	1.19	0.00	0.00	0.00	0.01	0.00	0.00	0.00
2011	3.87	3.06	3.53	0.00	0.01	0.19	0.20	0.00	0.18	0.18
Asphalt 01/01/2011-10/29/2011	0.27	1.61	1.15	0.00	0.00	0.14	0.14	0.00	0.13	0.13
Paving Off-Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	0.26	1.59	0.94	0.00	0.00	0.14	0.14	0.00	0.13	0.13
Paving On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Worker Trips	0.01	0.01	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building 07/11/2010-10/29/2011	0.22	1.45	2.34	0.00	0.01	0.05	0.06	0.00	0.05	0.05
Building Off Road Diesel	0.14	1.31	0.43	0.00	0.00	0.05	0.05	0.00	0.04	0.04
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.08	0.14	1.90	0.00	0.01	0.00	0.01	0.00	0.00	0.01
Coating 01/01/2011-10/29/2011	3.38	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coating	3.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Proposed\Sandman Inn - Construction.urb924

Project Name: Sandman Inn - Construction

Phase Assumptions

Phase: Demolition 8/2/2009 - 8/29/2009 - Building Demolition
Building Volume Total (cubic feet): 1511874
Building Volume Daily (cubic feet): 75652.32
On Road Truck Travel (VMT): 600.42
Off-Road Equipment:
1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day
1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day
1 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day
2 Skid Steer Loaders (44 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Demolition 8/30/2009 - 9/12/2009 - Foundation Demolition
Building Volume Total (cubic feet): 194463.5
Building Volume Daily (cubic feet): 19440.72
On Road Truck Travel (VMT): 600.02
Off-Road Equipment:
1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day
1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day
1 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day
2 Skid Steer Loaders (44 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Demolition 9/13/2009 - 10/3/2009 - Site Clearing
Building Volume Total (cubic feet): 544939.4
Building Volume Daily (cubic feet): 36300
On Road Truck Travel (VMT): 840.28
Off-Road Equipment:
1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day
1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day
1 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day
2 Skid Steer Loaders (44 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Mass Grading 10/4/2009 - 12/12/2009 - Mass Site Grading
Total Acres Disturbed: 4.59
Maximum Daily Acreage Disturbed: 1.15
Fugitive Dust Level of Detail: Low
  Onsite Cut/Fill: 2400 cubic yards/day; Offsite Cut/Fill: 0 cubic yards/day
On Road Truck Travel (VMT): 1929.41

Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Proposed\Sandman Inn - Construction.urb924

Project Name: Sandman Inn - Construction

Off-Road Equipment:
1 Cranes (399 hp) operating at a 0.43 load factor for 8 hours per day
1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day
1 Rough Terrain Forklifts (93 hp) operating at a 0.6 load factor for 8 hours per day
1 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day
1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Paving 1/1/2011 - 10/29/2011 - Paving
Acres to be Paved: 1.15
Off-Road Equipment:
2 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day
1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day
1 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day
1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day
1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

Phase: Building Construction 6/28/2009 - 8/1/2009 - Abatement (worker trips)
Off-Road Equipment:
1 Off Highway Trucks (479 hp) operating at a 0.57 load factor for 8 hours per day

Phase: Building Construction 12/13/2009 - 7/10/2010 - Building Construction
Off-Road Equipment:
1 Off Highway Trucks (479 hp) operating at a 0.57 load factor for 8 hours per day

Phase: Building Construction 7/11/2010 - 10/29/2011 - Building Construction
Off-Road Equipment:
1 Off Highway Trucks (479 hp) operating at a 0.57 load factor for 8 hours per day

Phase: Architectural Coating 1/1/2011 - 10/29/2011 - Architectural Coating
Rule: Residential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250
Rule: Residential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250
Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250
Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Proposed\Sandman Inn - Construction.urb924

Project Name: Sandman Inn - Construction

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Mitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2009	0.31	3.44	1.73	0.00	3.49	0.14	3.64	0.73	0.13	0.86
Building 06/28/2009-08/01/2009	0.03	0.20	0.31	0.00	0.00	0.01	0.01	0.00	0.01	0.01
Building Off Road Diesel	0.02	0.18	0.06	0.00	0.00	0.01	0.01	0.00	0.01	0.01
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.01	0.02	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demolition 08/02/2009-08/29/2009	0.04	0.34	0.17	0.00	0.32	0.02	0.33	0.07	0.01	0.08
Fugitive Dust	0.00	0.00	0.00	0.00	0.30	0.00	0.30	0.06	0.00	0.06
Demo Off Road Diesel	0.02	0.14	0.09	0.00	0.00	0.01	0.01	0.00	0.01	0.01
Demo On Road Diesel	0.01	0.20	0.06	0.00	0.00	0.01	0.01	0.00	0.01	0.01
Demo Worker Trips	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demolition 08/30/2009-09/12/2009	0.02	0.17	0.08	0.00	0.04	0.01	0.05	0.01	0.01	0.02
Fugitive Dust	0.00	0.00	0.00	0.00	0.04	0.00	0.04	0.01	0.00	0.01
Demo Off Road Diesel	0.01	0.07	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demo On Road Diesel	0.01	0.10	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demo Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demolition 09/13/2009-10/03/2009	0.03	0.32	0.14	0.00	0.12	0.01	0.13	0.02	0.01	0.04
Fugitive Dust	0.00	0.00	0.00	0.00	0.11	0.00	0.11	0.02	0.00	0.02
Demo Off Road Diesel	0.02	0.11	0.07	0.00	0.00	0.01	0.01	0.00	0.01	0.01
Demo On Road Diesel	0.01	0.21	0.06	0.00	0.00	0.01	0.01	0.00	0.01	0.01
Demo Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mass Grading 10/04/2009-	0.18	2.30	0.85	0.00	3.02	0.09	3.11	0.63	0.09	0.72
Mass Grading Dust	0.00	0.00	0.00	0.00	3.01	0.00	3.01	0.63	0.00	0.63
Mass Grading Off Road Diesel	0.09	0.72	0.32	0.00	0.00	0.04	0.04	0.00	0.04	0.04
Mass Grading On Road Diesel	0.09	1.58	0.48	0.00	0.01	0.06	0.06	0.00	0.05	0.05
Mass Grading Worker Trips	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building 12/13/2009-07/10/2010	0.02	0.11	0.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Off Road Diesel	0.01	0.10	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.01	0.01	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Proposed\Sandman Inn - Construction.urb924

Project Name: Sandman Inn - Construction

2010	0.29	1.92	3.05	0.00	0.01	0.07	0.08	0.00	0.06	0.07
Building 12/13/2009-07/10/2010	0.15	1.00	1.59	0.00	0.00	0.04	0.04	0.00	0.03	0.03
Building Off Road Diesel	0.10	0.90	0.29	0.00	0.00	0.03	0.03	0.00	0.03	0.03
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.05	0.10	1.30	0.00	0.00	0.00	0.01	0.00	0.00	0.00
Building 07/11/2010-10/29/2011	0.14	0.92	1.46	0.00	0.00	0.03	0.04	0.00	0.03	0.03
Building Off Road Diesel	0.09	0.83	0.27	0.00	0.00	0.03	0.03	0.00	0.03	0.03
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.05	0.09	1.19	0.00	0.00	0.00	0.01	0.00	0.00	0.00
2011	3.87	3.06	3.53	0.00	0.01	0.19	0.20	0.00	0.18	0.18
Asphalt 01/01/2011-10/29/2011	0.27	1.61	1.15	0.00	0.00	0.14	0.14	0.00	0.13	0.13
Paving Off-Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	0.26	1.59	0.94	0.00	0.00	0.14	0.14	0.00	0.13	0.13
Paving On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Worker Trips	0.01	0.01	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building 07/11/2010-10/29/2011	0.22	1.45	2.34	0.00	0.01	0.05	0.06	0.00	0.05	0.05
Building Off Road Diesel	0.14	1.31	0.43	0.00	0.00	0.05	0.05	0.00	0.04	0.04
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.08	0.14	1.90	0.00	0.01	0.00	0.01	0.00	0.00	0.01
Coating 01/01/2011-10/29/2011	3.38	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coating	3.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Mass Grading 10/4/2009 - 12/12/2009 - Mass Site Grading

For Soil Stablizing Measures, the Water exposed surfaces 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:

PM10: 44% PM25: 44%

For Unpaved Roads Measures, the Manage haul road dust 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

Applicant's Alternative Construction Emissions

2/18/2009 11:22:14 AM

Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Alternative\Sandman Inn - Construction (Alt).urb924
Project Name: Sandman Inn - Alternative Construction

Project Location: Santa Barbara County APCD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:
CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2009 TOTALS (lbs/day unmitigated)	8.14	107.49	38.53	0.09	295.04	4.29	299.34	61.66	3.95	65.61
2009 TOTALS (lbs/day mitigated)	8.14	107.49	38.53	0.09	120.71	4.29	125.00	25.25	3.95	29.20
2010 TOTALS (lbs/day unmitigated)	2.24	14.72	23.41	0.01	0.07	0.52	0.59	0.02	0.47	0.50
2010 TOTALS (lbs/day mitigated)	2.24	14.72	23.41	0.01	0.07	0.52	0.59	0.02	0.47	0.50
2011 TOTALS (lbs/day unmitigated)	44.30	28.53	32.99	0.01	0.07	1.79	1.86	0.03	1.64	1.67
2011 TOTALS (lbs/day mitigated)	44.30	28.53	32.99	0.01	0.07	1.79	1.86	0.03	1.64	1.67

Construction Unmitigated Detail Report:
CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
Time Slice 6/29/2009-7/31/2009 Active Days: 25	2.36	15.75	25.12	0.01	0.07	0.57	0.64	0.02	0.52	0.54
Building 06/28/2009-08/01/2009	2.36	15.75	25.12	0.01	0.07	0.57	0.64	0.02	0.52	0.54
Building Off Road Diesel	1.49	14.19	4.62	0.00	0.00	0.53	0.53	0.00	0.49	0.49
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.87	1.56	20.50	0.01	0.07	0.04	0.11	0.02	0.03	0.06
Time Slice 8/3/2009-8/28/2009 Active Days: 20	3.68	34.18	16.82	0.02	31.86	1.61	33.48	6.64	1.48	8.12
Demolition 08/02/2009-08/29/2009	3.68	34.18	16.82	0.02	31.86	1.61	33.48	6.64	1.48	8.12
Fugitive Dust	0.00	0.00	0.00	0.00	31.77	0.00	31.77	6.61	0.00	6.61
Demo Off Road Diesel	2.47	14.42	9.08	0.00	0.00	0.92	0.92	0.00	0.85	0.85
Demo On Road Diesel	1.14	19.63	5.95	0.02	0.08	0.69	0.77	0.03	0.63	0.66
Demo Worker Trips	0.08	0.14	1.79	0.00	0.01	0.00	0.01	0.00	0.00	0.00

Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Alternative\Sandman Inn - Construction (Alt).urb924

Project Name: Sandman Inn - Alternative Construction

Time Slice 8/31/2009-9/11/2009 Active Days: 10	3.68	34.17	16.82	0.02	8.26	1.61	9.87	1.73	1.48	3.21
Demolition 08/30/2009-09/12/2009	3.68	34.17	16.82	0.02	8.26	1.61	9.87	1.73	1.48	3.21
Fugitive Dust	0.00	0.00	0.00	0.00	8.17	0.00	8.17	1.70	0.00	1.70
Demo Off Road Diesel	2.47	14.42	9.08	0.00	0.00	0.92	0.92	0.00	0.85	0.85
Demo On Road Diesel	1.14	19.62	5.95	0.02	0.08	0.69	0.77	0.03	0.63	0.66
Demo Worker Trips	0.08	0.14	1.79	0.00	0.01	0.00	0.01	0.00	0.00	0.00
Time Slice 9/14/2009-10/2/2009 Active Days: 15	4.13	42.02	19.20	0.03	15.37	1.89	17.26	3.21	1.74	4.95
Demolition 09/13/2009-10/03/2009	4.13	42.02	19.20	0.03	15.37	1.89	17.26	3.21	1.74	4.95
Fugitive Dust	0.00	0.00	0.00	0.00	15.25	0.00	15.25	3.17	0.00	3.17
Demo Off Road Diesel	2.47	14.42	9.08	0.00	0.00	0.92	0.92	0.00	0.85	0.85
Demo On Road Diesel	1.59	27.47	8.33	0.03	0.12	0.96	1.08	0.04	0.89	0.93
Demo Worker Trips	0.08	0.14	1.79	0.00	0.01	0.00	0.01	0.00	0.00	0.00
Time Slice 10/5/2009-11/27/2009 Active Days: 40	8.14	**107.49**	**38.53**	**0.09**	**295.04**	**4.29**	**299.34**	**61.66**	**3.95**	**65.61**
Mass Grading 10/04/2009-11/28/2009	8.14	107.49	38.53	0.09	295.04	4.29	299.34	61.66	3.95	65.61
Mass Grading Dust	0.00	0.00	0.00	0.00	294.70	0.00	294.70	61.55	0.00	61.55
Mass Grading Off Road Diesel	3.51	28.89	12.95	0.00	0.00	1.54	1.54	0.00	1.41	1.41
Mass Grading On Road Diesel	4.55	78.46	23.79	0.09	0.34	2.75	3.09	0.11	2.53	2.64
Mass Grading Worker Trips	0.08	0.14	1.79	0.00	0.01	0.00	0.01	0.00	0.00	0.00
Time Slice 11/30/2009-12/31/2009 Active Days: 24	2.36	15.75	25.12	0.01	0.07	0.57	0.64	0.02	0.52	0.54
Building 11/29/2009-05/15/2010	2.36	15.75	25.12	0.01	0.07	0.57	0.64	0.02	0.52	0.54
Building Off Road Diesel	1.49	14.19	4.62	0.00	0.00	0.53	0.53	0.00	0.49	0.49
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.87	1.56	20.50	0.01	0.07	0.04	0.11	0.02	0.03	0.06
Time Slice 1/1/2010-5/14/2010 Active Days: 96	2.24	14.72	23.41	0.01	0.07	0.52	0.59	0.02	0.47	0.50
Building 11/29/2009-05/15/2010	2.24	14.72	23.41	0.01	0.07	0.52	0.59	0.02	0.47	0.50
Building Off Road Diesel	1.44	13.28	4.33	0.00	0.00	0.48	0.48	0.00	0.44	0.44
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.80	1.44	19.08	0.01	0.07	0.04	0.11	0.02	0.03	0.06

Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Alternative\Sandman Inn - Construction (Alt).urb924

Project Name: Sandman Inn - Alternative Construction

Time Slice 5/17/2010-12/31/2010 Active Days: 165	2.24	14.72	23.41	0.01	0.07	0.52	0.59	0.02	0.47	0.50
Building 05/16/2010-06/25/2011	2.24	14.72	23.41	0.01	0.07	0.52	0.59	0.02	0.47	0.50
Building Off Road Diesel	1.44	13.28	4.33	0.00	0.00	0.48	0.48	0.00	0.44	0.44
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.80	1.44	19.08	0.01	0.07	0.04	0.11	0.02	0.03	0.06
Time Slice 1/3/2011-6/24/2011 Active Days: 125	**44.30**	28.53	32.99	0.01	0.07	1.79	1.86	0.03	1.64	1.67
Asphalt 01/01/2011-06/25/2011	2.52	14.99	10.66	0.00	0.01	1.31	1.32	0.00	1.21	1.21
Paving Off-Gas	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.42	14.79	8.79	0.00	0.00	1.31	1.31	0.00	1.20	1.20
Paving On Road Diesel	0.00	0.06	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Worker Trips	0.08	0.14	1.86	0.00	0.01	0.00	0.01	0.00	0.00	0.01
Building 05/16/2010-06/25/2011	2.08	13.50	21.75	0.01	0.07	0.47	0.54	0.02	0.43	0.45
Building Off Road Diesel	1.35	12.17	4.04	0.00	0.00	0.43	0.43	0.00	0.40	0.40
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.73	1.33	17.71	0.01	0.07	0.04	0.11	0.02	0.03	0.06
Coating 01/01/2011-06/25/2011	39.70	0.04	0.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coating	39.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.02	0.04	0.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase Assumptions

Phase: Demolition 8/2/2009 - 8/29/2009 - Building Demolition

Building Volume Total (cubic feet): 1511874

Building Volume Daily (cubic feet): 75652.32

On Road Truck Travel (VMT): 600.42

Off-Road Equipment:

1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day

1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day

2 Skid Steer Loaders (44 hp) operating at a 0.55 load factor for 8 hours per day

Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Alternative\Sandman Inn - Construction (Alt).urb924

Project Name: Sandman Inn - Alternative Construction

Phase: Demolition 8/30/2009 - 9/12/2009 - Foundation Demolition
Building Volume Total (cubic feet): 194463.5
Building Volume Daily (cubic feet): 19440.72
On Road Truck Travel (VMT): 600.02
Off-Road Equipment:
1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day
1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day
1 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day
2 Skid Steer Loaders (44 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Demolition 9/13/2009 - 10/3/2009 - Site Clearing
Building Volume Total (cubic feet): 544939.4
Building Volume Daily (cubic feet): 36300
On Road Truck Travel (VMT): 840.28
Off-Road Equipment:
1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day
1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day
1 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day
2 Skid Steer Loaders (44 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Mass Grading 10/4/2009 - 11/28/2009 - Mass Site Grading
Total Acres Disturbed: 4.59
Maximum Daily Acreage Disturbed: 1.15
Fugitive Dust Level of Detail: Low
Onsite Cut/Fill: 2400 cubic yards/day; Offsite Cut/Fill: 0 cubic yards/day
On Road Truck Travel (VMT): 2400
Off-Road Equipment:
1 Cranes (399 hp) operating at a 0.43 load factor for 8 hours per day
1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day
1 Rough Terrain Forklifts (93 hp) operating at a 0.6 load factor for 8 hours per day
1 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day
1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

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Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Alternative\Sandman Inn - Construction (Alt).urb924

Project Name: Sandman Inn - Alternative Construction

Phase: Paving 1/1/2011 - 6/25/2011 - Paving

Acres to be Paved: 1.15

Off-Road Equipment:

2 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day

1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day

1 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day

1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

Phase: Building Construction 6/28/2009 - 8/1/2009 - Abatement (worker trips)

Off-Road Equipment:

1 Off Highway Trucks (479 hp) operating at a 0.57 load factor for 8 hours per day

Phase: Building Construction 11/29/2009 - 5/15/2010 - Building Construction

Off-Road Equipment:

1 Off Highway Trucks (479 hp) operating at a 0.57 load factor for 8 hours per day

Phase: Building Construction 5/16/2010 - 6/25/2011 - Building Construction

Off-Road Equipment:

1 Off Highway Trucks (479 hp) operating at a 0.57 load factor for 8 hours per day

Phase: Architectural Coating 1/1/2011 - 6/25/2011 - Architectural Coating

Rule: Residential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Alternative\Sandman Inn - Construction (Alt).urb924

Project Name: Sandman Inn - Alternative Construction

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Mitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
Time Slice 6/29/2009-7/31/2009 Active Days: 25	2.36	15.75	25.12	0.01	0.07	0.57	0.64	0.02	0.52	0.54
Building 06/28/2009-08/01/2009	2.36	15.75	25.12	0.01	0.07	0.57	0.64	0.02	0.52	0.54
Building Off Road Diesel	1.49	14.19	4.62	0.00	0.00	0.53	0.53	0.00	0.49	0.49
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.87	1.56	20.50	0.01	0.07	0.04	0.11	0.02	0.03	0.06
Time Slice 8/3/2009-8/28/2009 Active Days: 20	3.68	34.18	16.82	0.02	31.86	1.61	33.48	6.64	1.48	8.12
Demolition 08/02/2009-08/29/2009	3.68	34.18	16.82	0.02	31.86	1.61	33.48	6.64	1.48	8.12
Fugitive Dust	0.00	0.00	0.00	0.00	31.77	0.00	31.77	6.61	0.00	6.61
Demo Off Road Diesel	2.47	14.42	9.08	0.00	0.00	0.92	0.92	0.00	0.85	0.85
Demo On Road Diesel	1.14	19.63	5.95	0.02	0.08	0.69	0.77	0.03	0.63	0.66
Demo Worker Trips	0.08	0.14	1.79	0.00	0.01	0.00	0.01	0.00	0.00	0.00
Time Slice 8/31/2009-9/11/2009 Active Days: 10	3.68	34.17	16.82	0.02	8.26	1.61	9.87	1.73	1.48	3.21
Demolition 08/30/2009-09/12/2009	3.68	34.17	16.82	0.02	8.26	1.61	9.87	1.73	1.48	3.21
Fugitive Dust	0.00	0.00	0.00	0.00	8.17	0.00	8.17	1.70	0.00	1.70
Demo Off Road Diesel	2.47	14.42	9.08	0.00	0.00	0.92	0.92	0.00	0.85	0.85
Demo On Road Diesel	1.14	19.62	5.95	0.02	0.08	0.69	0.77	0.03	0.63	0.66
Demo Worker Trips	0.08	0.14	1.79	0.00	0.01	0.00	0.01	0.00	0.00	0.00
Time Slice 9/14/2009-10/2/2009 Active Days: 15	4.13	42.02	19.20	0.03	15.37	1.89	17.26	3.21	1.74	4.95
Demolition 09/13/2009-10/03/2009	4.13	42.02	19.20	0.03	15.37	1.89	17.26	3.21	1.74	4.95
Fugitive Dust	0.00	0.00	0.00	0.00	15.25	0.00	15.25	3.17	0.00	3.17
Demo Off Road Diesel	2.47	14.42	9.08	0.00	0.00	0.92	0.92	0.00	0.85	0.85
Demo On Road Diesel	1.59	27.47	8.33	0.03	0.12	0.96	1.08	0.04	0.89	0.93
Demo Worker Trips	0.08	0.14	1.79	0.00	0.01	0.00	0.01	0.00	0.00	0.00

Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Alternative\Sandman Inn - Construction (Alt).urb924

Project Name: Sandman Inn - Alternative Construction

Time Slice 10/5/2009-11/27/2009 Active Days: 40	8.14	**107.49**	**38.53**	**0.09**	120.71	**4.29**	125.00	25.25	**3.95**	29.20
Mass Grading 10/04/2009-11/28/2009	8.14	107.49	38.53	0.09	120.71	4.29	125.00	25.25	3.95	29.20
Mass Grading Dust	0.00	0.00	0.00	0.00	120.36	0.00	120.36	25.14	0.00	25.14
Mass Grading Off Road Diesel	3.51	28.89	12.95	0.00	0.00	1.54	1.54	0.00	1.41	1.41
Mass Grading On Road Diesel	4.55	78.46	23.79	0.09	0.34	2.75	3.09	0.11	2.53	2.64
Mass Grading Worker Trips	0.08	0.14	1.79	0.00	0.01	0.00	0.01	0.00	0.00	0.00
Time Slice 11/30/2009-12/31/2009 Active Days: 24	2.36	15.75	25.12	0.01	0.07	0.57	0.64	0.02	0.52	0.54
Building 11/29/2009-05/15/2010	2.36	15.75	25.12	0.01	0.07	0.57	0.64	0.02	0.52	0.54
Building Off Road Diesel	1.49	14.19	4.62	0.00	0.00	0.53	0.53	0.00	0.49	0.49
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.87	1.56	20.50	0.01	0.07	0.04	0.11	0.02	0.03	0.06
Time Slice 1/1/2010-5/14/2010 Active Days: 96	2.24	14.72	23.41	0.01	0.07	0.52	0.59	0.02	0.47	0.50
Building 11/29/2009-05/15/2010	2.24	14.72	23.41	0.01	0.07	0.52	0.59	0.02	0.47	0.50
Building Off Road Diesel	1.44	13.28	4.33	0.00	0.00	0.48	0.48	0.00	0.44	0.44
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.80	1.44	19.08	0.01	0.07	0.04	0.11	0.02	0.03	0.06
Time Slice 5/17/2010-12/31/2010 Active Days: 165	2.24	14.72	23.41	0.01	0.07	0.52	0.59	0.02	0.47	0.50
Building 05/16/2010-06/25/2011	2.24	14.72	23.41	0.01	0.07	0.52	0.59	0.02	0.47	0.50
Building Off Road Diesel	1.44	13.28	4.33	0.00	0.00	0.48	0.48	0.00	0.44	0.44
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.80	1.44	19.08	0.01	0.07	0.04	0.11	0.02	0.03	0.06
Time Slice 1/3/2011-6/24/2011 Active Days: 125	**44.30**	28.53	32.99	0.01	0.07	1.79	1.86	0.03	1.64	1.67
Asphalt 01/01/2011-06/25/2011	2.52	14.99	10.66	0.00	0.01	1.31	1.32	0.00	1.21	1.21
Paving Off-Gas	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.42	14.79	8.79	0.00	0.00	1.31	1.31	0.00	1.20	1.20
Paving On Road Diesel	0.00	0.06	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Worker Trips	0.08	0.14	1.86	0.00	0.01	0.00	0.01	0.00	0.00	0.01
Building 05/16/2010-06/25/2011	2.08	13.50	21.75	0.01	0.07	0.47	0.54	0.02	0.43	0.45
Building Off Road Diesel	1.35	12.17	4.04	0.00	0.00	0.43	0.43	0.00	0.40	0.40
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.73	1.33	17.71	0.01	0.07	0.04	0.11	0.02	0.03	0.06

Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Alternative\Sandman Inn - Construction (Alt).urb924

Project Name: Sandman Inn - Alternative Construction

Coating 01/01/2011-06/25/2011	39.70	0.04	0.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coating	39.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.02	0.04	0.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Mass Grading 10/4/2009 - 11/28/2009 - Mass Site Grading

For Soil Stablizing Measures, the Water exposed surfaces 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:

PM10: 44% PM25: 44%

For Unpaved Roads Measures, the Manage haul road dust 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

2/18/2009 11:22:24 AM

Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Alternative\Sandman Inn - Construction (Alt).urb924
Project Name: Sandman Inn - Alternative Construction

Project Location: Santa Barbara County APCD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:
CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2009 TOTALS (lbs/day unmitigated)	8.14	107.49	38.53	0.09	295.04	4.29	299.34	61.66	3.95	65.61
2009 TOTALS (lbs/day mitigated)	8.14	107.49	38.53	0.09	120.71	4.29	125.00	25.25	3.95	29.20
2010 TOTALS (lbs/day unmitigated)	2.24	14.72	23.41	0.01	0.07	0.52	0.59	0.02	0.47	0.50
2010 TOTALS (lbs/day mitigated)	2.24	14.72	23.41	0.01	0.07	0.52	0.59	0.02	0.47	0.50
2011 TOTALS (lbs/day unmitigated)	44.30	28.53	32.99	0.01	0.07	1.79	1.86	0.03	1.64	1.67
2011 TOTALS (lbs/day mitigated)	44.30	28.53	32.99	0.01	0.07	1.79	1.86	0.03	1.64	1.67

Construction Unmitigated Detail Report:
CONSTRUCTION EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
Time Slice 6/29/2009-7/31/2009 Active Days: 25	2.36	15.75	25.12	0.01	0.07	0.57	0.64	0.02	0.52	0.54
Building 06/28/2009-08/01/2009	2.36	15.75	25.12	0.01	0.07	0.57	0.64	0.02	0.52	0.54
Building Off Road Diesel	1.49	14.19	4.62	0.00	0.00	0.53	0.53	0.00	0.49	0.49
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.87	1.56	20.50	0.01	0.07	0.04	0.11	0.02	0.03	0.06
Time Slice 8/3/2009-8/28/2009 Active Days: 20	3.68	34.18	16.82	0.02	31.86	1.61	33.48	6.64	1.48	8.12
Demolition 08/02/2009-08/29/2009	3.68	34.18	16.82	0.02	31.86	1.61	33.48	6.64	1.48	8.12
Fugitive Dust	0.00	0.00	0.00	0.00	31.77	0.00	31.77	6.61	0.00	6.61
Demo Off Road Diesel	2.47	14.42	9.08	0.00	0.00	0.92	0.92	0.00	0.85	0.85
Demo On Road Diesel	1.14	19.63	5.95	0.02	0.08	0.69	0.77	0.03	0.63	0.66
Demo Worker Trips	0.08	0.14	1.79	0.00	0.01	0.00	0.01	0.00	0.00	0.00

Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Alternative\Sandman Inn - Construction (Alt).urb924

Project Name: Sandman Inn - Alternative Construction

Time Slice 8/31/2009-9/11/2009 Active Days: 10	3.68	34.17	16.82	0.02	8.26	1.61	9.87	1.73	1.48	3.21
Demolition 08/30/2009-09/12/2009	3.68	34.17	16.82	0.02	8.26	1.61	9.87	1.73	1.48	3.21
Fugitive Dust	0.00	0.00	0.00	0.00	8.17	0.00	8.17	1.70	0.00	1.70
Demo Off Road Diesel	2.47	14.42	9.08	0.00	0.00	0.92	0.92	0.00	0.85	0.85
Demo On Road Diesel	1.14	19.62	5.95	0.02	0.08	0.69	0.77	0.03	0.63	0.66
Demo Worker Trips	0.08	0.14	1.79	0.00	0.01	0.00	0.01	0.00	0.00	0.00
Time Slice 9/14/2009-10/2/2009 Active Days: 15	4.13	42.02	19.20	0.03	15.37	1.89	17.26	3.21	1.74	4.95
Demolition 09/13/2009-10/03/2009	4.13	42.02	19.20	0.03	15.37	1.89	17.26	3.21	1.74	4.95
Fugitive Dust	0.00	0.00	0.00	0.00	15.25	0.00	15.25	3.17	0.00	3.17
Demo Off Road Diesel	2.47	14.42	9.08	0.00	0.00	0.92	0.92	0.00	0.85	0.85
Demo On Road Diesel	1.59	27.47	8.33	0.03	0.12	0.96	1.08	0.04	0.89	0.93
Demo Worker Trips	0.08	0.14	1.79	0.00	0.01	0.00	0.01	0.00	0.00	0.00
Time Slice 10/5/2009-11/27/2009 Active Days: 40	8.14	**107.49**	**38.53**	**0.09**	**295.04**	**4.29**	**299.34**	**61.66**	**3.95**	**65.61**
Mass Grading 10/04/2009-11/28/2009	8.14	107.49	38.53	0.09	295.04	4.29	299.34	61.66	3.95	65.61
Mass Grading Dust	0.00	0.00	0.00	0.00	294.70	0.00	294.70	61.55	0.00	61.55
Mass Grading Off Road Diesel	3.51	28.89	12.95	0.00	0.00	1.54	1.54	0.00	1.41	1.41
Mass Grading On Road Diesel	4.55	78.46	23.79	0.09	0.34	2.75	3.09	0.11	2.53	2.64
Mass Grading Worker Trips	0.08	0.14	1.79	0.00	0.01	0.00	0.01	0.00	0.00	0.00
Time Slice 11/30/2009-12/31/2009 Active Days: 24	2.36	15.75	25.12	0.01	0.07	0.57	0.64	0.02	0.52	0.54
Building 11/29/2009-05/15/2010	2.36	15.75	25.12	0.01	0.07	0.57	0.64	0.02	0.52	0.54
Building Off Road Diesel	1.49	14.19	4.62	0.00	0.00	0.53	0.53	0.00	0.49	0.49
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.87	1.56	20.50	0.01	0.07	0.04	0.11	0.02	0.03	0.06
Time Slice 1/1/2010-5/14/2010 Active Days: 96	2.24	14.72	23.41	0.01	0.07	0.52	0.59	0.02	0.47	0.50
Building 11/29/2009-05/15/2010	2.24	14.72	23.41	0.01	0.07	0.52	0.59	0.02	0.47	0.50
Building Off Road Diesel	1.44	13.28	4.33	0.00	0.00	0.48	0.48	0.00	0.44	0.44
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.80	1.44	19.08	0.01	0.07	0.04	0.11	0.02	0.03	0.06

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Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Alternative\Sandman Inn - Construction (Alt).urb924

Project Name: Sandman Inn - Alternative Construction

Time Slice 5/17/2010-12/31/2010 Active Days: 165	2.24	14.72	23.41	0.01	0.07	0.52	0.59	0.02	0.47	0.50
Building 05/16/2010-06/25/2011	2.24	14.72	23.41	0.01	0.07	0.52	0.59	0.02	0.47	0.50
Building Off Road Diesel	1.44	13.28	4.33	0.00	0.00	0.48	0.48	0.00	0.44	0.44
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.80	1.44	19.08	0.01	0.07	0.04	0.11	0.02	0.03	0.06
Time Slice 1/3/2011-6/24/2011 Active Days: 125	**44.30**	28.53	32.99	0.01	0.07	1.79	1.86	0.03	1.64	1.67
Asphalt 01/01/2011-06/25/2011	2.52	14.99	10.66	0.00	0.01	1.31	1.32	0.00	1.21	1.21
Paving Off-Gas	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.42	14.79	8.79	0.00	0.00	1.31	1.31	0.00	1.20	1.20
Paving On Road Diesel	0.00	0.06	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Worker Trips	0.08	0.14	1.86	0.00	0.01	0.00	0.01	0.00	0.00	0.01
Building 05/16/2010-06/25/2011	2.08	13.50	21.75	0.01	0.07	0.47	0.54	0.02	0.43	0.45
Building Off Road Diesel	1.35	12.17	4.04	0.00	0.00	0.43	0.43	0.00	0.40	0.40
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.73	1.33	17.71	0.01	0.07	0.04	0.11	0.02	0.03	0.06
Coating 01/01/2011-06/25/2011	39.70	0.04	0.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coating	39.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.02	0.04	0.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase Assumptions

Phase: Demolition 8/2/2009 - 8/29/2009 - Building Demolition

Building Volume Total (cubic feet): 1511874

Building Volume Daily (cubic feet): 75652.32

On Road Truck Travel (VMT): 600.42

Off-Road Equipment:

1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day

1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day

2 Skid Steer Loaders (44 hp) operating at a 0.55 load factor for 8 hours per day

Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Alternative\Sandman Inn - Construction (Alt).urb924

Project Name: Sandman Inn - Alternative Construction

Phase: Demolition 8/30/2009 - 9/12/2009 - Foundation Demolition
Building Volume Total (cubic feet): 194463.5
Building Volume Daily (cubic feet): 19440.72
On Road Truck Travel (VMT): 600.02
Off-Road Equipment:
1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day
1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day
1 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day
2 Skid Steer Loaders (44 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Demolition 9/13/2009 - 10/3/2009 - Site Clearing
Building Volume Total (cubic feet): 544939.4
Building Volume Daily (cubic feet): 36300
On Road Truck Travel (VMT): 840.28
Off-Road Equipment:
1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day
1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day
1 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day
2 Skid Steer Loaders (44 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Mass Grading 10/4/2009 - 11/28/2009 - Mass Site Grading
Total Acres Disturbed: 4.59
Maximum Daily Acreage Disturbed: 1.15
Fugitive Dust Level of Detail: Low
Onsite Cut/Fill: 2400 cubic yards/day; Offsite Cut/Fill: 0 cubic yards/day
On Road Truck Travel (VMT): 2400
Off-Road Equipment:
1 Cranes (399 hp) operating at a 0.43 load factor for 8 hours per day
1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day
1 Rough Terrain Forklifts (93 hp) operating at a 0.6 load factor for 8 hours per day
1 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day
1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

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Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Alternative\Sandman Inn - Construction (Alt).urb924

Project Name: Sandman Inn - Alternative Construction

Phase: Paving 1/1/2011 - 6/25/2011 - Paving

Acres to be Paved: 1.15

Off-Road Equipment:

2 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day

1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day

1 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day

1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

Phase: Building Construction 6/28/2009 - 8/1/2009 - Abatement (worker trips)

Off-Road Equipment:

1 Off Highway Trucks (479 hp) operating at a 0.57 load factor for 8 hours per day

Phase: Building Construction 11/29/2009 - 5/15/2010 - Building Construction

Off-Road Equipment:

1 Off Highway Trucks (479 hp) operating at a 0.57 load factor for 8 hours per day

Phase: Building Construction 5/16/2010 - 6/25/2011 - Building Construction

Off-Road Equipment:

1 Off Highway Trucks (479 hp) operating at a 0.57 load factor for 8 hours per day

Phase: Architectural Coating 1/1/2011 - 6/25/2011 - Architectural Coating

Rule: Residential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Alternative\Sandman Inn - Construction (Alt).urb924

Project Name: Sandman Inn - Alternative Construction

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Winter Pounds Per Day, Mitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
Time Slice 6/29/2009-7/31/2009 Active Days: 25	2.36	15.75	25.12	0.01	0.07	0.57	0.64	0.02	0.52	0.54
Building 06/28/2009-08/01/2009	2.36	15.75	25.12	0.01	0.07	0.57	0.64	0.02	0.52	0.54
Building Off Road Diesel	1.49	14.19	4.62	0.00	0.00	0.53	0.53	0.00	0.49	0.49
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.87	1.56	20.50	0.01	0.07	0.04	0.11	0.02	0.03	0.06
Time Slice 8/3/2009-8/28/2009 Active Days: 20	3.68	34.18	16.82	0.02	31.86	1.61	33.48	6.64	1.48	8.12
Demolition 08/02/2009-08/29/2009	3.68	34.18	16.82	0.02	31.86	1.61	33.48	6.64	1.48	8.12
Fugitive Dust	0.00	0.00	0.00	0.00	31.77	0.00	31.77	6.61	0.00	6.61
Demo Off Road Diesel	2.47	14.42	9.08	0.00	0.00	0.92	0.92	0.00	0.85	0.85
Demo On Road Diesel	1.14	19.63	5.95	0.02	0.08	0.69	0.77	0.03	0.63	0.66
Demo Worker Trips	0.08	0.14	1.79	0.00	0.01	0.00	0.01	0.00	0.00	0.00
Time Slice 8/31/2009-9/11/2009 Active Days: 10	3.68	34.17	16.82	0.02	8.26	1.61	9.87	1.73	1.48	3.21
Demolition 08/30/2009-09/12/2009	3.68	34.17	16.82	0.02	8.26	1.61	9.87	1.73	1.48	3.21
Fugitive Dust	0.00	0.00	0.00	0.00	8.17	0.00	8.17	1.70	0.00	1.70
Demo Off Road Diesel	2.47	14.42	9.08	0.00	0.00	0.92	0.92	0.00	0.85	0.85
Demo On Road Diesel	1.14	19.62	5.95	0.02	0.08	0.69	0.77	0.03	0.63	0.66
Demo Worker Trips	0.08	0.14	1.79	0.00	0.01	0.00	0.01	0.00	0.00	0.00
Time Slice 9/14/2009-10/2/2009 Active Days: 15	4.13	42.02	19.20	0.03	15.37	1.89	17.26	3.21	1.74	4.95
Demolition 09/13/2009-10/03/2009	4.13	42.02	19.20	0.03	15.37	1.89	17.26	3.21	1.74	4.95
Fugitive Dust	0.00	0.00	0.00	0.00	15.25	0.00	15.25	3.17	0.00	3.17
Demo Off Road Diesel	2.47	14.42	9.08	0.00	0.00	0.92	0.92	0.00	0.85	0.85
Demo On Road Diesel	1.59	27.47	8.33	0.03	0.12	0.96	1.08	0.04	0.89	0.93
Demo Worker Trips	0.08	0.14	1.79	0.00	0.01	0.00	0.01	0.00	0.00	0.00

Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Alternative\Sandman Inn - Construction (Alt).urb924

Project Name: Sandman Inn - Alternative Construction

Time Slice 10/5/2009-11/27/2009 Active Days: 40	8.14	**107.49**	**38.53**	**0.09**	120.71	**4.29**	125.00	25.25	**3.95**	29.20
Mass Grading 10/04/2009-11/28/2009	8.14	107.49	38.53	0.09	120.71	4.29	125.00	25.25	3.95	29.20
Mass Grading Dust	0.00	0.00	0.00	0.00	120.36	0.00	120.36	25.14	0.00	25.14
Mass Grading Off Road Diesel	3.51	28.89	12.95	0.00	0.00	1.54	1.54	0.00	1.41	1.41
Mass Grading On Road Diesel	4.55	78.46	23.79	0.09	0.34	2.75	3.09	0.11	2.53	2.64
Mass Grading Worker Trips	0.08	0.14	1.79	0.00	0.01	0.00	0.01	0.00	0.00	0.00
Time Slice 11/30/2009-12/31/2009 Active Days: 24	2.36	15.75	25.12	0.01	0.07	0.57	0.64	0.02	0.52	0.54
Building 11/29/2009-05/15/2010	2.36	15.75	25.12	0.01	0.07	0.57	0.64	0.02	0.52	0.54
Building Off Road Diesel	1.49	14.19	4.62	0.00	0.00	0.53	0.53	0.00	0.49	0.49
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.87	1.56	20.50	0.01	0.07	0.04	0.11	0.02	0.03	0.06
Time Slice 1/1/2010-5/14/2010 Active Days: 96	2.24	14.72	23.41	0.01	0.07	0.52	0.59	0.02	0.47	0.50
Building 11/29/2009-05/15/2010	2.24	14.72	23.41	0.01	0.07	0.52	0.59	0.02	0.47	0.50
Building Off Road Diesel	1.44	13.28	4.33	0.00	0.00	0.48	0.48	0.00	0.44	0.44
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.80	1.44	19.08	0.01	0.07	0.04	0.11	0.02	0.03	0.06
Time Slice 5/17/2010-12/31/2010 Active Days: 165	2.24	14.72	23.41	0.01	0.07	0.52	0.59	0.02	0.47	0.50
Building 05/16/2010-06/25/2011	2.24	14.72	23.41	0.01	0.07	0.52	0.59	0.02	0.47	0.50
Building Off Road Diesel	1.44	13.28	4.33	0.00	0.00	0.48	0.48	0.00	0.44	0.44
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.80	1.44	19.08	0.01	0.07	0.04	0.11	0.02	0.03	0.06
Time Slice 1/3/2011-6/24/2011 Active Days: 125	**44.30**	28.53	32.99	0.01	0.07	1.79	1.86	0.03	1.64	1.67
Asphalt 01/01/2011-06/25/2011	2.52	14.99	10.66	0.00	0.01	1.31	1.32	0.00	1.21	1.21
Paving Off-Gas	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.42	14.79	8.79	0.00	0.00	1.31	1.31	0.00	1.20	1.20
Paving On Road Diesel	0.00	0.06	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Worker Trips	0.08	0.14	1.86	0.00	0.01	0.00	0.01	0.00	0.00	0.01
Building 05/16/2010-06/25/2011	2.08	13.50	21.75	0.01	0.07	0.47	0.54	0.02	0.43	0.45
Building Off Road Diesel	1.35	12.17	4.04	0.00	0.00	0.43	0.43	0.00	0.40	0.40
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.73	1.33	17.71	0.01	0.07	0.04	0.11	0.02	0.03	0.06

Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Alternative\Sandman Inn - Construction (Alt).urb924

Project Name: Sandman Inn - Alternative Construction

Coating 01/01/2011-06/25/2011	39.70	0.04	0.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coating	39.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.02	0.04	0.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Mass Grading 10/4/2009 - 11/28/2009 - Mass Site Grading

For Soil Stablizing Measures, the Water exposed surfaces 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:

PM10: 44% PM25: 44%

For Unpaved Roads Measures, the Manage haul road dust 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

2/18/2009 11:22:35 AM

Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Alternative\Sandman Inn - Construction (Alt).urb924
Project Name: Sandman Inn - Alternative Construction

Project Location: Santa Barbara County APCD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:
CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2009 TOTALS (tons/year unmitigated)	0.31	3.36	1.78	0.00	6.38	0.14	6.52	1.33	0.13	1.46
2009 TOTALS (tons/year mitigated)	0.31	3.36	1.78	0.00	2.89	0.14	3.03	0.60	0.13	0.73
Percent Reduction	0.00	0.00	0.00	0.00	54.67	0.00	53.51	54.63	0.00	49.88
2010 TOTALS (tons/year unmitigated)	0.29	1.92	3.05	0.00	0.01	0.07	0.08	0.00	0.06	0.07
2010 TOTALS (tons/year mitigated)	0.29	1.92	3.05	0.00	0.01	0.07	0.08	0.00	0.06	0.07
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2011 TOTALS (tons/year unmitigated)	2.77	1.78	2.06	0.00	0.00	0.11	0.12	0.00	0.10	0.10
2011 TOTALS (tons/year mitigated)	2.77	1.78	2.06	0.00	0.00	0.11	0.12	0.00	0.10	0.10
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Construction Unmitigated Detail Report:
CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2009	0.31	3.36	1.78	0.00	6.38	0.14	6.52	1.33	0.13	1.46
Building 06/28/2009-08/01/2009	0.03	0.20	0.31	0.00	0.00	0.01	0.01	0.00	0.01	0.01
Building Off Road Diesel	0.02	0.18	0.06	0.00	0.00	0.01	0.01	0.00	0.01	0.01
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.01	0.02	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demolition 08/02/2009-08/29/2009	0.04	0.34	0.17	0.00	0.32	0.02	0.33	0.07	0.01	0.08
Fugitive Dust	0.00	0.00	0.00	0.00	0.30	0.00	0.30	0.06	0.00	0.06
Demo Off Road Diesel	0.02	0.14	0.09	0.00	0.00	0.01	0.01	0.00	0.01	0.01
Demo On Road Diesel	0.01	0.20	0.06	0.00	0.00	0.01	0.01	0.00	0.01	0.01
Demo Worker Trips	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Alternative\Sandman Inn - Construction (Alt).urb924

Project Name: Sandman Inn - Alternative Construction

Demolition 08/30/2009-09/12/2009	0.02	0.17	0.08	0.00	0.04	0.01	0.05	0.01	0.01	0.02
Fugitive Dust	0.00	0.00	0.00	0.00	0.04	0.00	0.04	0.01	0.00	0.01
Demo Off Road Diesel	0.01	0.07	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demo On Road Diesel	0.01	0.10	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demo Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demolition 09/13/2009-10/03/2009	0.03	0.32	0.14	0.00	0.12	0.01	0.13	0.02	0.01	0.04
Fugitive Dust	0.00	0.00	0.00	0.00	0.11	0.00	0.11	0.02	0.00	0.02
Demo Off Road Diesel	0.02	0.11	0.07	0.00	0.00	0.01	0.01	0.00	0.01	0.01
Demo On Road Diesel	0.01	0.21	0.06	0.00	0.00	0.01	0.01	0.00	0.01	0.01
Demo Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mass Grading 10/04/2009-11/28/2009	0.16	2.15	0.77	0.00	5.90	0.09	5.99	1.23	0.08	1.31
Mass Grading Dust	0.00	0.00	0.00	0.00	5.89	0.00	5.89	1.23	0.00	1.23
Mass Grading Off Road Diesel	0.07	0.58	0.26	0.00	0.00	0.03	0.03	0.00	0.03	0.03
Mass Grading On Road Diesel	0.09	1.57	0.48	0.00	0.01	0.06	0.06	0.00	0.05	0.05
Mass Grading Worker Trips	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building 11/29/2009-05/15/2010	0.03	0.19	0.30	0.00	0.00	0.01	0.01	0.00	0.01	0.01
Building Off Road Diesel	0.02	0.17	0.06	0.00	0.00	0.01	0.01	0.00	0.01	0.01
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.01	0.02	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2010	0.29	1.92	3.05	0.00	0.01	0.07	0.08	0.00	0.06	0.07
Building 11/29/2009-05/15/2010	0.11	0.71	1.12	0.00	0.00	0.02	0.03	0.00	0.02	0.02
Building Off Road Diesel	0.07	0.64	0.21	0.00	0.00	0.02	0.02	0.00	0.02	0.02
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.04	0.07	0.92	0.00	0.00	0.00	0.01	0.00	0.00	0.00
Building 05/16/2010-06/25/2011	0.18	1.21	1.93	0.00	0.01	0.04	0.05	0.00	0.04	0.04
Building Off Road Diesel	0.12	1.10	0.36	0.00	0.00	0.04	0.04	0.00	0.04	0.04
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.07	0.12	1.57	0.00	0.01	0.00	0.01	0.00	0.00	0.00

Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Alternative\Sandman Inn - Construction (Alt).urb924

Project Name: Sandman Inn - Alternative Construction

2011	2.77	1.78	2.06	0.00	0.00	0.11	0.12	0.00	0.10	0.10
Asphalt 01/01/2011-06/25/2011	0.16	0.94	0.67	0.00	0.00	0.08	0.08	0.00	0.08	0.08
Paving Off-Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	0.15	0.92	0.55	0.00	0.00	0.08	0.08	0.00	0.08	0.08
Paving On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Worker Trips	0.00	0.01	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building 05/16/2010-06/25/2011	0.13	0.84	1.36	0.00	0.00	0.03	0.03	0.00	0.03	0.03
Building Off Road Diesel	0.08	0.76	0.25	0.00	0.00	0.03	0.03	0.00	0.02	0.02
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.05	0.08	1.11	0.00	0.00	0.00	0.01	0.00	0.00	0.00
Coating 01/01/2011-06/25/2011	2.48	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coating	2.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase Assumptions

Phase: Demolition 8/2/2009 - 8/29/2009 - Building Demolition

Building Volume Total (cubic feet): 1511874

Building Volume Daily (cubic feet): 75652.32

On Road Truck Travel (VMT): 600.42

Off-Road Equipment:

1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day

1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day

2 Skid Steer Loaders (44 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Demolition 8/30/2009 - 9/12/2009 - Foundation Demolition

Building Volume Total (cubic feet): 194463.5

Building Volume Daily (cubic feet): 19440.72

On Road Truck Travel (VMT): 600.02

Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Alternative\Sandman Inn - Construction (Alt).urb924

Project Name: Sandman Inn - Alternative Construction

Off-Road Equipment:

1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day

1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day

2 Skid Steer Loaders (44 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Demolition 9/13/2009 - 10/3/2009 - Site Clearing

Building Volume Total (cubic feet): 544939.4

Building Volume Daily (cubic feet): 36300

On Road Truck Travel (VMT): 840.28

Off-Road Equipment:

1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day

1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day

2 Skid Steer Loaders (44 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Mass Grading 10/4/2009 - 11/28/2009 - Mass Site Grading

Total Acres Disturbed: 4.59

Maximum Daily Acreage Disturbed: 1.15

Fugitive Dust Level of Detail: Low

Onsite Cut/Fill: 2400 cubic yards/day; Offsite Cut/Fill: 0 cubic yards/day

On Road Truck Travel (VMT): 2400

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 8 hours per day

1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Rough Terrain Forklifts (93 hp) operating at a 0.6 load factor for 8 hours per day

1 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Paving 1/1/2011 - 6/25/2011 - Paving

Acres to be Paved: 1.15

Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Alternative\Sandman Inn - Construction (Alt).urb924

Project Name: Sandman Inn - Alternative Construction

Off-Road Equipment:

2 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day

1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day

1 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day

1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

Phase: Building Construction 6/28/2009 - 8/1/2009 - Abatement (worker trips)

Off-Road Equipment:

1 Off Highway Trucks (479 hp) operating at a 0.57 load factor for 8 hours per day

Phase: Building Construction 11/29/2009 - 5/15/2010 - Building Construction

Off-Road Equipment:

1 Off Highway Trucks (479 hp) operating at a 0.57 load factor for 8 hours per day

Phase: Building Construction 5/16/2010 - 6/25/2011 - Building Construction

Off-Road Equipment:

1 Off Highway Trucks (479 hp) operating at a 0.57 load factor for 8 hours per day

Phase: Architectural Coating 1/1/2011 - 6/25/2011 - Architectural Coating

Rule: Residential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Alternative\Sandman Inn - Construction (Alt).urb924

Project Name: Sandman Inn - Alternative Construction

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Mitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2009	0.31	3.36	1.78	0.00	2.89	0.14	3.03	0.60	0.13	0.73
Building 06/28/2009-08/01/2009	0.03	0.20	0.31	0.00	0.00	0.01	0.01	0.00	0.01	0.01
Building Off Road Diesel	0.02	0.18	0.06	0.00	0.00	0.01	0.01	0.00	0.01	0.01
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.01	0.02	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demolition 08/02/2009-08/29/2009	0.04	0.34	0.17	0.00	0.32	0.02	0.33	0.07	0.01	0.08
Fugitive Dust	0.00	0.00	0.00	0.00	0.30	0.00	0.30	0.06	0.00	0.06
Demo Off Road Diesel	0.02	0.14	0.09	0.00	0.00	0.01	0.01	0.00	0.01	0.01
Demo On Road Diesel	0.01	0.20	0.06	0.00	0.00	0.01	0.01	0.00	0.01	0.01
Demo Worker Trips	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demolition 08/30/2009-09/12/2009	0.02	0.17	0.08	0.00	0.04	0.01	0.05	0.01	0.01	0.02
Fugitive Dust	0.00	0.00	0.00	0.00	0.04	0.00	0.04	0.01	0.00	0.01
Demo Off Road Diesel	0.01	0.07	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demo On Road Diesel	0.01	0.10	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demo Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demolition 09/13/2009-10/03/2009	0.03	0.32	0.14	0.00	0.12	0.01	0.13	0.02	0.01	0.04
Fugitive Dust	0.00	0.00	0.00	0.00	0.11	0.00	0.11	0.02	0.00	0.02
Demo Off Road Diesel	0.02	0.11	0.07	0.00	0.00	0.01	0.01	0.00	0.01	0.01
Demo On Road Diesel	0.01	0.21	0.06	0.00	0.00	0.01	0.01	0.00	0.01	0.01
Demo Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mass Grading 10/04/2009-11/28/2009	0.16	2.15	0.77	0.00	2.41	0.09	2.50	0.50	0.08	0.58
Mass Grading Dust	0.00	0.00	0.00	0.00	2.41	0.00	2.41	0.50	0.00	0.50
Mass Grading Off Road Diesel	0.07	0.58	0.26	0.00	0.00	0.03	0.03	0.00	0.03	0.03
Mass Grading On Road Diesel	0.09	1.57	0.48	0.00	0.01	0.06	0.06	0.00	0.05	0.05
Mass Grading Worker Trips	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building 11/29/2009-05/15/2010	0.03	0.19	0.30	0.00	0.00	0.01	0.01	0.00	0.01	0.01
Building Off Road Diesel	0.02	0.17	0.06	0.00	0.00	0.01	0.01	0.00	0.01	0.01
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.01	0.02	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Alternative\Sandman Inn - Construction (Alt).urb924

Project Name: Sandman Inn - Alternative Construction

2010	0.29	1.92	3.05	0.00	0.01	0.07	0.08	0.00	0.06	0.07
Building 11/29/2009-05/15/2010	0.11	0.71	1.12	0.00	0.00	0.02	0.03	0.00	0.02	0.02
Building Off Road Diesel	0.07	0.64	0.21	0.00	0.00	0.02	0.02	0.00	0.02	0.02
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.04	0.07	0.92	0.00	0.00	0.00	0.01	0.00	0.00	0.00
Building 05/16/2010-06/25/2011	0.18	1.21	1.93	0.00	0.01	0.04	0.05	0.00	0.04	0.04
Building Off Road Diesel	0.12	1.10	0.36	0.00	0.00	0.04	0.04	0.00	0.04	0.04
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.07	0.12	1.57	0.00	0.01	0.00	0.01	0.00	0.00	0.00
2011	2.77	1.78	2.06	0.00	0.00	0.11	0.12	0.00	0.10	0.10
Asphalt 01/01/2011-06/25/2011	0.16	0.94	0.67	0.00	0.00	0.08	0.08	0.00	0.08	0.08
Paving Off-Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	0.15	0.92	0.55	0.00	0.00	0.08	0.08	0.00	0.08	0.08
Paving On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Worker Trips	0.00	0.01	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building 05/16/2010-06/25/2011	0.13	0.84	1.36	0.00	0.00	0.03	0.03	0.00	0.03	0.03
Building Off Road Diesel	0.08	0.76	0.25	0.00	0.00	0.03	0.03	0.00	0.02	0.02
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Worker Trips	0.05	0.08	1.11	0.00	0.00	0.00	0.01	0.00	0.00	0.00
Coating 01/01/2011-06/25/2011	2.48	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coating	2.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Mass Grading 10/4/2009 - 11/28/2009 - Mass Site Grading

For Soil Stablizing Measures, the Water exposed surfaces 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:

PM10: 44% PM25: 44%

For Unpaved Roads Measures, the Manage haul road dust 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

Proposed Project Greenhouse Gas Emissions

Sandman Inn (Proposed Project)
Evaluation of Global Climate Change Impacts

Table GHG-1
Construction GHG Emission Factors

Equipment Type	CO_2 Emission Factor[1] (kg/gal)	CH_4 Emission Factor[2,3] (kg/gal)	N_2O Emission Factor[2,3] (kg/gal)	CO_2 to CO_2e Ratio (GWP CH_4 = 21) (GWP N_2O = 310)
Off-Road	10.15	0.0014	0.0001	0.994
On-Road	10.15	0.0005	0.0003	0.990
Autos[4]	n/a	n/a	n/a	0.950

Sources:

1. California Climate Action Registry, *General Reporting Protocol: Reporting Entity-Wide Greenhouse Gas Emissions Version 3.0*, (2008) 94.
2. California Climate Action Registry, *General Reporting Protocol: Reporting Entity-Wide Greenhouse as Emissions Version 3.0*, (2008) 95-96.
3. California Energy Commission, *Diesel Use in California, Remarks by Commissioner James D. Boyd, (*2002). It was assumed that heavy duty on-road trucks have a fuel economy of 6 miles per gallon based on this data source.
4. US Environmental Protection Agency, Office of Transportation and Air Quality, *Emission Facts - Greenhouse Gas Emissions from a Typical Passenger Vehicle (EPA420-F-05-004)*, (2005) 4. Passenger vehicle CO_2 emissions are assumed to be 95% of GHG emissions on a CO_2 equivalent basis.

Table GHG-2
Construction GHG Emissions

Construction Year	Equipment Type	Annual CO_2 Emissions[1] (Tons CO_2/yr)	Annual CO_2 Emissions (MT CO_2/yr)	CO_2 to CO_2e Ratio	Annual CO_2e Emissions (MT CO_2e/yr)
2009	Off-Road	126.75	114.99	0.99	115.67
2009	On-Road	255.82	232.08	0.99	234.43
2009	Worker/Autos	28.90	26.22	0.95	27.60
Total 2009		**411.47**	**373.28**		**377.70**
2010	Off-Road	203.56	184.67	0.99	185.77
2010	On-Road	-	-	0.99	-
2010	Worker/Autos	159.42	144.62	0.95	152.24
Total 2010		**362.98**	**329.29**		**338.00**
2011	Off-Road	299.36	271.57	0.99	273.19
2011	On-Road	0.53	0.48	0.99	0.49
2011	Worker/Autos	148.40	134.63	0.95	141.71
Total 2011		**448.29**	**406.68**		**415.39**

Sources:

1. Estimated CO_2 emission from URBEMIS2007.

Where:

CH_4	Methane
CO_2	Carbon dioxide
CO_2e	Carbon dioxide equivalent
gal	Gallons
GWP	Global warming potential
kg	Kilograms
MT	Metric ton
N_2O	Nitrous oxide
yr	Year

Sandman Inn (Proposed Project)
Evaluation of Global Climate Change Impacts

Table GHG-3
Operational Motor Vehicle GHG Emissions

Buildout Year	Equipment Type	Annual CO_2 Emissions[1] (Tons CO_2/yr)	CO_2 to CO_2E Ratio[2]	Annual CO_2e Emissions (MT CO_2e/yr)
2011	Motor Vehicles	1,049.94	0.950	1,002.62
Existing Land Use	Motor Vehicles	876.66	0.950	837.15
Net Total		**173.28**		**165.47**

Sources:

1. Estimated CO_2 emission from URBEMIS2007.
2. US Environmental Protection Agency, Office of Transportation and Air Quality, *Emission Facts - Greenhouse Gas Emissions from a Typical Passenger Vehicle* EPA420-F-05-004, (2005) 4. Passenger vehicle CO_2 emissions are assumed to be 95% of GHG emissions on a CO_2 equivalent basis.

Where:

CO_2	Carbon dioxide
CO_2e	Carbon dioxide equivalent
MT	Metric ton
yr	Year

Sandman Inn (Proposed Project)
Evaluation of Global Climate Change Impacts

Table GHG-4
Area Source GHG Emissions (General and Student/General)

Land Use	CO_2 Emission Factor[1] GWP = 1 (kg/MMBtu)	CH_4 Emission Factor[2] GWP = 21 (kg/MMBtu)	N_2O Emission Factor[2] GWP = 310 (kg/MMBtu)	Annual CO_2 Emissions[3] (Tons CO_2/yr)	Annual CO_2e Emissions (MT CO_2e/yr)
Proposed Project					
Natural Gas	56.06	0.0059	0.0001	338.16	307.62
Landscape Maintenance	56.06	0.0059	0.0001	0.51	0.46
Hearths (Natural Gas)	56.06	0.0059	0.0001	0.26	0.24
Total				338.93	308.32
Existing Land Uses					
Natural Gas	56.06	0.0059	0.0001	208.67	189.83
Landscape Maintenance	56.06	0.0059	0.0001	0.50	0.45
Hearths (Natural Gas)	56.06	0.0059	0.0001	-	-
Total				209.17	190.28
Net Total				**129.76**	**118.04**

Sources:
1. URBEMIS2007 uses a CO_2 emission factor of 120,000 pounds per million cubic feet. This was converted to kg/MMBtu.
2. California Climate Action Registry, *General Reporting Protocol: Reporting Entity-Wide Greenhouse Gas Emissions Version 3.0*, (2008) 97-99.
3. Estimated CO_2 emissions from URBEMIS2007. URBEMIS2007 assumes 4,011.5 cubic feet/unit/month of natural gas for multi-family units.

Where:

CH_4	Methane
CO_2	Carbon dioxide
CO_2e	Carbon dioxide equivalent
GWP	Global warming potential
kg	Kilogram
MMBtu	Million British thermal units
MT	Metric ton
N_2O	Nitrous oxide
yr	Year

Sandman Inn (Proposed Project)
Evaluation of Global Climate Change Impacts

Table GHG-5
Electrical Demand GHG Emissions (General and Student/General)

Land Use	Units	Electrical Demand Factor[1] (kW-hr/unit/yr)	Annual Demand Factor (10^6 kW-hr/yr)	CO_2e Emission Factor[2] (MT $CO_2e/10^6$ kW-hr)	Annual CO_2e Emissions (MT CO_2e/yr)
Proposed Project					
Condominium	73 DU	4,501.20	0.3286	290	95.29
Hotel	62,698 sq.ft	8.96	0.5615	290	162.82
Total					258.11
Existing Land Uses					
Motel	60,612 sq.ft	9.95	0.6031	290	174.90
Restaurant	5,050 sq.ft	47.45	0.2396	290	69.49
Total					244.39
Net Total					**13.73**

Sources:

1. South Coast Air Quality Management District, *CEQA Air Quality Handbook*, (1993) Table A9-11-A. Values are inclusive of 20% and 10% energy efficiency for residential and commercial land uses, respectively.

2. California Climate Action Registry, "Reporting Online Tool, Public Annual Entity Emissions," *Southern California Edison, PUP Report*, (2006), http://www.climateregistry.org/CARROT/public/Reports.aspx.

Where:

CO_2e	Carbon dioxide equivalent
GWP	Global warming potential
kW-hr	Kilowatt-hour
lbs	Pounds
MT	Metric ton
yr	Year

Sandman Inn (Proposed Project)
Evaluation of Global Climate Change Impacts

Table GHG-6
Solid Waste GHG Emissions

Land Use	Solid Waste Generation[1] (Tons/yr)	CO_2e Emission Factor[2] (MT CO_2e/MT waste)	Annual CO_2e Emissions (MT CO_2e/yr)
Proposed Project			
Condominiums	183.78	0.11	18.34
Hotel	84.80	0.11	8.46
Total			26.80
Existing Land Uses	90.40	0.11	9.02
Net Total	178.18		17.78

Sources:

1. City of Santa Barbara, *Draft Initial Study/Environmental Checklist MST2007-00591, Project 3714-3744 State Street and 3715 San Remo Drive*, Section 9, Public Services, (2008).

2. US Environmental Protection Agency, Office of Solid Waste and Emergency Response, *Greenhouse Gas Emission Factors for Management of Selected Materials in Municipal Solid Waste (EPA-530-R-98-013)*, (1998). The factor is based on mixed municipal solid waste as disposed in landfills without landfill gas recovery.

Where:

CO_2e	Carbon dioxide equivalent
MT	Metric ton
yr	Year

Sandman Inn (Proposed Project)
Evaluation of Global Climate Change Impacts

Table GHG-7
Potable Water Supply, Conveyance, Treatment, and Distribution GHG Emissions

Land Use	Action	Potable Water Needs Estimate[1] (MG/yr)	Electrical Demand Factor[2,3] (kW-hr/MG)	Annual Electrical Demand (10^6 kW-hr/year)	CO_2e Emission Factor[4] (MT $CO_2e/10^6$ kW-hr)	Annual CO_2e Emissions (MT CO_2e/yr)
Proposed Project	Supply & Conveyance	11.15	9,727	0.108	290	31.46
Proposed Project	Treatment	11.15	111	0.001	290	0.36
Proposed Project	Distribution	11.15	1,272	0.014	290	4.11
Total						35.93
Existing Land Uses	Supply & Conveyance	4.79	9,727	0.047	290	13.51
Existing Land Uses	Treatment	4.79	111	0.001	290	0.15
Existing Land Uses	Distribution	4.79	1,272	0.006	290	1.77
Total						15.43
Net Total		**6.36**				**20.51**

Sources:

1. City of Santa Barbara, *Draft Initial Study/Environmental Checklist MST2007-00591, Project 3714-3744 State Street and 3715 San Remo Drive*, Section 9, Public Services, (2008).
2. California Energy Commission, *California's Water-Energy Relationship, Final Staff Report (CEC-700-2005-011-SF)*, (2005) 26.
3. California Energy Commission, *Refining Estimates of Water-Related Energy Use in California, PIER Final Project Report (CEC-500-2006-118)*, (2006) 22. Prepared by Navigant Consulting, Inc.
4. California Climate Action Registry, "Reporting Online Tool, Public Annual Entity Emissions," *Southern California Edison, PUP Report*, (2006), http://www.climateregistry.org/CARROT/public/Reports.aspx.

Where:

CO_2e	Carbon dioxide equivalent
GWP	Global warming potential
kW-hr	Kilowatt-hour
lbs	Pounds
MG	Million gallons
MT	Metric ton
N_2O	Nitrous oxide
yr	Year

Sandman Inn (Proposed Project)
Evaluation of Global Climate Change Impacts

Table GHG-8
Wasterwater Treatment Electrical Demand GHG Emissions

Land Use	Wastewater Generation Rate[1] (MG/yr)	Electrical Demand Factor[2] (kW-hr/MG)	Annual Demand Factor (10^6 kW-hr/yr)	CO_2e Emision Factor[3] (MT $CO_2e/10^6$ kW-hr)	Annual CO_2e Emissions (MT CO_2e/yr)
Proposed Project	9.68	1,911	0.02	290	5.36
Existing Land Uses	4.15	1,911	0.01	290	2.30
Net Total	**5.52**				**3.06**

Sources:

1. City of Santa Barbara, *Draft Initial Study/Environmental Checklist MST2007-00591, Project 3714-3744 State Street and 3715 San Remo Drive*, Section 9, Public Services, (2008).
2. California Energy Commission, *Refining Estimates of Water-Related Energy Use in California, PIER Final Project Report (CEC-500-2006-118)*. Prepared by Navigant Consulting, Inc., (2006) 22.
3. California Climate Action Registry, "Reporting Online Tool, Public Annual Entity Emissions," *Southern California Edison, PUP Report*, (2006), http://www.climateregistry.org/CARROT/public/Reports.aspx.

Where:

CO_2e	Carbon dioxide equivalent
kW-hr	Kilowatt-hour
MG	Million gallons
MT	Metric ton
yr	Year

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Combined Annual Emissions Reports (Tons/Year)
File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Proposed\Sandman Inn - Construction.urb924
Project Name: Sandman Inn - Construction

Project Location: Santa Barbara County APCD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:
CONSTRUCTION EMISSION ESTIMATES

	CO2
2009 TOTALS (tons/year unmitigated)	411.47
2009 TOTALS (tons/year mitigated)	411.47
Percent Reduction	0.00
2010 TOTALS (tons/year unmitigated)	362.98
2010 TOTALS (tons/year mitigated)	362.98
Percent Reduction	0.00
2011 TOTALS (tons/year unmitigated)	448.29
2011 TOTALS (tons/year mitigated)	448.29
Percent Reduction	0.00

Construction Unmitigated Detail Report:
CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

	CO2
2009	411.47
Building 06/28/2009-08/01/2009	34.77
Building Off Road Diesel	19.50
Building Vendor Trips	0.00
Building Worker Trips	15.28
Demolition 08/02/2009-08/29/2009	38.71
Fugitive Dust	0.00
Demo Off Road Diesel	13.47
Demo On Road Diesel	24.17
Demo Worker Trips	1.07

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Combined Annual Emissions Reports (Tons/Year)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Proposed\Sandman Inn - Construction.urb924

Project Name: Sandman Inn - Construction

Demolition 08/30/2009-09/12/2009	19.35
Fugitive Dust	0.00
Demo Off Road Diesel	6.73
Demo On Road Diesel	12.08
Demo Worker Trips	0.53
Demolition 09/13/2009-10/03/2009	36.27
Fugitive Dust	0.00
Demo Off Road Diesel	10.10
Demo On Road Diesel	25.37
Demo Worker Trips	0.80
Mass Grading 10/04/2009-12/12/2009	262.90
Mass Grading Dust	0.00
Mass Grading Off Road Diesel	66.03
Mass Grading On Road Diesel	194.20
Mass Grading Worker Trips	2.67
Building 12/13/2009-07/10/2010	19.47
Building Off Road Diesel	10.92
Building Vendor Trips	0.00
Building Worker Trips	8.55
2010	362.98
Building 12/13/2009-07/10/2010	189.14
Building Off Road Diesel	106.07
Building Vendor Trips	0.00
Building Worker Trips	83.07
Building 07/11/2010-10/29/2011	173.84
Building Off Road Diesel	97.49
Building Vendor Trips	0.00
Building Worker Trips	76.35

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Combined Annual Emissions Reports (Tons/Year)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Proposed\Sandman Inn - Construction.urb924

Project Name: Sandman Inn - Construction

2011	448.29
Asphalt 01/01/2011-10/29/2011	145.97
Paving Off-Gas	0.00
Paving Off Road Diesel	131.68
Paving On Road Diesel	0.53
Paving Worker Trips	13.76
Building 07/11/2010-10/29/2011	298.96
Building Off Road Diesel	167.68
Building Vendor Trips	0.00
Building Worker Trips	131.28
Coating 01/01/2011-10/29/2011	3.36
Architectural Coating	0.00
Coating Worker Trips	3.36

Phase Assumptions

Phase: Demolition 8/2/2009 - 8/29/2009 - Building Demolition

Building Volume Total (cubic feet): 1511874

Building Volume Daily (cubic feet): 75652.32

On Road Truck Travel (VMT): 600.42

Off-Road Equipment:

1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day

1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day

2 Skid Steer Loaders (44 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Demolition 8/30/2009 - 9/12/2009 - Foundation Demolition

Building Volume Total (cubic feet): 194463.5

Building Volume Daily (cubic feet): 19440.72

On Road Truck Travel (VMT): 600.02

Off-Road Equipment:

1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day

1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day

2 Skid Steer Loaders (44 hp) operating at a 0.55 load factor for 8 hours per day

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Combined Annual Emissions Reports (Tons/Year)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Proposed\Sandman Inn - Construction.urb924

Project Name: Sandman Inn - Construction

Phase: Demolition 9/13/2009 - 10/3/2009 - Site Clearing
Building Volume Total (cubic feet): 544939.4
Building Volume Daily (cubic feet): 36300
On Road Truck Travel (VMT): 840.28
Off-Road Equipment:
1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day
1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day
1 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day
2 Skid Steer Loaders (44 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Mass Grading 10/4/2009 - 12/12/2009 - Mass Site Grading
Total Acres Disturbed: 4.59
Maximum Daily Acreage Disturbed: 1.15
Fugitive Dust Level of Detail: Low
Onsite Cut/Fill: 2400 cubic yards/day; Offsite Cut/Fill: 0 cubic yards/day
On Road Truck Travel (VMT): 1929.41
Off-Road Equipment:
1 Cranes (399 hp) operating at a 0.43 load factor for 8 hours per day
1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day
1 Rough Terrain Forklifts (93 hp) operating at a 0.6 load factor for 8 hours per day
1 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day
1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Paving 1/1/2011 - 10/29/2011 - Paving
Acres to be Paved: 1.15
Off-Road Equipment:
2 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day
1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day
1 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day
1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day
1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

Phase: Building Construction 6/28/2009 - 8/1/2009 - Abatement (worker trips)
Off-Road Equipment:
1 Off Highway Trucks (479 hp) operating at a 0.57 load factor for 8 hours per day

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Combined Annual Emissions Reports (Tons/Year)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Proposed\Sandman Inn - Construction.urb924

Project Name: Sandman Inn - Construction

Phase: Building Construction 12/13/2009 - 7/10/2010 - Building Construction

Off-Road Equipment:

1 Off Highway Trucks (479 hp) operating at a 0.57 load factor for 8 hours per day

Phase: Building Construction 7/11/2010 - 10/29/2011 - Building Construction

Off-Road Equipment:

1 Off Highway Trucks (479 hp) operating at a 0.57 load factor for 8 hours per day

Phase: Architectural Coating 1/1/2011 - 10/29/2011 - Architectural Coating

Rule: Residential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Mitigated

	CO2
2009	411.47
Building 06/28/2009-08/01/2009	34.77
Building Off Road Diesel	19.50
Building Vendor Trips	0.00
Building Worker Trips	15.28
Demolition 08/02/2009-08/29/2009	38.71
Fugitive Dust	0.00
Demo Off Road Diesel	13.47
Demo On Road Diesel	24.17
Demo Worker Trips	1.07
Demolition 08/30/2009-09/12/2009	19.35
Fugitive Dust	0.00
Demo Off Road Diesel	6.73
Demo On Road Diesel	12.08
Demo Worker Trips	0.53

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Combined Annual Emissions Reports (Tons/Year)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Proposed\Sandman Inn - Construction.urb924

Project Name: Sandman Inn - Construction

Demolition 09/13/2009-10/03/2009	36.27
Fugitive Dust	0.00
Demo Off Road Diesel	10.10
Demo On Road Diesel	25.37
Demo Worker Trips	0.80
Mass Grading 10/04/2009-12/12/2009	262.90
Mass Grading Dust	0.00
Mass Grading Off Road Diesel	66.03
Mass Grading On Road Diesel	194.20
Mass Grading Worker Trips	2.67
Building 12/13/2009-07/10/2010	19.47
Building Off Road Diesel	10.92
Building Vendor Trips	0.00
Building Worker Trips	8.55
2010	362.98
Building 12/13/2009-07/10/2010	189.14
Building Off Road Diesel	106.07
Building Vendor Trips	0.00
Building Worker Trips	83.07
Building 07/11/2010-10/29/2011	173.84
Building Off Road Diesel	97.49
Building Vendor Trips	0.00
Building Worker Trips	76.35
2011	448.29
Asphalt 01/01/2011-10/29/2011	145.97
Paving Off-Gas	0.00
Paving Off Road Diesel	131.68
Paving On Road Diesel	0.53
Paving Worker Trips	13.76
Building 07/11/2010-10/29/2011	298.96
Building Off Road Diesel	167.68
Building Vendor Trips	0.00
Building Worker Trips	131.28

Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Proposed\Sandman Inn - Construction.urb924

Project Name: Sandman Inn - Construction

Coating 01/01/2011-10/29/2011	3.36
Architectural Coating	0.00
Coating Worker Trips	3.36

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Mass Grading 10/4/2009 - 12/12/2009 - Mass Site Grading

For Soil Stablizing Measures, the Water exposed surfaces 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:

PM10: 44% PM25: 44%

For Unpaved Roads Measures, the Manage haul road dust 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

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Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Proposed\Sandman Inn - Operational.urb924
Project Name: Sandman Inn - Operational

Project Location: Santa Barbara County APCD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	CO2
TOTALS (tons/year, unmitigated)	400.25
TOTALS (tons/year, mitigated)	338.93
Percent Reduction	15.32

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	CO2
TOTALS (tons/year, unmitigated)	1,049.94
TOTALS (tons/year, mitigated)	1,049.94
Percent Reduction	0.00

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	CO2
TOTALS (tons/year, unmitigated)	1,450.19
TOTALS (tons/year, mitigated)	1,388.87
Percent Reduction	4.23

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	CO2
Natural Gas	399.48
Hearth	0.26
Landscape	0.51
Consumer Products	
Architectural Coatings	
TOTALS (tons/year, unmitigated)	400.25

Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Proposed\Sandman Inn - Operational.urb924

Project Name: Sandman Inn - Operational

Area Source Mitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Mitigated

Source	CO2
Natural Gas	338.16
Hearth	0.26
Landscape	0.51
Consumer Products	
Architectural Coatings	
TOTALS (tons/year, mitigated)	338.93

Area Source Changes to Defaults

Percent residential using natural gas changed from 60% to 100%

Percentage of residences with wood stoves changed from 35% to 0%

Percentage of residences with wood fireplaces changed from 10% to 0%

Percentage of residences with natural gas fireplaces changed from 55% to 100%

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	CO2
Condo/townhouse general	446.54
Hotel	603.40
TOTALS (tons/year, unmitigated)	1,049.94

Operational Mitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Annual Tons Per Year, Mitigated

Source	CO2
Condo/townhouse general	446.54
Hotel	603.40
TOTALS (tons/year, mitigated)	1,049.94

Operational Settings:

Includes correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2011 Season: Annual

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Proposed\Sandman Inn - Operational.urb924

Project Name: Sandman Inn - Operational

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Condo/townhouse general	3.52	5.86	dwelling units	73.00	427.78	2,719.10
Hotel		8.92	rooms	106.00	945.52	3,681.93
					1,373.30	6,401.03

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	46.3	1.3	98.3	0.4
Light Truck < 3750 lbs	16.6	1.8	94.6	3.6
Light Truck 3751-5750 lbs	20.4	1.0	98.5	0.5
Med Truck 5751-8500 lbs	7.5	0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.5	0.0	73.3	26.7
Lite-Heavy Truck 10,001-14,000 lbs	1.0	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	1.1	0.0	27.3	72.7
Heavy-Heavy Truck 33,001-60,000 lbs	0.3	0.0	33.3	66.7
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	3.7	62.2	37.8	0.0
School Bus	0.2	0.0	0.0	100.0
Motor Home	1.2	8.3	83.4	8.3

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	9.9	5.6	6.1	5.7	4.1	5.7
Rural Trip Length (miles)	15.0	15.0	15.0	15.0	10.0	10.0
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Hotel				5.0	2.5	92.5

Applicant's Alternative Greenhouse Gas Emissions

Sandman Inn (Alternative Project)
Evaluation of Global Climate Change Impacts

Table GHG-9
Construction GHG Emission Factors

Equipment Type	CO_2 Emission Factor[1] (kg/gal)	CH_4 Emission Factor[2,3] (kg/gal)	N_2O Emission Factor[2,3] (kg/gal)	CO_2 to CO_2e Ratio (GWP CH_4 = 21) (GWP N_2O = 310)
Off-Road	10.15	0.0014	0.0001	0.994
On-Road	10.15	0.0005	0.0003	0.990
Autos[4]	n/a	n/a	n/a	0.950

Sources:

1. California Climate Action Registry, *General Reporting Protocol: Reporting Entity-Wide Greenhouse Gas Emissions Version 3.0*, (2008) 94.
2. California Climate Action Registry, *General Reporting Protocol: Reporting Entity-Wide Greenhouse as Emissions Version 3.0*, (2008) 95-96.
3. California Energy Commission, *Diesel Use in California, Remarks by Commissioner James D. Boyd, (*2002). It was assumed that heavy duty on-road trucks have a fuel economy of 6 miles per gallon based on this data source.
4. US Environmental Protection Agency, Office of Transportation and Air Quality, *Emission Facts - Greenhouse Gas Emissions from a Typical Passenger Vehicle (EPA420-F-05-004)*, (2005) 4. Passenger vehicle CO_2 emissions are assumed to be 95% of GHG emissions on a CO_2 equivalent basis.

Table GHG-10
Construction GHG Emissions

Construction Year	Equipment Type	Annual CO_2 Emissions[1] (Tons CO_2/yr)	Annual CO_2 Emissions (MT CO_2/yr)	CO_2 to CO_2e Ratio	Annual CO_2e Emissions (MT CO_2E/yr)
2009	Off-Road	121.35	110.09	0.99	110.74
2009	On-Road	254.87	231.21	0.99	233.56
2009	Worker/Autos	34.49	31.29	0.95	32.94
Total 2009		**410.71**	**372.59**		**377.24**
2010	Off-Road	203.56	184.67	0.99	185.77
2010	On-Road	-	-	0.99	-
2010	Worker/Autos	159.42	144.62	0.95	152.24
Total 2010		**362.98**	**329.29**		**338.00**
2011	Off-Road	174.05	157.90	0.99	158.84
2011	On-Road	0.53	0.48	0.99	0.49
2011	Worker/Autos	86.79	78.73	0.95	82.88
Total 2011		**261.37**	**237.11**		**242.20**

Sources:

1. Estimated CO_2 emission from URBEMIS2007.

Where:

CH_4	Methane
CO_2	Carbon dioxide
CO_2e	Carbon dioxide equivalent
gal	Gallons
GWP	Global warming potential
kg	Kilograms
MT	Metric ton
N_2O	Nitrous oxide
yr	Year

Sandman Inn (Alternative Project)
Evaluation of Global Climate Change Impacts

Table GHG-11
Operational Motor Vehicle GHG Emissions

Buildout Year	Equipment Type	Annual CO_2 Emissions[1] (Tons CO_2/yr)	CO_2 to CO_2e Ratio[2]	Annual CO_2e Emissions (MT CO_2E/yr)
2011	Motor Vehicles	668.92	0.950	638.77
Existing Land Use	Motor Vehicles	876.66	0.950	837.15
Net Total		**(207.74)**		**(198.38)**

Sources:

1. Estimated CO_2 emission from URBEMIS2007.
2. US Environmental Protection Agency, Office of Transportation and Air Quality, *Emission Facts - Greenhouse Gas Emissions from a Typical Passenger Vehicle* EPA420-F-05-004, (2005) 4. Passenger vehicle CO_2 emissions are assumed to be 95% of GHG emissions on a CO_2 equivalent basis.

Where:

CO_2	Carbon dioxide
CO_2e	Carbon dioxide equivalent
MT	Metric ton
yr	Year

Sandman Inn (Alternative Project)
Evaluation of Global Climate Change Impacts

Table GHG-12
Area Source GHG Emissions (General and Student/General)

Land Use	CO_2 Emission Factor[1] GWP = 1 (kg/MMBtu)	CH_4 Emission Factor[2] GWP = 21 (kg/MMBtu)	N_2O Emission Factor[2] GWP = 310 (kg/MMBtu)	Annual CO_2 Emissions[3] (Tons CO_2/yr)	Annual CO_2e Emissions (MT CO_2e/yr)
Proposed Project					
Natural Gas	56.06	0.0059	0.0001	190.73	173.51
Landscape Maintenance	56.06	0.0059	0.0001	0.51	0.46
Hearths (Natural Gas)	56.06	0.0059	0.0001	0.26	0.24
Total				191.50	174.21
Existing Land Uses					
Natural Gas	56.06	0.0059	0.0001	208.67	189.83
Landscape Maintenance	56.06	0.0059	0.0001	0.50	0.45
Hearths (Natural Gas)	56.06	0.0059	0.0001	-	-
Hearths (Wood)[4]	56.06	0.3514	0.0047	-	-
Total				209.17	190.28
Net Total				**(17.67)**	**(16.07)**

Sources:
1. URBEMIS2007 uses a CO_2 emission factor of 120,000 pounds per million cubic feet. This was converted to kg/MMBtu.
2. California Climate Action Registry, *General Reporting Protocol: Reporting Entity-Wide Greenhouse Gas Emissions Version 3.0*, (2008) 97-99.
3. Estimated CO_2 emissions from URBEMIS2007. URBEMIS2007 assumes 4,011.5 cubic feet/unit/month of natural gas for multi-family units.

Where:

CH_4	Methane
CO_2	Carbon dioxide
CO_2e	Carbon dioxide equivalent
GWP	Global warming potential
kg	Kilogram
MMBtu	Million British thermal units
MT	Metric ton
N_2O	Nitrous oxide
yr	Year

Sandman Inn (Alternative Project)
Evaluation of Global Climate Change Impacts

Table GHG-13
Electrical Demand GHG Emissions (General and Student/General)

Land Use	Units	Electrical Demand Factor[1] (kW-hr/unit/yr)	Annual Demand Factor (10^6 kW-hr/yr)	CO_2e Emission Factor[2] (MT $CO_2E/10^6$ kW-hr)	Annual CO_2e Emissions (MT CO_2E/yr)
Proposed Project					
Condominium	73 DU	4,501.20	0.3286	290	95.29
Office	15,000 sq.ft	11.66	0.1748	290	50.70
Total					145.99
Existing Land Uses					
Motel	60,612 sq.ft	9.95	0.6031	290	174.90
Restaurant	5,050 sq.ft	47.45	0.2396	290	69.49
Total					244.39
Net Total					**(98.40)**

Sources:

1. South Coast Air Quality Management District, *CEQA Air Quality Handbook*, (1993) Table A9-11-A. Values are inclusive of 20% and 10% energy efficiency for residential and commercial land uses, respectively.

2. California Climate Action Registry, "Reporting Online Tool, Public Annual Entity Emissions," *Southern California Edison, PUP Report*, (2006), http://www.climateregistry.org/CARROT/public/Reports.aspx.

Where:

CO_2e	Carbon dioxide equivalent
GWP	Global warming potential
kW-hr	Kilowatt-hour
lbs	Pounds
MT	Metric ton
yr	Year

Sandman Inn (Alternative Project)
Evaluation of Global Climate Change Impacts

Table GHG-14
Solid Waste GHG Emissions

Land Use	Solid Waste Generation[1,2] (Tons/yr)	CO_2e Emission Factor[3] (MT CO_2e/MT waste)	Annual CO_2e Emissions (MT CO_2e/yr)
Proposed Project			
Condominiums	183.78	0.11	18.34
Office	26.65	0.11	2.66
Total			21.00
Existing Land Uses	90.40	0.11	9.02
Net Total	120.03		11.98

Sources:

1. City of Santa Barbara, *Draft Initial Study/Environmental Checklist MST2007-00591, Project 3714-3744 State Street and 3715 San Remo Drive*, Section 9, Public Services, (2008).

2. County of Santa Barbara, *Guide to Solid Waste and Recycling Plans for Development Projects*, (1997). The California Integrated Waste Management Board cites this source for offices on their website: "Estimated Solid Waste Generation Rates for Commercial Establishments," http://www.ciwmb.ca.gov/WASTECHAR/WasteGenRates/Commercial.htm. (1 pound per 100 square feet of office per day)

3. US Environmental Protection Agency, Office of Solid Waste and Emergency Response, *Greenhouse Gas Emission Factors for Management of Selected Materials in Municipal Solid Waste (EPA-530-R-98-013)*, (1998). The factor is based on mixed municipal solid waste as disposed in landfills without landfill gas recovery.

Where:

CO_2e	Carbon dioxide equivalent
MT	Metric ton
yr	Year

Sandman Inn (Alternative Project)
Evaluation of Global Climate Change Impacts

Table GHG-15
Potable Water Supply, Conveyance, Treatment, and Distribution GHG Emissions

Land Use	Action	Potable Water Needs Estimate[1] (MG/yr)	Electrical Demand Factor[2,3] (kW-hr/MG)	Annual Electrical Demand (10^6 kW-hr/year)	CO_2e Emission Factor[4] (MT $CO_2e/10^6$ kW-hr)	Annual CO_2e Emissions (MT CO_2e/yr)
Proposed Project	Supply & Conveyance	7.21	9,727	0.070	290	20.35
Proposed Project	Treatment	7.21	111	0.001	290	0.23
Proposed Project	Distribution	7.21	1,272	0.009	290	2.66
Total						23.25
Existing Land Uses	Supply & Conveyance	4.79	9,727	0.047	290	13.51
Existing Land Uses	Treatment	4.79	111	0.001	290	0.15
Existing Land Uses	Distribution	4.79	1,272	0.006	290	1.77
Total						15.43
Net Total		**2.43**				**7.82**

Sources:

1. City of Santa Barbara, *Draft Initial Study/Environmental Checklist MST2007-00591, Project 3714-3744 State Street and 3715 San Remo Drive*, Section 9, Public Services, (2008). Office water demand is equal to 103.9 gallons per day per 1,000 square feet.
2. California Energy Commission, *California's Water-Energy Relationship, Final Staff Report (CEC-700-2005-011-SF)*, (2005) 26.
3. California Energy Commission, *Refining Estimates of Water-Related Energy Use in California, PIER Final Project Report (CEC-500-2006-118)*, (2006) 22. Prepared by Navigant Consulting, Inc.
4. California Climate Action Registry, "Reporting Online Tool, Public Annual Entity Emissions," *Southern California Edison, PUP Report*, (2006), http://www.climateregistry.org/CARROT/public/Reports.aspx.

Where:

CO_2e	Carbon dioxide equivalent
GWP	Global warming potential
kW-hr	Kilowatt-hour
lbs	Pounds
MG	Million gallons
MT	Metric ton
N_2O	Nitrous oxide
yr	Year

Sandman Inn (Alternative Project)
Evaluation of Global Climate Change Impacts

Table GHG-16
Wasterwater Treatment Electrical Demand GHG Emissions

Land Use	Wastewater Generation Rate[1] (MG/yr)	Electrical Demand Factor[2] (kW-hr/MG)	Annual Demand Factor (10^6 kW-hr/yr)	CO_2e Emision Factor[3] (MT $CO_2e/10^6$ kW-hr)	Annual CO_2e Emissions (MT CO_2e/yr)
Proposed Project	6.32	1,911	0.01	290	3.50
Existing Land Uses	4.15	1,911	0.01	290	2.30
Net Total	**2.16**				**1.20**

Sources:

1. City of Santa Barbara, *Draft Initial Study/Environmental Checklist MST2007-00591, Project 3714-3744 State Street and 3715 San Remo Drive*, Section 9, Public Services, (2008). Office wastewater is equal to 97% of water demand.
2. California Energy Commission, *Refining Estimates of Water-Related Energy Use in California, PIER Final Project Report (CEC-500-2006-118)*. Prepared by Navigant Consulting, Inc., (2006) 22.
3. California Climate Action Registry, "Reporting Online Tool, Public Annual Entity Emissions," *Southern California Edison, PUP Report*, (2006), http://www.climateregistry.org/CARROT/public/Reports.aspx.

Where:

CO_2e	Carbon dioxide equivalent
kW-hr	Kilowatt-hour
MG	Million gallons
MT	Metric ton
yr	Year

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Urbemis 2007 Version 9.2.4
Combined Annual Emissions Reports (Tons/Year)
File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Alternative\Sandman Inn - Construction (Alt).urb924
Project Name: Sandman Inn - Alternative Construction

Project Location: Santa Barbara County APCD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:
CONSTRUCTION EMISSION ESTIMATES

	CO2
2009 TOTALS (tons/year unmitigated)	410.69
2009 TOTALS (tons/year mitigated)	410.69
Percent Reduction	0.00
2010 TOTALS (tons/year unmitigated)	362.98
2010 TOTALS (tons/year mitigated)	362.98
Percent Reduction	0.00
2011 TOTALS (tons/year unmitigated)	261.37
2011 TOTALS (tons/year mitigated)	261.37
Percent Reduction	0.00

Construction Unmitigated Detail Report:
CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

	CO2
2009	410.69
Building 06/28/2009-08/01/2009	34.77
Building Off Road Diesel	19.50
Building Vendor Trips	0.00
Building Worker Trips	15.28
Demolition 08/02/2009-08/29/2009	38.71
Fugitive Dust	0.00
Demo Off Road Diesel	13.47
Demo On Road Diesel	24.17
Demo Worker Trips	1.07

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Combined Annual Emissions Reports (Tons/Year)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Alternative\Sandman Inn - Construction (Alt).urb924

Project Name: Sandman Inn - Alternative Construction

Demolition 08/30/2009-09/12/2009	19.35
Fugitive Dust	0.00
Demo Off Road Diesel	6.73
Demo On Road Diesel	12.08
Demo Worker Trips	0.53
Demolition 09/13/2009-10/03/2009	36.27
Fugitive Dust	0.00
Demo Off Road Diesel	10.10
Demo On Road Diesel	25.37
Demo Worker Trips	0.80
Mass Grading 10/04/2009-11/28/2009	248.21
Mass Grading Dust	0.00
Mass Grading Off Road Diesel	52.83
Mass Grading On Road Diesel	193.25
Mass Grading Worker Trips	2.14
Building 11/29/2009-05/15/2010	33.38
Building Off Road Diesel	18.72
Building Vendor Trips	0.00
Building Worker Trips	14.67
2010	362.98
Building 11/29/2009-05/15/2010	133.51
Building Off Road Diesel	74.87
Building Vendor Trips	0.00
Building Worker Trips	58.64
Building 05/16/2010-06/25/2011	229.47
Building Off Road Diesel	128.69
Building Vendor Trips	0.00
Building Worker Trips	100.78

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Combined Annual Emissions Reports (Tons/Year)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Alternative\Sandman Inn - Construction (Alt).urb924

Project Name: Sandman Inn - Alternative Construction

2011	261.37
Asphalt 01/01/2011-06/25/2011	85.09
Paving Off-Gas	0.00
Paving Off Road Diesel	76.56
Paving On Road Diesel	0.53
Paving Worker Trips	8.00
Building 05/16/2010-06/25/2011	173.82
Building Off Road Diesel	97.49
Building Vendor Trips	0.00
Building Worker Trips	76.32
Coating 01/01/2011-06/25/2011	2.47
Architectural Coating	0.00
Coating Worker Trips	2.47

Phase Assumptions

Phase: Demolition 8/2/2009 - 8/29/2009 - Building Demolition

Building Volume Total (cubic feet): 1511874

Building Volume Daily (cubic feet): 75652.32

On Road Truck Travel (VMT): 600.42

Off-Road Equipment:

1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day

1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day

2 Skid Steer Loaders (44 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Demolition 8/30/2009 - 9/12/2009 - Foundation Demolition

Building Volume Total (cubic feet): 194463.5

Building Volume Daily (cubic feet): 19440.72

On Road Truck Travel (VMT): 600.02

Off-Road Equipment:

1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day

1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day

2 Skid Steer Loaders (44 hp) operating at a 0.55 load factor for 8 hours per day

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Combined Annual Emissions Reports (Tons/Year)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Alternative\Sandman Inn - Construction (Alt).urb924

Project Name: Sandman Inn - Alternative Construction

Phase: Demolition 9/13/2009 - 10/3/2009 - Site Clearing

Building Volume Total (cubic feet): 544939.4

Building Volume Daily (cubic feet): 36300

On Road Truck Travel (VMT): 840.28

Off-Road Equipment:

1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day

1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day

2 Skid Steer Loaders (44 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Mass Grading 10/4/2009 - 11/28/2009 - Mass Site Grading

Total Acres Disturbed: 4.59

Maximum Daily Acreage Disturbed: 1.15

Fugitive Dust Level of Detail: Low

Onsite Cut/Fill: 2400 cubic yards/day; Offsite Cut/Fill: 0 cubic yards/day

On Road Truck Travel (VMT): 2400

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 8 hours per day

1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Rough Terrain Forklifts (93 hp) operating at a 0.6 load factor for 8 hours per day

1 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Paving 1/1/2011 - 6/25/2011 - Paving

Acres to be Paved: 1.15

Off-Road Equipment:

2 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day

1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day

1 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day

1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

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Combined Annual Emissions Reports (Tons/Year)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Alternative\Sandman Inn - Construction (Alt).urb924

Project Name: Sandman Inn - Alternative Construction

Phase: Building Construction 6/28/2009 - 8/1/2009 - Abatement (worker trips)

Off-Road Equipment:

1 Off Highway Trucks (479 hp) operating at a 0.57 load factor for 8 hours per day

Phase: Building Construction 11/29/2009 - 5/15/2010 - Building Construction

Off-Road Equipment:

1 Off Highway Trucks (479 hp) operating at a 0.57 load factor for 8 hours per day

Phase: Building Construction 5/16/2010 - 6/25/2011 - Building Construction

Off-Road Equipment:

1 Off Highway Trucks (479 hp) operating at a 0.57 load factor for 8 hours per day

Phase: Architectural Coating 1/1/2011 - 6/25/2011 - Architectural Coating

Rule: Residential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Alternative\Sandman Inn - Construction (Alt).urb924

Project Name: Sandman Inn - Alternative Construction

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Mitigated

	CO2
2009	410.69
Building 06/28/2009-08/01/2009	34.77
Building Off Road Diesel	19.50
Building Vendor Trips	0.00
Building Worker Trips	15.28
Demolition 08/02/2009-08/29/2009	38.71
Fugitive Dust	0.00
Demo Off Road Diesel	13.47
Demo On Road Diesel	24.17
Demo Worker Trips	1.07
Demolition 08/30/2009-09/12/2009	19.35
Fugitive Dust	0.00
Demo Off Road Diesel	6.73
Demo On Road Diesel	12.08
Demo Worker Trips	0.53
Demolition 09/13/2009-10/03/2009	36.27
Fugitive Dust	0.00
Demo Off Road Diesel	10.10
Demo On Road Diesel	25.37
Demo Worker Trips	0.80
Mass Grading 10/04/2009-11/28/2009	248.21
Mass Grading Dust	0.00
Mass Grading Off Road Diesel	52.83
Mass Grading On Road Diesel	193.25
Mass Grading Worker Trips	2.14
Building 11/29/2009-05/15/2010	33.38
Building Off Road Diesel	18.72
Building Vendor Trips	0.00
Building Worker Trips	14.67

Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Alternative\Sandman Inn - Construction (Alt).urb924

Project Name: Sandman Inn - Alternative Construction

2010	362.98
Building 11/29/2009-05/15/2010	133.51
Building Off Road Diesel	74.87
Building Vendor Trips	0.00
Building Worker Trips	58.64
Building 05/16/2010-06/25/2011	229.47
Building Off Road Diesel	128.69
Building Vendor Trips	0.00
Building Worker Trips	100.78
2011	261.37
Asphalt 01/01/2011-06/25/2011	85.09
Paving Off-Gas	0.00
Paving Off Road Diesel	76.56
Paving On Road Diesel	0.53
Paving Worker Trips	8.00
Building 05/16/2010-06/25/2011	173.82
Building Off Road Diesel	97.49
Building Vendor Trips	0.00
Building Worker Trips	76.32
Coating 01/01/2011-06/25/2011	2.47
Architectural Coating	0.00
Coating Worker Trips	2.47

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Mass Grading 10/4/2009 - 11/28/2009 - Mass Site Grading

For Soil Stablizing Measures, the Water exposed surfaces 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:

PM10: 44% PM25: 44%

For Unpaved Roads Measures, the Manage haul road dust 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

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Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Alternative\Sandman Inn - Operational (Alt).urb924
Project Name: Sandman Inn - Alternative Operational

Project Location: Santa Barbara County APCD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	CO2
TOTALS (tons/year, unmitigated)	236.44
TOTALS (tons/year, mitigated)	191.50
Percent Reduction	19.01

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	CO2
TOTALS (tons/year, unmitigated)	668.92
TOTALS (tons/year, mitigated)	668.92
Percent Reduction	0.00

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	CO2
TOTALS (tons/year, unmitigated)	905.36
TOTALS (tons/year, mitigated)	860.42
Percent Reduction	4.96

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	CO2
Natural Gas	235.67
Hearth	0.26
Landscape	0.51
Consumer Products	
Architectural Coatings	
TOTALS (tons/year, unmitigated)	236.44

Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Alternative\Sandman Inn - Operational (Alt).urb924

Project Name: Sandman Inn - Alternative Operational

Area Source Mitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Mitigated

Source	CO2
Natural Gas	190.73
Hearth	0.26
Landscape	0.51
Consumer Products	
Architectural Coatings	
TOTALS (tons/year, mitigated)	191.50

Area Source Changes to Defaults

Percent residential using natural gas changed from 60% to 100%

Percentage of residences with wood stoves changed from 35% to 0%

Percentage of residences with wood fireplaces changed from 10% to 0%

Percentage of residences with natural gas fireplaces changed from 55% to 100%

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	CO2
Condo/townhouse general	446.54
General office building	222.38
TOTALS (tons/year, unmitigated)	668.92

Operational Settings:

Includes correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2011 Season: Annual

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Condo/townhouse general	3.52	5.86	dwelling units	73.00	427.78	2,719.10
General office building		20.64	1000 sq ft	15.00	309.60	1,343.26

Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Alternative\Sandman Inn - Operational (Alt).urb924

Project Name: Sandman Inn - Alternative Operational

			737.38	4,062.36

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	46.3	1.3	98.3	0.4
Light Truck < 3750 lbs	16.6	1.8	94.6	3.6
Light Truck 3751-5750 lbs	20.4	1.0	98.5	0.5
Med Truck 5751-8500 lbs	7.5	0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.5	0.0	73.3	26.7
Lite-Heavy Truck 10,001-14,000 lbs	1.0	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	1.1	0.0	27.3	72.7
Heavy-Heavy Truck 33,001-60,000 lbs	0.3	0.0	33.3	66.7
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	3.7	62.2	37.8	0.0
School Bus	0.2	0.0	0.0	100.0
Motor Home	1.2	8.3	83.4	8.3

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	9.9	5.6	6.1	5.7	4.1	5.7
Rural Trip Length (miles)	15.0	15.0	15.0	15.0	10.0	10.0
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
General office building				35.0	17.5	47.5

Existing Greenhouse Gas Emissions

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Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Sandman Inn - Existing.urb924
Project Name: Sandman Inn - Existing

Project Location: Santa Barbara County APCD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	CO2
TOTALS (tons/year, unmitigated)	209.17

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	CO2
TOTALS (tons/year, unmitigated)	876.66

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	CO2
TOTALS (tons/year, unmitigated)	1,085.83

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	CO2
Natural Gas	208.67
Hearth	0.00
Landscape	0.50
Consumer Products	
Architectural Coatings	
TOTALS (tons/year, unmitigated)	209.17

Area Source Changes to Defaults

Percent residential using natural gas changed from 60% to 100%
Percentage of residences with wood stoves changed from 35% to 0%
Percentage of residences with wood fireplaces changed from 10% to 0%
Percentage of residences with natural gas fireplaces changed from 55% to 100%

Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Sandman Inn - Existing.urb924

Project Name: Sandman Inn - Existing

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	CO2
High turnover (sit-down) rest.	216.84
Motel	659.82
TOTALS (tons/year, unmitigated)	876.66

Operational Settings:

Includes correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2008 Season: Annual

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
High turnover (sit-down) rest.		111.00	1000 sq ft	5.05	560.55	1,278.60
Motel		9.11	rooms	113.00	1,029.43	4,008.68
					1,589.98	5,287.28

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	46.3	2.6	97.0	0.4
Light Truck < 3750 lbs	16.7	3.6	92.8	3.6
Light Truck 3751-5750 lbs	20.3	1.5	98.0	0.5
Med Truck 5751-8500 lbs	7.5	1.3	98.7	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.5	0.0	73.3	26.7
Lite-Heavy Truck 10,001-14,000 lbs	1.0	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	1.1	0.0	27.3	72.7
Heavy-Heavy Truck 33,001-60,000 lbs	0.3	0.0	33.3	66.7
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	3.7	78.4	21.6	0.0
School Bus	0.2	0.0	0.0	100.0
Motor Home	1.2	8.3	83.4	8.3

Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: Z:\Alan Sako\1012.01 Sandman Hotel\Emissions\Sandman Inn - Existing.urb924

Project Name: Sandman Inn - Existing

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	9.9	5.6	6.1	5.7	4.1	5.7
Rural Trip Length (miles)	15.0	15.0	15.0	15.0	10.0	10.0
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
High turnover (sit-down) rest.				5.0	2.5	92.5
Motel				5.0	2.5	92.5

SANDMAN INN REDEVELOPMENT PROJECT

Screening Health Risk Assessment

Prepared for:

City of Santa Barbara, Community Development
630 Garden Street
Santa Barbara, California 93101

Prepared by:

Impact Sciences, Inc.
803 Camarillo Springs Road, Suite A
Camarillo, California 93012

December 2008

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1.0 INTRODUCTION

On August 27, 1998, the California Air Resources Board (CARB) designated diesel particulate matter (DPM) emissions from diesel-fueled engines as a toxic air contaminant (TAC). Construction of the project will result in the operation of diesel-fueled equipment on the project site. Consequently, an increase in the concentrations of DPM and its associated health effects would occur in the vicinity of the project. The Santa Barbara County Air Pollution Control District's (SBCAPCD) *Scope and Content of Air Quality Sections in Environmental Documents* (SBCAPCD, June 2008) includes significance thresholds for evaluating the health effects of TACs. The document recommends (1) a lifetime probability of contracting cancer greater than 10 in 1 million (10×10^{-6}) as a significance threshold for evaluating cancer impacts from TACs and (2) a health Hazard Index of 1 as a significance threshold for evaluating noncarcinogenic effects of TACs.

The Office of Environmental Health Hazard Assessment (OEHHA), CARB, and the US Environmental Protection Agency (US EPA) have developed methodologies to evaluate the potential health impacts from TACs. The potential impacts from TACs were assessed using a screening health risk assessment (HRA). The screening HRA utilized the US EPA-approved SCREEN3 model, which is a dispersion model that conservatively estimates pollutant concentrations at downwind receptors using worst-case meteorological conditions. The screening HRA was conducted in accordance with the methodologies described in the following documents:

- CARB: *Report to the Air Resources Board on the Proposed Identification of Diesel Exhaust as a Toxic Air Contaminant*, Part A Exposure Assessment (CARB Guidance);
- CARB and OEHHA: *Recommended Interim Risk Management Policy for Inhalation-Based Residential Cancer Risk* (CARB Residential Guidance);
- OEHHA: *The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments* (OEHHA Guidance);
- US EPA: *SCREEN3 Model User's Guide* (SCREEN3 Guidance).

2.0 IMPACT SIGNIFICANCE GUIDELINES

Construction of the project will be assessed with regard to potential health impacts that may occur due to emissions of toxic air contaminants (TACs) during construction. Construction of the project would result in a less than significant impact on air quality if the project would

- not exceed the SBCAPCD health risk public notification thresholds adopted by the SBCAPCD Board (10 excess cancer cases in a million for cancer risk and a Hazard Index of more than one [1.0] for non-cancer risk).

3.0 CHARACTERIZATION OF RISK

The cancer risk values for DPM consider exposure via inhalation only. The potential exposure through other pathways (e.g., ingestion) requires substance and site-specific data, and the specific parameters for diesel exhaust are not known for these pathways.[1] The OEHHA Guidance recommends the incorporation of several factors to quantify the carcinogenic compound dose via the inhalation pathway. All of the carcinogenic compounds result in exposures to the public via the inhalation pathway.[2] Once determined, the dose is multiplied by the compound's inhalation cancer potency factor to derive the cancer risk estimate. The following equations were used to calculate the cancer risk due to inhalation:[3]

$$\text{Risk} = \text{Dose inhalation} \times \text{Inhalation Cancer Potency Factor} \qquad \text{(Equation 1)}$$

Where:

$$\text{Dose inhalation} = C_{AIR} \times DBR \times A \times EF \times ED \times 10^{-6} / AT \qquad \text{(Equation 2)}$$

Where:

C_{AIR} = concentration of compound in micrograms per cubic meter ($\mu g/m^3$)
DBR = breathing rate in liter per kilogram of body weight per day (L/kg/day)
A = inhalation absorption factor (1 for DPM)
EF = exposure frequency in days per year (day/year)
ED = exposure duration in years (years)
AT = averaging time period over which exposure is averaged in days (days)

The cancer risk is calculated by multiplying the dose by the inhalation Cancer Potency Factor (CPF), as listed in Equation 1. The CPF describes the cancer risk associated with an exposure to 1 milligram (mg) of a given carcinogenic compound per kilogram of body weight per day $(mg/kg\text{-}day)^{-1}$. The CPF for DPM is 1.1 $(mg/kg\text{-}day)^{-1}$.

Typically, cancer risk is assessed for long-term emissions. However, construction of the project would result in short-term DPM emissions. Therefore, several unique factors were applied for the dose

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1 California Air Resources Board, *Report to the Air Resources Board on the Proposed Identification of Diesel Exhaust as a Toxic Air Contaminant, Part A Exposure Assessment*, (1998).

2 As noted above, diesel particulate matter is only evaluated via the inhalation pathway because factors associated with the other pathways are not known.

3 Office of Environmental Health Hazard Assessment, *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments*, (2003) 5-16.

inhalation factor. The OEHHA Guidance recommends that short-term exposures (i.e., less than a maximum theoretical project life of 70 years) be adjusted by no less than 9 years: [4]

> *[A]s the exposure duration decreases the uncertainties introduced by applying cancer potency factors derived from very long-term studies increases. Short-term high exposures are not necessarily equivalent to longer-term lower exposures even when the total dose is the same. OEHHA therefore does not support the use of current cancer potency factor to evaluate cancer risk for exposures of less than 9 years. If such risk must be evaluated, we recommend assuming that average daily dose for short-term exposure is assumed to last for a minimum of 9 years.*

In addition, the dose estimates for the different types of receptors evaluated in this screening HRA were adjusted using reasonable maximum exposures, or the highest exposure that is reasonably expected to occur for the different types of receptors. For existing residential receptors, in accordance with the CARB Residential Guidance,[5] a breathing rate equal to the 80th percentile should be used in single-point risk management decisions, such as those subject to a threshold or standard, for which the cancer risk is entirely associated with inhalation and residential cancer risk are being evaluated. These two criteria are met for this assessment. Thus, a breathing rate of 302 liter per kilogram of body weight per day (L/kg-day) was used for the residential cancer risk calculations. The default value recommended by the OEHHA Guidance for residential exposure period is 350 days per year in Equation 2, above.[6]

For workplace receptors, the dose estimates are adjusted because the breathing rate and exposure periods for workplace receptors are different than those for residential receptors. Specifically, the default values recommended by the OEHHA Guidance for workplace exposures are a breathing rate of 149 L/kg-day and exposure periods of 245 days per year in Equation 2, above.[7]

For student receptors, the OEHHA Guidance recommends the maximum breathing rate of 561 L/kg-day.[8] This represents a high-end breathing rate for children. The OEHHA Guidance also recommends an exposure period for students at 180 days per year in Equation 2, above.[9]

In order to calculate risk directly from the SCREEN3 modeling output, a multiplying factor was derived based on the information and equations discussed above. This multiplying factor, when multiplied by the

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4 Office of Environmental Health Hazard Assessment, *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments*, (2003). 8-4.

5 California Air Resources Board and Office of Environmental Health Hazard Assessment, *Recommended Interim Risk Management Policy for Inhalation-Based Residential Cancer Risk*, (2003).

6 Office of Environmental Health Hazard Assessment, *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments*, (2003).

7 Ibid.

8 Ibid.

9 Ibid.

concentration that the SCREEN3 model calculates, results in risk in one million at a particular receptor. The multiplying factors for the three receptor types are as follows:

Multiplying factor = CPF × (DBR × A × EF × ED × 10^{-6} / AT) × 10^{6} (Equation 3)

= 1.1 (mg/kg-day)$^{-1}$ × (302 L/kg body weight-day × 1 × 350 days/yr × 9 yr × 10^{-6} / 25,550 days) × 10^{6}

= 40.96 (μg/m^{3})$^{-1}$ [Residential Receptor]

= 14.14 (μg/m^{3})$^{-1}$ [Worker Receptor, using worker factors in Equation 3]

= 58.76 (μg/m^{3})$^{-1}$ [Student Receptor, using student factors in Equation 3]

4.0 SCREEN3 MODEL

The SCREEN3 model requires the input of source characterization parameters and an emission factor. The source was characterized using the same assumptions as was used to determine the air quality impacts. Specifically, a 1.15-acre area source was used, which corresponds to the daily maximum disturbed area during project construction. The area source was given a release height of 5 meters, which corresponds to the average height of construction equipment exhaust stacks. Emissions associated with construction of the proposed project and the applicant's alternative were estimated using URBEMIS2007. Refer to **Section 6.0, Air Quality**, of the draft environmental impact report (EIR) for detailed information. The SCREEN3 model requires that the emission factor be converted to an emission rate in units of grams per second per square meter (g/s/m^{2}) for area sources. This conversion was done assuming the total on-site DPM emissions would occur over a nine-year period. Refer to **Appendix A** for detailed calculations.

In addition, the SCREEN3 model requires the input of meteorological conditions and receptor distances. The full range of meteorological conditions was selected for the model, including stable conditions. Because construction activity would take place at different locations throughout the project site at various stages of development, the receptor distances were identified in relation to the approximate center of the main portion of the project site. It is not appropriate to measure distances to receptors relative to the nearest project boundary because construction activity would occur elsewhere most of the time. The nearest residential receptors were identified approximately 50 meters to the northeast, relative to the approximate center of the site, and the nearest workplace receptors were identified approximately 100 meters away, relative to the approximate center of the site. The nearest student receptors were identified to the west at Saint Mark Nursery School at 3942 La Colina Road in Santa Barbara. A conservative distance of 800 meters was used for the student receptors.

5.0 PROPOSED PROJECT HEALTH IMPACTS

5.1 Cancer Risks

DPM emissions associated with the proposed project were modeling using SCREEN3. Based on the screening modeling parameters described above, the modeled concentrations of DPM at each receptor along with the associated screening cancer risk for the proposed project are presented in **Table 1, Proposed Project Cancer Risks**. The SCREEN3 model output is provided in **Appendix B**. The SCREEN3 model output provides concentrations for a 1-hour averaging period. It is necessary to adjust the output to reflect annual average concentration for use in a screening HRA. Therefore, the model output was multiplied by a factor of 0.08, as recommended by the US EPA. Based on the screening HRA, the cancer risk due to construction activities would not exceed the SBCAPCD significance threshold.

Table 1
Proposed Project Cancer Risks

Receptor Type	Annual Average DPM Concentration ($\mu g/m^3$)	Maximum Modeled Cancer Risk (per million)	Threshold (per million)
Residential	0.1590	6.5	10
Worker	0.1810	2.6	10
Student	0.0115	0.7	10

*Source: Impact Sciences, Inc., 2008. Please see worksheet in **Appendix A.***

5.2 Chronic Health Impacts

In addition to the potential cancer risk, DPM has chronic (i.e., long-term) noncancer health impacts. The chronic noncancer health impacts are based on the annual average DPM concentration. The chronic noncancer inhalation Hazard Index was calculated by dividing the maximum annual average concentration identified in the screening HRA by the chronic Reference Exposure Level (REL) for DPM. The OEHHA Guidance has recommended an ambient concentration of 5 micrograms per cubic meter ($\mu g/m^3$) as the chronic inhalation REL for DPM. The REL is the concentration at or below which no adverse noncancer health effects are anticipated. No inhalation REL for acute (i.e., short-term) effects has been determined for DPM by OEHHA.

The maximum DPM concentration and chronic hazard index at any receptor is shown in **Table 2, Proposed Project Chronic Hazard Index**. As shown, the chronic hazard index at the most impacted receptor is less than the SBCAPCD significance threshold of 1.0 for noncancer health impacts.

Table 2
Proposed Project Chronic Hazard Index

Receptor	Maximum Annual Average DPM Concentration (μg/m³)	Chronic Hazard Index	Threshold
Maximum Impacted	0.1810	0.0362	1

Source: Impact Sciences, Inc., 2008. Please see worksheet in ***Appendix A.***

Based on this screening HRA, construction of the proposed project would not exceed the SBCAPCD significance thresholds for cancer risk and noncancer health impacts. Therefore, the health impacts are less than significant.

6.0 APPLICANT'S ALTERNATIVE HEALTH IMPACTS

6.1 Cancer Risks

DPM emissions associated with the applicant's alternative were modeled using SCREEN3. Based on the screening modeling parameters described above, the modeled concentrations of DPM at each receptor along with the associated screening cancer risk for the Alternative Project is presented in **Table 3, Applicant's Alternative Cancer Risks**. The SCREEN3 model output is provided in **Appendix B**. The SCREEN3 model output provides concentrations for a 1-hour averaging period. It is necessary to adjust the output to reflect annual average concentration for use in a screening HRA. Therefore, the model output was multiplied by a factor of 0.08, as recommended by the US EPA. Based on the screening HRA, the cancer risk due to construction activities would not exceed the SBCAPCD significance threshold.

Table 3
Applicant's Alternative Cancer Risks

Receptor Type	Annual Average DPM Concentration (μg/m³)	Maximum Modeled Cancer Risk (per million)	Threshold (per million)
Residential	0.1220	5.0	10
Worker	0.1390	2.0	10
Student	0.0088	0.5	10

Source: Impact Sciences, Inc., 2008. Please see worksheet in ***Appendix A.***

6.2 Chronic Health Impacts

The chronic health impacts for the alternative project were assessed using the same methodology as for the proposed project. The maximum DPM concentration and chronic hazard index at any receptor is shown in **Table 4, Alternative Project Chronic Hazard Index**. As shown, the chronic Hazard Index at the most impacted receptor is less than the SBCAPCD significance threshold of 1.0 for noncancer health impacts.

Table 4
Alternative Project Chronic Hazard Index

Receptor	Maximum Annual Average DPM Concentration ($\mu g/m^3$)	Chronic Hazard Index	Threshold
Maximum Impacted	0.1390	0.0278	1

Source: Impact Sciences, Inc., 2008. Please see worksheet in ***Appendix A.***

Based on this screening HRA, construction of the applicant's alternative would not exceed the SBCAPCD significance thresholds for cancer risk and noncancer health impacts. Therefore, the health impacts are less than significant.

7.0 OPERATIONAL RISKS

Toxic air pollutants are not expected to occur in any large amounts in conjunction with the operation of the proposed project (residential condominiums and hotel). Similarly, toxic air pollutants are not expected to occur in any large amounts in conjunction with the operation of the applicant's alternative (residential condominiums and office).

The residential portion of the proposed project and applicant's alternative would include 73 condominium residential units each. Only common forms of hazardous or toxic substances typically used, stored, or sold in conjunction with general commercial and household activities would be present in very small quantities. Most uses of such substances would occur indoors. Additionally, small amounts of pesticides and other landscape chemicals could be present; however, the amount stored and used on the project site would not be substantial. No large stationary source of toxic air pollutants, such as industrial facilities, exists near the project site.

The hotel portion of the proposed project and the office portion of the applicant's alternative would also result in the use of commercial cleaners and other chemicals during cleaning of rooms, lobbies, and office area that would contain common forms of hazardous or toxic substances. Additonally, to assist in maintaining landscaping, the may be exterior applicant of pesticides and herbicides. However, only small amounts of commercial cleaners, chemicals, as well as outdoor pesticides and herbicides and other landscape chemicals, would be present. The amount stored and used on site would not be considered substantial and would not pose a health risk. Therefore, operation of the proposed project or applicant's alternative would result in less than significant health risks.

Therefore, impacts would be less than significant.

8.0 CONCLUSIONS

The results of the HRA indicate that the neither the proposed project and applicant's alternative would exceed the SBCAPCD significance threshold of 10 in 1 million for cancer risk and 1.0 for chronic noncancer impacts as a result of project construction or operation. Therefore, both the proposed project and applicant's alternative would result in health impacts that would be considered less than significant.

APPENDIX A

Summary of Screening Modeling Inputs and Results

Sandman Inn (Proposed Project)
Maximum Individual Cancer Risk and Noncarcinogenic Hazards
Based on SCREEN3 Model

Table HRA-1
Emissions Estimates

Year	Phase	Source	Exhaust Emissions (pounds/day)	Duration (days)	Total Emissions (pounds)
2009	Abatement	Off-Road Diesel	0.53	25	13.25
2009	Demolition	Off-Road Diesel	0.92	20	18.40
2009	Demolition	Off-Road Diesel	0.92	10	9.20
2009	Demolition	Off-Road Diesel	0.92	15	13.80
2009	Mass Grading	Off-Road Diesel	1.54	50	77.00
2009	Building Construction	Off-Road Diesel	1.76	14	24.64
2010	Building Construction	Off-Road Diesel	1.63	136	221.68
2010	Building Construction	Off-Road Diesel	0.93	125	116.25
2011	Building Construction and Coating	Off-Road Diesel	2.20	215	473.00
	Total Emissions				967.22

Source: Diesel particulate matter emissions were obtained from URBEMIS2007.

Table HRA-2
Conversion to Grams per Second per Square Meter

EF ($g/s/m^2$)	TE (pounds)	DA (m^2)	Unit Conversions			
			Days	Hours/day	Seconds/hour	Grams/pound
3.3215E-07	967.22	4,653.85	3,285	24	3,600	453.5924

Equation: EF = TE ÷ DA ÷ 9 years ÷ 365 days/year ÷ 24 hours/day ÷ 3600 seconds/hour × 453.5924 grams/pound

Where:

EF	Emission factor in grams per second per square meter ($g/s/m^2$).
TE	Total emissions in pounds.
DA	Maximum daily acres disturbed, expressed as square meters. The estimated maximum daily acres disturbed is 1.15 acres or 4,654 square meters.

Sandman Inn (Proposed Project)
Maximum Individual Cancer Risk and Noncarcinogenic Hazards
Based on SCREEN3 Model

Table HRA-3
Maximum Individual Cancer Risk (MICR)

Receptor	Pollutant	CPF	$C_{AIR,ANN}$	DBR	A	EF	ED	AT	Mult Factor	MICR	Threshold	Over?
Residential	DPM	1.10E+00	1.59E-01	302	1	350	9	25550	40.96	6.5	10	NO
Worker	DPM	1.10E+00	1.81E-01	149	1	245	9	25550	14.14	2.6	10	NO
Student	DPM	1.10E+00	1.15E-02	581	1	261	9	25550	58.76	0.7	10	NO

Exposure factors used to calculate cancer risk:

CPF — Cancer Potency Factor $(mg/kg\text{-}day)^{-1}$.

$C_{AIR,ANN}$ — Annual concentration ($\mu g/m^3$). The US EPA recommends multiplying the SCREEN3 1-hour concentrations by 0.08 to determine annual average concentrations.

DBR — Daily breathing rate (L/kg (body weight) per day).

DBR Sources:
1. California Air Resources Board and Office of Environmental Health Hazard Assessment, *Recommended Interim Risk Management Policy for Inhalation-Based Residential Cancer Risk*, (2003).
2. California Environmental Protection Agency, Office of Environmental Health Hazard Assessment, *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments*, (2003).
3. California Environmental Protection Agency, Office of Environmental Health Hazard Assessment, Integrated Risk Assessment Section, *Guidance for School Site Risk Assessment Pursuant to Health and Safety Code Section 901(f): Guidance for Assessing Exposures and Health Risks at Existing and Proposed School Sites*, (2003).

A — Inhalation absorption factor (default = 1).

EF — Exposure frequency (days/year).

ED — Exposure duration (years).

AT — Average time period over which exposure is averaged in days (days).

Mult Factor — Multiplying Factor = $CPF \times (DBR \times A \times EF \times ED \times 10^{-6} / AT) \times 10^{6}$.

Table HRA-4
Noncarcinogenic (Chronic) Hazards / Toxicological Endpoints*

Receptor	Pollutant	CREL	$C_{AIR,ANN}$	HQ	RESP	CNS/PNS	CV/BL	IMMUN	KIDN	GI/LV	REPRO	EYES	Threshold	Over?
Any Receptor	DPM	5.00E+00	1.81E-01	3.62E-02	3.62E-02	-	-	-	-	-	-	-	1	NO

Where:

CREL — Chronic Reference Exposure Level

HQ — Hazard Quotient

* Key to Toxicological Endpoints

RESP — Respiratory System.

CNS/PNS — Central/Peripheral Nervous System.

CV/BL — Cardiovascular/Blood System.

IMMUN — Immune System.

KIDN — Kidney.

GI/LV — Gastrointestinal System/Liver.

REPRO — Reproductive System.

EYES — Eye irritation and/or other effects.

Sandman Inn (Applicant's Alternative)
Maximum Individual Cancer Risk and Noncarcinogenic Hazards
Based on SCREEN3 Model

Table HRA-5
Emissions Estimates

Year	Phase	Source	Exhaust Emissions (pounds/day)	Duration (days)	Total Emissions (pounds)
2009	Abatement	Off-Road Diesel	0.53	25	13.25
2009	Demolition	Off-Road Diesel	0.92	20	18.40
2009	Demolition	Off-Road Diesel	0.92	10	9.20
2009	Demolition	Off-Road Diesel	0.92	15	13.80
2009	Mass Grading	Off-Road Diesel	1.54	40	61.60
2009	Building Construction	Off-Road Diesel	1.76	24	42.24
2010	Building Construction	Off-Road Diesel	1.63	96	156.48
2010	Building Construction	Off-Road Diesel	0.93	165	153.45
2011	Building Construction and Coating	Off-Road Diesel	2.20	125	275.00
	Total Emissions				743.42

Source: Diesel particulate matter emissions were obtained from URBEMIS2007.

Table HRA-6
Conversion to Grams per Second per Square Meter

EF ($g/s/m^2$)	TE (pounds)	DA (m^2)	Unit Conversions			
			Days	Hours/day	Seconds/hour	Grams/pound
2.5529E-07	743.42	4,653.85	3,285	24	3,600	453.5924

Equation: EF = TE ÷ DA ÷ 9 years ÷ 365 days/year ÷ 24 hours/day ÷ 3600 seconds/hour × 453.5924 grams/pound

Where:

EF	Emission factor in grams per second per square meter ($g/s/m^2$).
TE	Total emissions in pounds.
DA	Maximum daily acres disturbed, expressed as square meters. The estimated maximum daily acres disturbed is 1.15 acres or 4,654 square meters.

Sandman Inn (Applicant's Alternative)
Maximum Individual Cancer Risk and Noncarcinogenic Hazards
Based on SCREEN3 Model

Table HRA-7
Maximum Individual Cancer Risk (MICR)

Receptor	Pollutant	CPF	$C_{AIR,ANN}$	DBR	A	EF	ED	AT	Mult Factor	MICR	Threshold	Over?
Residential	DPM	1.10E+00	1.22E-01	302	1	350	9	25550	40.96	5.0	10	NO
Worker	DPM	1.10E+00	1.39E-01	149	1	245	9	25550	14.14	2.0	10	NO
Student	DPM	1.10E+00	8.81E-03	581	1	261	9	25550	58.76	0.5	10	NO

Exposure factors used to calculate cancer risk:

CPF — Cancer Potency Factor $(mg/kg\text{-}day)^{-1}$.

$C_{AIR,ANN}$ — Annual concentration ($\mu g/m^3$). The US EPA recommends multiplying the SCREEN3 1-hour concentrations by 0.08 to determine annual average concentrations.

DBR — Daily breathing rate (L/kg (body weight) per day).

DBR Sources:
1. California Air Resources Board and Office of Environmental Health Hazard Assessment, *Recommended Interim Risk Management Policy for Inhalation-Based Residential Cancer Risk*, (2003).
2. California Environmental Protection Agency, Office of Environmental Health Hazard Assessment, *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments*, (2003).
3. California Environmental Protection Agency, Office of Environmental Health Hazard Assessment, Integrated Risk Assessment Section, *Guidance for School Site Risk Assessment Pursuant to Health and Safety Code Section 901(f): Guidance for Assessing Exposures and Health Risks at Existing and Proposed School Sites*, (2003).

A — Inhalation absorption factor (default = 1).

EF — Exposure frequency (days/year).

ED — Exposure duration (years).

AT — Average time period over which exposure is averaged in days (days).

Mult Factor — Multiplying Factor = $CPF \times (DBR \times A \times EF \times ED \times 10^{-6} / AT) \times 10^{6}$.

Table HRA-8
Noncarcinogenic (Chronic) Hazards / Toxicological Endpoints*

Receptor	Pollutant	CREL	$C_{AIR,ANN}$	HQ	RESP	CNS/PNS	CV/BL	IMMUN	KIDN	GI/LV	REPRO	EYES	Threshold	Over?
Any Receptor	DPM	5.00E+00	1.39E-01	2.78E-02	2.78E-02	-	-	-	-	-	-	-	1	NO

Where:

CREL — Chronic Reference Exposure Level

HQ — Hazard Quotient

* Key to Toxicological Endpoints

RESP — Respiratory System.

CNS/PNS — Central/Peripheral Nervous System.

CV/BL — Cardiovascular/Blood System.

IMMUN — Immune System.

KIDN — Kidney.

GI/LV — Gastrointestinal System/Liver.

REPRO — Reproductive System.

EYES — Eye irritation and/or other effects.

APPENDIX B

SCREEN3 Model Output

12/15/08
12:45:27

```
 ***  SCREEN3 MODEL RUN  ***
 *** VERSION DATED 96043 ***

C:\ISC-Aermod\037.28\SCREENVIEW\DPM.scr

SIMPLE TERRAIN INPUTS:
   SOURCE TYPE                =         AREA
   EMISSION RATE (G/(S-M**2)) =     0.332150E-06
   SOURCE HEIGHT (M)          =       5.0000
   LENGTH OF LARGER SIDE (M)  =      68.2191
   LENGTH OF SMALLER SIDE (M) =      68.2191
   RECEPTOR HEIGHT (M)        =       1.5000
   URBAN/RURAL OPTION         =        URBAN
THE REGULATORY (DEFAULT) MIXING HEIGHT OPTION WAS SELECTED.
THE REGULATORY (DEFAULT) ANEMOMETER HEIGHT OF 10.0 METERS WAS ENTERED.

   MODEL ESTIMATES DIRECTION TO MAX CONCENTRATION


BUOY. FLUX =    0.000 M**4/S**3;  MOM. FLUX =    0.000 M**4/S**2.

*** FULL METEOROLOGY ***

**********************************
*** SCREEN DISCRETE DISTANCES ***
**********************************

*** TERRAIN HEIGHT OF    0. M ABOVE STACK BASE USED FOR FOLLOWING DISTANCES ***

  DIST     CONC             U10M   USTK  MIX HT   PLUME  MAX DIR
   (M)   (UG/M**3)   STAB   (M/S)  (M/S)    (M)   HT (M)   (DEG)
-------  ----------  ----  -----  -----  ------  ------  -------
    50.   1.988        4     1.0    1.0   320.0    5.00     42.
   100.   2.263        5     1.0    1.0 10000.0    5.00     45.
   800.  0.1432        5     1.0    1.0 10000.0    5.00     45.

     ***************************************
     *** SUMMARY OF SCREEN MODEL RESULTS ***
     ***************************************

 CALCULATION        MAX CONC    DIST TO   TERRAIN
  PROCEDURE        (UG/M**3)    MAX (M)    HT (M)
--------------    -----------   -------   -------
SIMPLE TERRAIN      2.263          100.        0.


***************************************************
** REMEMBER TO INCLUDE BACKGROUND CONCENTRATIONS **
***************************************************
```

12/15/08
14:51:37

```
 ***  SCREEN3 MODEL RUN  ***
 *** VERSION DATED 96043 ***

C:\ISC-Aermod\037.28\SCREENVIEW\DPM.scr

SIMPLE TERRAIN INPUTS:
   SOURCE TYPE                =         AREA
   EMISSION RATE (G/(S-M**2)) =     0.255290E-06
   SOURCE HEIGHT (M)          =       5.0000
   LENGTH OF LARGER SIDE (M)  =      68.2191
   LENGTH OF SMALLER SIDE (M) =      68.2191
   RECEPTOR HEIGHT (M)        =       1.5000
   URBAN/RURAL OPTION         =        URBAN
THE REGULATORY (DEFAULT) MIXING HEIGHT OPTION WAS SELECTED.
THE REGULATORY (DEFAULT) ANEMOMETER HEIGHT OF 10.0 METERS WAS ENTERED.

   MODEL ESTIMATES DIRECTION TO MAX CONCENTRATION


BUOY. FLUX =    0.000 M**4/S**3;  MOM. FLUX =    0.000 M**4/S**2.

*** FULL METEOROLOGY ***

**********************************
*** SCREEN DISCRETE DISTANCES ***
**********************************

*** TERRAIN HEIGHT OF    0. M ABOVE STACK BASE USED FOR FOLLOWING DISTANCES ***

  DIST     CONC             U10M   USTK  MIX HT   PLUME  MAX DIR
   (M)   (UG/M**3)   STAB   (M/S)  (M/S)    (M)   HT (M)   (DEG)
-------  ----------  ----  -----  -----  ------  ------  -------
    50.   1.528        4     1.0    1.0   320.0    5.00     42.
   100.   1.739        5     1.0    1.0 10000.0    5.00     45.
   800.  0.1101        5     1.0    1.0 10000.0    5.00     45.

     ***************************************
     *** SUMMARY OF SCREEN MODEL RESULTS ***
     ***************************************

 CALCULATION        MAX CONC    DIST TO   TERRAIN
  PROCEDURE        (UG/M**3)    MAX (M)    HT (M)
--------------    -----------   -------   -------
SIMPLE TERRAIN      1.739          100.        0.


***************************************************
** REMEMBER TO INCLUDE BACKGROUND CONCENTRATIONS **
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State Regulatory Setting for Global Climate Change and Greenhouse Gas Emissions

SANDMAN INN

REDEVELOPMENT PROJECT EIR

State Regulatory Setting for Global Climate Change and Greenhouse Gas Emissions

Prepared for:

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February 2009

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The State of California has enacted legislation targeting greenhouse gas (GHG) emissions emissions. A comprehensive discussion of the major legislation enacted by the state, in chronological order, is provided below. A brief discussion of local efforts to reduce GHG emissions is also provided below.

1.0 ASSEMBLY BILL 1493

In response to the transportation sector's contribution of more than half of California's carbon dioxide (CO_2) emissions, Assembly Bill 1493 (AB 1493, Pavley) was enacted on July 22, 2002. AB 1493 requires the California Air Resources Board (CARB) to set GHG emission standards for model year 2009 and later passenger vehicles, light-duty trucks, and other vehicles whose primary use is noncommercial personal transportation. CARB adopted the standards in September 2004. The new standards would phase in during the 2009 through 2016 model years. When fully phased in, the near-term (2009-2012) standards will result in a reduction of about 22 percent in greenhouse gas emissions compared to the emissions from the 2002 fleet, while the mid-term (2013-2016) standards will result in a reduction of about 30 percent.

In December 2004, these regulations were challenged in federal court by the Alliance of Automobile Manufacturers, who claimed that the law regulated vehicle fuel economy, a duty assigned to the federal government. The case had been put on hold by a federal judge in Fresno pending the U.S. Supreme Court's decision in *Massachusetts v. EPA*. The U.S. Supreme Court's ruling in favor of the state of Massachusetts has been interpreted as a likely vindication of state efforts to control GHG emissions. In December 2007, the U.S. District Court for the Eastern District dismissed the case against the AB 1493 regulations by the Alliance of Automobile Manufacturers.

However, before these regulations may go into effect, the U.S. Environmental Protection Agency (EPA) must grant California a waiver under the federal Clean Air Act, which ordinarily preempts state regulation of motor vehicle emission standards. On December 19, 2007, the U.S. EPA denied the waiver citing the need for a national approach to reducing greenhouse gas emissions, the lack of a "need to meet compelling and extraordinary conditions," and the benefits to be achieved through the Energy Independence and Security Act of 2007.[1] The California Attorney General filed suit in January 2008 to overturn the administrator's decision. The ultimate implementation status of the AB 1493 regulations is unknown at this time.

---

1 Letter to Governor Arnold Schwarzenegger from Stephen L. Johnson, December 19, 2007.

2.0 EXECUTIVE ORDER S-3-05

In June 2005, Governor Schwarzenegger established California's GHG emissions reduction targets in Executive Order S-3-05. The Executive Order established the following goals: GHG emissions should be reduced to 2000 levels by 2010, 1990 levels by 2020, and 80 percent below 1990 levels by 2050. The Secretary of the California Environmental Protection Agency (CalEPA) is required to coordinate efforts of various agencies in order to collectively and efficiently reduce GHGs. Representatives from these agencies comprise the Climate Action Team.

The Climate Action Team is responsible for implementing global warming emissions reduction programs. The CalEPA secretary is required to submit a biannual progress report from the Climate Action Team to the governor and state legislature disclosing the progress made toward GHG emission reduction targets and the impacts of global warming on California's water supply, public health, agriculture, the coastline, and forestry, and reporting possible mitigation and adaptation plans to combat these impacts. The Climate Action Team has fulfilled both of these report requirements through its March 2006 Climate Action Team Report to Governor Schwarzenegger and the Legislature.[2]

The 2006 report contains recommendations and strategies to reduce emissions of GHGs and associated impacts. Some strategies currently being implemented by state agencies include CARB introducing vehicle climate change standards and diesel anti-idling measures, the Energy Commission implementing building and appliance efficiency standards, and the CalEPA implementing their green building initiative. The Climate Action Team also recommends future emission reduction strategies, such as using only low-GWP refrigerants in new vehicles, developing ethanol as an alternative fuel, reforestation, solar power initiatives for homes and businesses, and investor-owned utility energy efficiency programs. According to the report, implementation of current and future emission reduction strategies have the potential to achieve the goals set forth in Executive Order S-3-05. The report also describes potential impacts of global climate change. The 2008 report is forthcoming.

3.0 ASSEMBLY BILL 32

In furtherance of the goals established in Executive Order S-3-05, the Legislature enacted Assembly Bill 32 (AB 32, Nuñez and Pavley), the California Global Warming Solutions Act of 2006, which Governor Schwarzenegger signed on September 27, 2006. AB 32 represents the first enforceable statewide program to limit GHG emissions from all major industries with penalties for noncompliance.

---

2 California Environmental Protection Agency, Climate Action Team, *Climate Action Team Report to Governor Schwarzenegger and the Legislature,* (2006).

CARB is responsible for carrying out and developing the programs and requirements necessary to achieve the goals of AB 32—the reduction of California's GHG emissions to 1990 levels by 2020. The first action under AB 32 resulted in CARB's adoption of a report listing three specific early action greenhouse gas emission reduction measures on June 21, 2007. On October 25, 2007, CARB approved an additional six early action GHG reduction measures under AB 32. These early action GHG reduction measures are to be adopted and enforced before January 1, 2010, along with 32 other climate-protecting measures CARB is developing between now and 2011. The early action measures are divided into three categories:

- Group 1 - GHG rules for immediate adoption and implementation
- Group 2 - Several additional GHG measures under development
- Group 3 - Air pollution controls with potential climate co-benefits

The original three adopted early action regulations meeting the narrow legal definition of "discrete early action GHG reduction measures" include:

- A low-carbon fuel standard to reduce the "carbon intensity" of California fuels;
- Reduction of refrigerant losses from motor vehicle air conditioning system maintenance to restrict the sale of "do-it-yourself" automotive refrigerants; and
- Increased methane capture from landfills to require broader use of state-of-the-art methane capture technologies.

The additional six early action regulations adopted on October 25, 2007, also meeting the narrow legal definition of "discrete early action GHG reduction measures," include:

- Reduction of aerodynamic drag, and thereby fuel consumption, from existing trucks and trailers through retrofit technology;
- Reduction of auxiliary engine emissions of docked ships by requiring port electrification;
- Reduction of perfluorocarbons from the semiconductor industry;
- Reduction of propellants in consumer products (*e.g.*, aerosols, tire inflators, and dust removal products);
- Require that all tune-up, smog check and oil change mechanics ensure proper tire inflation as part of overall service in order to maintain fuel efficiency; and
- Restriction on the use of sulfur hexafluoride (SF_6) from non-electricity sectors if viable alternatives are available.

As required under AB 32, on December 6, 2007, CARB approved the 1990 greenhouse gas emissions inventory, thereby establishing the emissions limit for 2020. The 2020 emissions limit was set at 427 million metric tons carbon dioxide equivalents ($MMTCO_2e$). The inventory revealed that in 1990, transportation, with 35 percent of the state's total emissions, was the largest single sector, followed by industrial emissions, 24 percent; imported electricity, 14 percent; in-state electricity generation, 11 percent; residential use, 7 percent; agriculture, 5 percent; and commercial uses, 3 percent. AB 32 does not require individual sectors to meet their individual 1990 GHG emissions inventory; the total Statewide emissions are required to meet the 1990 threshold by 2020.

In addition to the 1990 emissions inventory, CARB also adopted regulations requiring the mandatory reporting of GHG emissions for large facilities on December 6, 2007. The mandatory reporting regulations require annual reporting from the largest facilities in the state, which account for approximately 94 percent of greenhouse gas emissions from industrial and commercial stationary sources in California. About 800 separate sources fall under the new reporting rules and include electricity generating facilities, electricity retail providers and power marketers, oil refineries, hydrogen plants, cement plants, cogeneration facilities, and industrial sources that emit over 25,000 tons of carbon dioxide each year from on-site stationary combustion sources. Transportation sources, which account for 38 percent of California's total greenhouse gas emissions, are not covered by these regulations but will continue to be tracked through existing means. Affected facilities will begin tracking their emissions in 2008, to be reported beginning in 2009 with a phase-in process to allow facilities to develop reporting systems and train personnel in data collection. Emissions for 2008 may be based on best available emission data. Beginning in 2010, however, emissions reporting requirements will be more rigorous and will be subject to third-party verification. Verification will take place annually or every three years, depending on the type of facility.

As indicated above, AB 32 requires CARB to adopt a scoping plan indicating how reductions in significant GHG sources will be achieved through regulations, market mechanisms, and other actions. CARB released the Climate Change Proposed Scoping Plan in October 2008, which contains an outline of the proposed State strategies to achieve the 2020 greenhouse gas emission limits. The CARB Governing Board approved the Proposed Scoping Plan on December 11, 2008. Key elements of the Scoping Plan include the following recommendations:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards;
- Achieving a statewide renewables energy mix of 33 percent;

- Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system;
- Establishing targets for transportation-related greenhouse gas emissions for regions throughout California and pursuing policies and incentives to achieve those targets;
- Adopting and implementing measures pursuant to existing State laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard; and
- Creating targeted fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the State's long-term commitment to AB 32 implementation.

Under the Scoping Plan, approximately 85 percent of the State's emissions are subject to a cap-and-trade program where covered sectors are placed under a declining emissions cap. The emissions cap incorporates a margin of safety whereas the 2020 emissions limit will still be achieved even in the event that uncapped sectors do not fully meet their anticipated emission reductions. Emissions reductions will be achieved through regulatory requirements and the option to reduce emissions further or purchase allowances to cover compliance obligations. It is expected that emission reduction from this cap-and-trade program will account for a large portion of the reductions required by AB 32.

Table 1, AB 32 Scoping Plan Measures, lists CARB's preliminary recommendations for achieving greenhouse gas reductions under AB 32 along with a brief description of the requirements and applicability.

Table 1
AB 32 Scoping Plan Measures

Scoping Plan Measure	Description
SPM-1: California Cap-and-Trade Program linked to Western Climate Initiative	Implement a broad-based cap-and-trade program that links with other Western Climate Initiative Partner programs to create a regional market system. Ensure California's program meets all applicable AB 32 requirements for market-based mechanisms. Capped sectors include transportation, electricity, natural gas, and industry. Projected 2020 business-as-usual emissions are estimated at 512 $MTCO_2e$; preliminary 2020 emissions limit under cap-and-trade program are estimated at 365 $MTCO_2e$ (29 percent reduction).
SPM-2: California Light-Duty Vehicle GHG Standards	Implement adopted Pavley standards and planned second phase of the program. AB 32 states that if the Pavley standards (AB 1493) do not remain in effect, CARB shall implement equivalent or greater alternative regulations to control mobile sources.

Scoping Plan Measure	Description
SPM-3: Energy Efficiency	Maximize energy efficiency building and appliance standards, and pursue additional efficiency efforts. The Proposed Scoping Plan considers green building standards as a framework to achieve reductions in other sectors, such as electricity.
SPM-4: Renewables Portfolio Standard	Achieve 33 percent Renewables Portfolio Standard by both investor-owned and publicly owned utilities.
SPM-5: Low Carbon Fuel Standard	Develop and adopt the Low Carbon Fuel Standard (LCFS). CARB identified the LCFS as a Discrete Early Action item and is developing a regulation for Board consideration in late 2008. In January 2007, Governor Schwarzenegger issued Executive Order S-1-07, which called for the reduction of the carbon intensity of California's transportation fuels by at least ten percent by 2020.
SPM-6: Regional Transportation-Related Greenhouse Gas Targets	Develop regional greenhouse gas emissions reduction targets for passenger vehicles. SB 375 requires CARB to develop, in consultation with metropolitan planning organizations (MPOs), passenger vehicle greenhouse gas emissions reduction targets for 2020 and 2035 by September 30, 2010. SB 375 requires MPOs to prepare a sustainable communities strategy to reach the regional target provided by CARB.
SPM-7: Vehicle Efficiency Measures	Implement light-duty vehicle efficiency measures. CARB is pursuing fuel-efficient tire standards and measures to ensure properly inflated tires during vehicle servicing.
SPM-8: Goods Movement	Implement adopted regulations for port drayage trucks and the use of shore power for ships at berth. Improve efficiency in goods movement operations.
SPM-9: Million Solar Roofs Program	Install 3,000 MW of solar-electric capacity under California's existing solar programs.
SPM-10: Heavy/Medium-Duty Vehicles	Adopt heavy- and medium-duty vehicle and engine measures. Measures targeting aerodynamic efficiency, vehicle hybridization, and engine efficiency are recommended.
SPM-11: Industrial Emissions	Require assessment of large industrial sources to determine whether individual sources within a facility can cost-effectively reduce greenhouse gas emissions and provide other pollution reduction co-benefits. Reduce greenhouse gas emissions from fugitive emissions from oil and gas extraction and gas transmission. Adopt and implement regulations to control fugitive methane emissions and reduce flaring at refineries.
SPM-12: High Speed Rail	Support implementation of a high-speed rail (HSR) system. This measure supports implementation of plans to construct and operate a HSR system between Northern and Southern California serving major metropolitan centers.
SPM-13: Green Building Strategy	Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.
SPM-14: High GWP Gases	Adopt measures to reduce high global warming potential gases. The Proposed Scoping Plan contains 6 measures to reduce high GWP gases from mobile sources, consumer products, stationary sources, and semiconductor manufacturing.

Scoping Plan Measure	Description
SPM-15: Recycling and Waste	Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero-waste.
SPM-16: Sustainable Forests	Preserve forest sequestration and encourage the use of forest biomass for sustainable energy generation. The federal government and California's Board of Forestry and Fire Protection has the regulatory authority to implement the Forest Practice Act to provide for sustainable management practices. This measure is expected to play a greater role in the 2050 goals.
SPM-17: Water	Continue efficiency programs and use cleaner energy sources to move water. California will also establish a public goods charge for funding investments in water efficiency that will lead to as yet undetermined reductions in greenhouse gases.
SPM-18: Agriculture	In the near-term, encourage investment in manure digesters and at the five-year Scoping Plan update determine if the program should be made mandatory by 2020. Increase efficiency and encourage use of agricultural biomass for sustainable energy production. CARB has begun research on nitrogen fertilizers and will explore opportunities for emission reductions.

Source: California Air Resources Board, Climate Change Proposed Scoping Plan, (2008).

4.0 SENATE BILL 1368

Two days after signing AB 32, Governor Schwarzenegger signed Senate Bill 1368 (SB 1368, Perata) into law. SB 1368 required the CEC and the California Public Utilities Commission (CPUC) to develop and adopt regulations for GHG emissions performance standards for the long-term procurement of electricity by local publicly-owned utilities. The CEC adopted its standard on May 23, 2007 and the CPUC adopted its standard on January 25, 2007. SB 1368 includes measures that protect energy customers from financial risks by allowing new capital investments in power plants with GHG emissions that are as low as or lower than new combined-cycle natural gas plants, requiring imported electricity from out-of-state to meet GHG performance standards in California, and requiring that the standards be developed and adopted in a public process.[3]

5.0 EXECUTIVE ORDER S-1-07

On January 18, 2007, California set a new Low Carbon Fuel Standard (LCFS) for transportation fuels sold within the state. Executive Order S-1-07 sets a declining standard for GHG emissions measured in CO_2-equivalent gram per unit of fuel energy sold in California. The target of the LCFS is to reduce the carbon

[3] The adopted SB 1368 regulations are available on the California Energy Commission's website at: http://www.energy.ca.gov/emission_standards/regulations/index.html.

intensity of California passenger vehicle fuels by at least 10 percent by 2020. The LCFS will apply to refiners, blenders, producers, and importers of transportation fuels and will use market-based mechanisms to allow these providers to choose how they reduce emissions during the "fuel cycle" using the most economically feasible methods. CARB identified the LCFS as an early action item under AB 32 and the final regulation will be adopted and implemented by 2010.

6.0 SENATE BILL 97

In August 2007, the legislature enacted SB 97 (Dutton), which directs the Governor's Office of Planning and Research to develop guidelines under CEQA for the mitigation of greenhouse gas emissions by July 1, 2009. The Resources Agency is directed to adopt guidelines by January 1, 2010. The Governor's Office of Planning and Research (OPR) issued its *Preliminary Draft CEQA Guideline Amendments for Greenhouse Gas Emissions* on January 8, 2009. The preliminary draft Guideline amendments do not identify thresholds of significance nor do they prescribe assessment methodologies or specific mitigation measures. Rather, the Guideline amendments are consistent with the existing CEQA framework allowing lead agencies discretion in making determinations based on substantial evidence. OPR has requested that CARB recommend a statewide method for setting thresholds of significance that lead agencies may adopt.

7.0 SENATE BILL 375

The California Legislature passed SB 375 (Steinberg) on September 1, 2008, which requires CARB to set regional GHG reduction targets after consultation with local governments. The target must then be incorporated within that region's Regional Transportation Plan (RTP), which is used for long-term transportation planning, in a Sustainable Communities Strategy. SB 375 also requires each region's Regional Housing Needs Assessment (RHNA) to be adjusted based on the Sustainable Communities Strategy in its RTP. Additionally, SB 375 reforms the environmental review process to create incentives to implement the strategy, especially transit priority projects. The Governor signed SB 375 into law on September 30, 2008. CARB is not expected to issue regional GHG reduction targets to local governments until 2010.

8.0 CALIFORNIA CLIMATE ACTION REGISTRY

The California Climate Action Registry (CCAR) is a private non-profit organization formed by the State of California and serves as a voluntary GHG registry to protect and promote early actions to reduce GHG emissions by organizations. The CCAR was formally established by law through SB 1771 (Sher) and SB 527 (Sher). The CCAR began with 23 Charter Members and currently has over 300 corporations, universities, cities and counties, government agencies and environment organizations voluntarily measuring, monitoring, and publicly reporting their GHG emissions using the CCAR protocols. The

CCAR has published a General Reporting Protocol, as well as project- and industry-specific protocols for landfill activities, livestock activities, the cement sector, the power/utility sector, and the forest sector. The protocols provide the principles, approach, methodology, and procedures required for participation in the CCAR.

9.0 CAPCOA CEQA AND CLIMATE CHANGE WHITE PAPER

The California Air Pollution Control Officers Association (CAPCOA) prepared a white paper on CEQA and Climate Change in January 2008. The white paper was intended to be used as a resource by lead agencies when considering policy options and not as a guidance document. Specifically, the white paper discusses three possible approaches to evaluating the significance of GHG emissions and possible mitigation measures; however, CAPCOA does not endorse any particular approach. The three alternative significance approaches are: (1) not establishing a significance threshold for GHG emissions; (2) setting the GHG emission threshold at zero; and (3) setting the GHG emission threshold at some non-zero level. The white paper evaluates potential considerations and pitfalls associated with the three approaches. At the end of the white paper, CAPCOA provides a list of potential mitigation measures and discusses each in terms of emissions reduction effectiveness, cost effectiveness, and technical and logistical feasibility. While programs are still being developed by CARB, the white paper provides public agencies with information to ensure that GHG emissions are, according to CAPCOA, "appropriately considered and addressed under CEQA."

10.0 CARB DRAFT GHG SIGNIFICANCE THRESHOLDS

On October 24, 2008, CARB staff released its Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act, which is a preliminary staff draft proposal for determining whether the emissions related to proposed new projects are significant impacts under CEQA. While the proposal is focused on helping lead agencies determine under which conditions a project may be found exempt from the preparation of an EIR, the proposal also provides a guide for establishing significance thresholds for projects for which EIRs would be prepared regardless of the project's climate change impact. According to this proposal, the threshold for determining whether a project's emissions are significant is not zero emissions, but must be a stringent performance-based threshold to meet the requirements of AB 32. If the project meets certain specific yet to be developed performance standards for several categories of emissions, including construction emissions, building energy use, water use, solid waste, and transportation **and** the project emits no more than a certain to be determined amount of metric tons of carbon equivalents per year, the project's impact would not be significant. According to CARB, California Energy Commission Tier II building energy use standards are proposed to be used, which generally require a reduction in energy usage of 30 per cent

beyond Title 24 building code requirements. CARB has also proposed a 7,000 metric ton carbon dioxide equivalent ($MTCO_2e$) threshold for industrial projects, but has not yet proposed thresholds for residential and commercial projects. The annual threshold does not include emissions associated with construction- and transportation-related activities.

11.0 LOCAL REGULATORY SETTING

The City of Santa Barbara has adopted ordinances and guidelines in an effort to reduce the energy consumption of new construction. These measures to require more "green" construction serve to reduce GHG emissions from new and some refurbished development. Also, the City is in the process of preparing revisions to its General Plan. During the analysis of the impacts of the new General Plan, additional guidance on how to deal with GHG emissions is anticipated. The City's *General Plan Update: Draft Policy Preferences* report sets forth the sustainability framework and policy direction for updating the General Plan and includes climate change policies to minimize the City's contributions to climate change and to comply with state legislation.[4] The City is soliciting input from its residents regarding the General Plan update and will sponsor community events, presentations, and workshops throughout 2009 and 2010.

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4 City of Santa Barbara, *General Plan Update: Draft Policy Preferences*, December 2008.

APPENDIX 7.0

Traffic Study

SANDMAN INN REDEVELOPMENT PROJECT
EIR Traffic Study

Santa Barbara, California
March 2009

ITERIS
Innovation for better mobility

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1.0 INTRODUCTION

The transportation and circulation analysis conducted for this environmental study focused on several particular issues identified by City staff during the Initial Study and public hearing process. In addition, this analysis reviewed project traffic operations to identify possible significant impacts that may be created by the Applicant's Alternative plan, which was presented after completion of the Initial Study. Potential transportation issues include traffic, access, circulation, safety, and parking. The City General Plan Circulation Element contains policies addressing circulation, traffic, and parking in the City.

This study reviewed existing information and conducted selected analyses to identify potentially significant traffic, circulation, and parking impacts and potential mitigation based on the following direction:

- Analyze the Proposed Project and Applicant's Alternative for potential significant project-specific, cumulative and short-term construction impacts to surrounding signalized and non-signalized intersections and identify potential mitigation measures to address significant impacts, if any.
- Analyze and identify access relocation impacts to safety/neighborhood character from the proposed relocation of the existing Town and Country Apartments access from State Street to San Remo Drive.
- Identify potential parking and site circulation impacts resulting from the parking designs for both the Proposed Project and the Applicant's Alternative and identify potential mitigation measures, if any.

1.1 Project Background

As part of the initial planning process, a traffic study for the Project was conducted by Associated Transportation Engineers (ATE) in August 2005. The ATE traffic study for the Project included an evaluation of existing and projected future traffic conditions at seven area intersections to identify any project-specific and/or cumulative impacts, an analysis of future traffic operations at the Project access drives, and a parking demand analysis for the Project.

An additional analysis of the Project's proposed residential access drive was presented in a follow-up analysis in February and March 2006. Finally, a comparative trip generation analysis was prepared in November 2007 that compared the future trip generation of the Project (hotel and condos) with an Applicant's Alternative plan that included two small office buildings in place of the hotel.

In summary, the four ATE analyses and studies were:

- Traffic and Circulation Study, August 19, 2005;
- Analysis of San Remo Drive Access for the Town and Country Apartment Complex, February 13, 2006
- Supplemental Analysis of the Access Alternatives for the Proposed Sandman Inn Redevelopment Project, March 3, 2006;

- Revised Trip Generation Analysis for the Sandman Inn Project, November 13, 2007.

Copies of the August 2005, March 2006, and November 2007 studies are included in the Appendix.

Prior to preparation of the final ATE analysis in 2007, the City prepared the Upper State Street Traffic, Circulation, and Parking Study (USS Traffic Study), prepared by Meyer, Mohaddes Associates dated February 2007. The findings of this Study provided information regarding existing V/C and LOS for intersections in the project vicinity. This Study also includes driveway counts to determine trip rates of existing uses. The USS Traffic Study confirms that the proposed redevelopment of the project site would result in a net decrease in PM peak hour trips. Therefore, the City concluded that the proposed Sandman development Project (hotel and condos) would have a less than significant traffic impact.

2.0 IMPACT SIGNIFICANCE GUIDELINES

Within the City of Santa Barbara, project-related significant impacts may be caused by the volume of traffic a project generates, the effect of that traffic on area circulation and safety, and/or the amount of parking provided by the project and the level of parking demand generated.

2.1 Vehicle Traffic

A project may have a significant impact on if it would:

- Cause an increase in traffic that is substantial in relation to the existing traffic load and street system capacity (see traffic thresholds below),
- Cause insufficiency in transit systems,
- Conflict with the Congestion Management Plan (CMP) or Circulation Element or other adopted plan or policy pertaining to vehicle or transit systems.

The City uses Levels of Service (LOS) "A" through "F" to describe operating conditions at signalized intersections in terms of volume-to-capacity (V/C) ratios, with LOS A (up to 0.60 V/C) representing free flowing conditions and LOS F (1.01+ V/C) describing conditions of substantial delay. The City General Plan Circulation Element establishes the goal for City intersections to not exceed LOS C (0.70-0.80 V/C).

For purposes of environmental assessment, LOS C at 0.77 V/C is the threshold Level of Service against which impacts are measured. An intersection is considered "impacted" if the volume to capacity ratio is 0.77 V/C or greater.

Project-Specific Significant Impact: A project-specific significant impact results when:

a) Project peak-hour traffic would cause a signalized intersection to exceed 0.77 V/C, or
b) The V/C of an intersection already exceeding 0.77 V/C would be increased by 0.01 (1%) or more as a result of project peak-hour traffic. For non-signalized intersections, delay-time methodology is utilized in evaluating impacts.

Significant Cumulative Contribution: A project would result in a significant contribution to cumulative traffic impacts when:

a) Project peak-hour traffic together with other cumulative traffic from existing and reasonably foreseeable pending projects would cause an intersection to exceed 0.77 V/C, or
b) Project would contribute 5 or more vehicles to an intersection already exceeding 0.77 V/C.

The City's General Plan does not set forth a level of service threshold for unsignalized intersections. However, an analysis of nearby unsignalized intersections is provided because of the proximity to the project. The intent of the unsignalized intersection analysis is to fully disclose the effects of the project on the surrounding circulation system. Furthermore, the City's Environmental Impact Evaluation Guidelines do not provide a significance threshold for unsignalized intersections. However, a criterion similar to the signalized intersections (an

increase of 1 percent to the delay) was applied to the unsignalized intersections to determine a project impact. The criterion used to analyze delay at an unsignalized intersection is a maximum acceptable delay of 22 seconds per vehicle.

2.2 Circulation and Traffic Safety

A project may have a significant impact on if it would:

- Create potential hazards due to addition of traffic to a roadway that has design features (e.g., narrow width, roadside ditches, sharp curves, poor sight distance, and/or inadequate pavement structure) or that supports uses that would be incompatible with substantial increases in traffic.
- Diminish or reduce safe pedestrian and/or bicycle circulation.
- Result in inadequate emergency access on-site or to nearby uses.

Specific impact criteria for these points are related to compatibility with adopted City policies and design guidelines. In addition, impacts may be experienced if the features of the proposed project do not include elements identified in applicable area or neighborhood planning or design guidelines. The identification of these items as significant impacts is not as defined as the thresholds above and therefore gives decision-makers more discretion in their final analysis and decision.

2.3 Parking

A project may have a significant impact on if it would:

- Result in insufficient parking capacity for the projected amount of automobiles and bicycles.

A significant impact may be experienced if the project does not provide enough on-site parking that meets minimum site design requirements based on the City's Municipal Code, or may be created if the project generates an excessive amount of new parking demand to a shared parking area.

3.0 METHODOLOGY

The traffic analyses conducted for this study were performed using the methodology followed by the City of Santa Barbara and that is compliant with the California Environmental Quality Act (CEQA).

3.1 Analysis Scenarios

Traffic operations analysis for the study area intersections included the following three traffic scenarios:

- "Existing Traffic Conditions" at area intersections during the PM peak-hour traffic period based on the existing traffic counts.
- "Future With- and Without Project Traffic Conditions", which includes existing traffic plus traffic growth from general background development and population (ambient) growth in the area. Based on data from the City the ambient growth rate used was 0.5 percent per year for four years (2.0% total ambient growth). This assumed full project occupancy in Year 2012.
- "Future Cumulative Traffic With- and Without Project Conditions", which includes existing traffic plus ambient background growth plus traffic from identified approved and pending cumulative projects in the surrounding City and County areas that would intensify land uses and send additional traffic to area intersections.

For each intersection, the analysis reviewed both the weekday AM and PM peak hours.

3.2 Analyses and Levels of Service

Surface street traffic conditions are characterized using Level of Service (LOS) ratings of A through F at signalized intersections. LOS ratings for signalized intersections are based on V/C ratios. Volume (V) is the amount of traffic at the intersection compared to Capacity (C), the maximum amount of traffic the intersection is physically designed to accommodate. LOS A (0.00 to 0.60 V/C, up to 60% of capacity) represents the best possible free-flow traffic conditions, and LOS F (1.01 plus V/C, or more than 100% of capacity) represents very congested or stopped conditions. Typically, at LOS A the motorist does not experience any delay at intersections, while at LOS E and F the motorist will experience substantial delay and may be forced to wait through multiple signal cycles to get through an intersection. Table 1 provides a general description of the operating conditions for signalized intersections.

The City General Plan establishes LOS C as its goal and standard for the maximum acceptable peak-hour intersection congestion level during the heaviest daily travel times. LOS C has a range of 71-80% of capacity (0.71 - 0.80 V/C). At LOS C, progression slows, and motorists often must stop at red lights, and possibly a second red light for some turning movements, before getting through the intersection. For purposes of evaluating traffic effects in the environmental assessment of development proposals, the City uses 0.77 V/C as a standard level for identifying

intersections that are close to exceeding the LOS C range during peak travel times, and are therefore considered "impacted" intersections.

Table 1: Level of Service Descriptions

LOS	Description
A	No approach phase is fully utilized by traffic, and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily, and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized, and a substantial number are nearing full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally, drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.
D	This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is attained no matter how great the demand.
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially, and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, speed can drop to zero.

Given its computational ease and minimal data input requirements, the Intersection Capacity Utilization (ICU) was formally adopted as the LOS methodology by the City for signalized intersections. The ICU method provides a straightforward method to calculate an intersection's LOS by taking the sum of each pair of intersection critical movements (conflicting turning movements) and dividing that value by the intersection's saturation flow rate (capacity). The saturation flow rate for all CMP intersections is 1,600 vehicles per lane per hour. Each critical movement's volume to capacity ratio is then summed and a ten percent lost time adjustment is added to this sum to derive the intersection volume to capacity ratio for the peak hour.

The Highway Capacity Manual 2000 (HCM) methodology has been used to determine intersection levels of service at unsignalized intersections. For the unsignalized HCM methodology, the LOS is presented in terms of total approach delay of the minor street (in seconds per vehicle).

The relationship between LOS and the ICU value (i.e. v/c ratio) and delay is listed in Table 2

Table 2: Relationship of LOS to ICU and Delay

Level of Service (LOS)	Signalized Intersections	Unsignalized Intersection
	Intersection Capacity Utilization (ICU)	Delay per Vehicle (sec)
A	< 0.60	≤10.0
B	0.61–0.70	>10.0 and ≤15.0
C	0.71–0.80	>15.0 and ≤25.0
D	0.81–0.90	>25.0 and ≤35.0
E	0.91–1.00	>35.0 and ≤50.0
F	> 1.00	>50.0

3.3 Trip Generation Rates and Application

Trip Generation Rates

The City of Santa Barbara uses trip generation rates published by the Institute of Transportation Engineers (ITE), when available, for estimating the amount of traffic that will be generated by existing land uses and proposed development projects in conducting traffic analyses. ITE's publication, *Trip Generation, an ITE Informational Report* now in its 8th Edition, presents trip generation data for 162 different land uses. The data in the report has been collected and refined over many years by ITE and its member traffic engineers. It includes trip rates for various land uses by multiple dependent variables (square footage, employees, dwelling units, rooms, etc.) and for different time periods of the day and week. The data includes statistical information on the amount of variability in the survey data used and land uses in each category surveyed. The average rates presented in the report are a good measure of the expected trip generation for typical developments and are used by many agencies as predictors of development traffic activity and as a basis for traffic planning. For those land uses or time periods where ITE rates are not available, rates from other similar sources such as the San Diego Association of Governments (SANDAG) are used. The use of average trips rates is consistent with general planning practices, including the development of the City's General Plan.

Trip Rate Application

For purposes of the environmental analysis, the project related trips assigned to the roadway network includes the peak hour traffic that is projected to be generated by the development proposal using the ITE average trip rates less the trips that would be generated by the existing development to be removed, if any, also using the ITE rates. Since existing entitled development has been planned for and/or approved using average trips rates for that existing use, the difference between the trips generated by the existing and proposed developments identifies the amount of additional or fewer trips that the proposed development would produce on the area roadway network. Since the City of Santa Barbara is essentially a "built out" community, the comparison of the areawide trips generated by a proposed development to those of an existing

development indicates the level to which the proposed redevelopment is consistent with the site's trip generation included in the current General Plan.

If trips are added to off-peak hours or during peak hours at locations operating at good levels of service, the additional project traffic will typically not create an impact. At locations that are approaching or already have poor levels of service, the additional trips generated may have a significant impact if enough additional traffic is generated. At intersections that are close to the unacceptable LOS threshold (0.80 and LOS C), the City prevents new development from using the remaining capacity up to the LOS C limit by having the project-specific significant impact threshold at a V/C ratio of 0.77 for environmental review, as previously discussed. This allows for some additional background (ambient) traffic growth to occur without the intersection reaching unacceptable LOS D conditions.

3.4 Intersection Analysis Locations

The study area was developed in consultation with City of Santa Barbara Planning Department staff and includes intersections in the vicinity of the project. The study area analyzed in this report includes the following intersections.

- State Street at La Cumbre Road
- State Street at Hope Avenue
- State Street at Hitchcock Way
- State Street at Ontare Road
- State Street at Las Positas Road
- Calle Real/Hope Avenue at US 101 NB Ramps
- Calle Real at Hitchcock Way
- San Remo Drive at Hope Avenue
- San Remo Drive at Proposed Town & Country Apartment Driveway (future)
- San Remo Drive at Grove Lane
- San Remo Drive at Ontare Road

4.0 REGULATORY FRAMEWORK

4.1 City of Santa Barbara Development

Currently, the amount and density of development that can occur in the City is governed by different sets of regulations. Passed by the voters in 1989, Measure E was incorporated into the City Charter as Charter Section 1508. This Charter Section not only places a ceiling on the total amount of non-residential square footage developed in the City until the year 2010, it also states that new non-residential construction can only occur where it will not cause a significant and unmitigated adverse impact on traffic within the City.

Traffic impacts are currently determined based on adopted Level of Service (LOS) standards for signalized City intersections. Currently, signalized intersections are considered impacted if they exceed the City's LOS goal of C, which carries a Volume to Capacity Ratio of 0.80. However, for the purposes of environmental assessment in the City of Santa Barbara under the California Environmental Quality Act, a signalized intersection is considered impacted if a project causes the Volume to Capacity Ratio to exceed 0.77. By state law, in any case where a project results in a significant traffic impact, an environmental impact report must be prepared.

4.2 Congestion Management Plan

In June, 1990 California voters approved legislation (Proposition 111) that increased funding for California's transportation system. With the passage of Proposition 111 there were new requirements for the transportation planning process that requires urbanized counties, such as Santa Barbara County, to prepare, adopt, and biennially update a Congestion Management Program (CMP). The CMP is a comprehensive program designed to reduce auto-related congestion through capital improvements, travel demand management, and coordinated land use planning among all jurisdictions. The CMP was also intended to facilitate an integrated approach to programming transportation improvements.

As the designated Congestion Management Agency (CMA) for Santa Barbara County, Santa Barbara County Association of Governments (SBCAG) is required to monitor CMP implementation and annually determine if each local jurisdiction is in conformance with the CMP. As required, the CMP establishes a minimum roadway level of service (LOS D or the existing LOS of the facility, whichever is worse).

Based on the Santa Barbara County Association of Governments (SBCAG) CMP, LOS E is the minimum acceptable level of service for CMP intersections, except where a segment or intersection has been designated deficient and a deficiency plan has been adopted.

At CMP intersections, the project would be considered to have a significant effect on the level of service if it would:

- Decrease the LOS at an intersection operating at LOS A or B, two levels of service from project added traffic.
- Decrease the level of service from LOS C to LOS D.
- Add 20 or more peak-hour trips to an intersection operating at LOS D.

• Add 10 or more peak-hour trips to an intersection operating at LOS E or F.

The CMA agency (such as the City) may set more stringent LOS standards at its discretion. The LOS standards adopted by local jurisdictions for the Circulation Element of their General Plans, or for environmental review of projects under the California Environmental Quality Act (CEQA), may be more stringent than those specified in the CMP.

Study area CMP roadway segments and intersections include the following:

CMP Roadways Sections

- State Street from De La Vina to Hollister Avenue
- Las Positas Road from U.S. Highway 101 Ramps to State Street.
- U.S. Highway 101

CMP Study Area Intersections

- Las Positas Road at U.S. Highway 101 Northbound Ramps
- Las Positas Road at U.S. Highway 101 Southbound Ramps
- U.S. Highway 101 Northbound Ramps at Earl Warren Showground/Calle Real
- Hope Avenue at U.S. Highway Northbound Ramps
- Las Positas Road at Modoc Road
- Las Positas Road at State Street
- State Street at Hope Avenue
- State Street at La Cumbre Road
- State Street at Calle Real/U.S. Highway 101
- State Street at Plaza Street
- La Cumbre Road at La Cumbre Lane

As discussed earlier, the LOS and impact thresholds for the City are more restrictive than those set forth in the CMP and therefore the City's criteria are the significance thresholds that are followed for this analysis.

4.3 General Plan Circulation Element Policies and Implementation Measures

Several policies within the City's General Plan Circulation Element also provide direction regarding the preparation and review of transportation operations for developments. These include:

- The City shall facilitate the use of transit and alternative modes of transportation by emphasizing compact, pedestrian oriented development and connections among all forms of travel during the development and environmental review process.

- The City shall continue to use existing traffic standards and impact thresholds as described in the City's Master Environmental Assessment (MEA), until new standards

and thresholds consistent with the 1997 Circulation Element are developed and incorporated into the City's Environmental Goals and Guidelines.

4.4 Upper State Street Study

In March 2007 the City completed the Upper State Street Study (USSS). The purpose of the USSS was to identify changes that could improve traffic circulation and urban design in the study area. Issues addressed in the USSS included area character and openness, landscaping and "streetscape" design, scenic views, open space and creeks, building heights and setback distances from the street, vehicle traffic, circulation and parking, and pedestrian and bicycle safety and connectivity in the area. The City Council specified that this effort be focused on roadway improvements and amendments to development and design standards that could occur within the existing City policy framework.

The expectation was that the USSS would inform decision-makers, and that development proposals would need to respond to the USSS findings and direction from City Council. The USSS was prepared by the City Planning Division with the City Transportation Division and set out recommendations for amendments to development standards and design guidelines, physical improvements, and City programs to benefit transportation and urban design in the Upper State Street corridor. The USSS was adopted by the City Council on May 8, 2007. The Study Report Improvement Measures Summary and Summary Diagrams provide interim guidance and direction for City review and permitting of development applications within the USSS Area until such time as updated policy guidance and direction is provided.

The USSS includes recommendations to address mid-block congestion and safety. One such recommendation that specifically applies to the access and circulation component of the proposed project is that expanded and landscaped medians are recommended on State Street along the project frontage to control turning movements in to and out of the uncoordinated driveways along State Street in order to reduce the friction and conflicts between vehicles and pedestrians and bicyclists travelling along State Street.

The USSS also provides driveway spacing guidelines as a means to create more uniform spacing and minimize conflict points with through traffic. These recommendations within the USSS provide direction regarding the review of transportation operations for developments, and will be analyzed in relation to the Proposed Project and Applicant's Alternative.

5.0 EXISTING SETTING

The project site is located in the City of Santa Barbara in southern Santa Barbara County. The main project site is located in the Upper State Street area immediately northeast of the State Street–Hitchcock Way intersection, in the North State neighborhood. The project site is located on the north side of State Street in an area identified as the Upper State Street corridor. As identified in the Upper State Street Study (USSS) Information Booklet, the site is located within the West Subarea of the Upper State Street area. The 3730 State Street and 3715 San Remo Drive parcels are in the City's San Roque neighborhood. Existing development in the project vicinity includes a mix of buildings containing retail, commercial, and residential uses.

5.1 Existing Project Site

Existing structures include a 5,050-square-foot restaurant with capacity for 216 patrons, and the Sandman Inn with 113 rooms. The existing structures are relatively low-profile, 1960s-style buildings distributed throughout the property, interspersed with parking and open areas. The hotel includes one- and two-story hotel buildings and associated improvements including swimming pools. The restaurant operates as an independent business from the hotel.

The current site also provides for access to the Town and Country Apartments (located immediately north of the main project site) through the Sandman Inn parking area from State Street. Immediately north of the Town and Country Apartments is a residential duplex located at 3715 San Remo Drive that will be converted into a single-family residence in order to create a new access driveway for the Town and Country Apartments. That new driveway will replace the existing easterly driveway for the 3715 San Remo property. It is important to note that while the Town and Country Apartments are not physically part of the Sandman site, the inclusion of the driveway relocation as part of the project is necessary since proposed development of the main project site under both the proposed project and applicant's alternative would eliminate the apartments' existing access.

5.2 Existing Streets and Highways

The project site is located on State Street several blocks north of US 101 between North Hope Avenue and North Ontare Road, as shown in Figure 1. Local access to the facility is currently provided from State Street and Hitchcock Way.

U.S. Highway 101

US Highway 101 (US 101) is a six-lane freeway located south of the site and provides regional access to the project site via the Las Positas Road, State Street, and South La Cumbre Road/South Hope Avenue interchanges. US 101 connects the project area to the City of Santa Barbara to the south and to Goleta to the north.

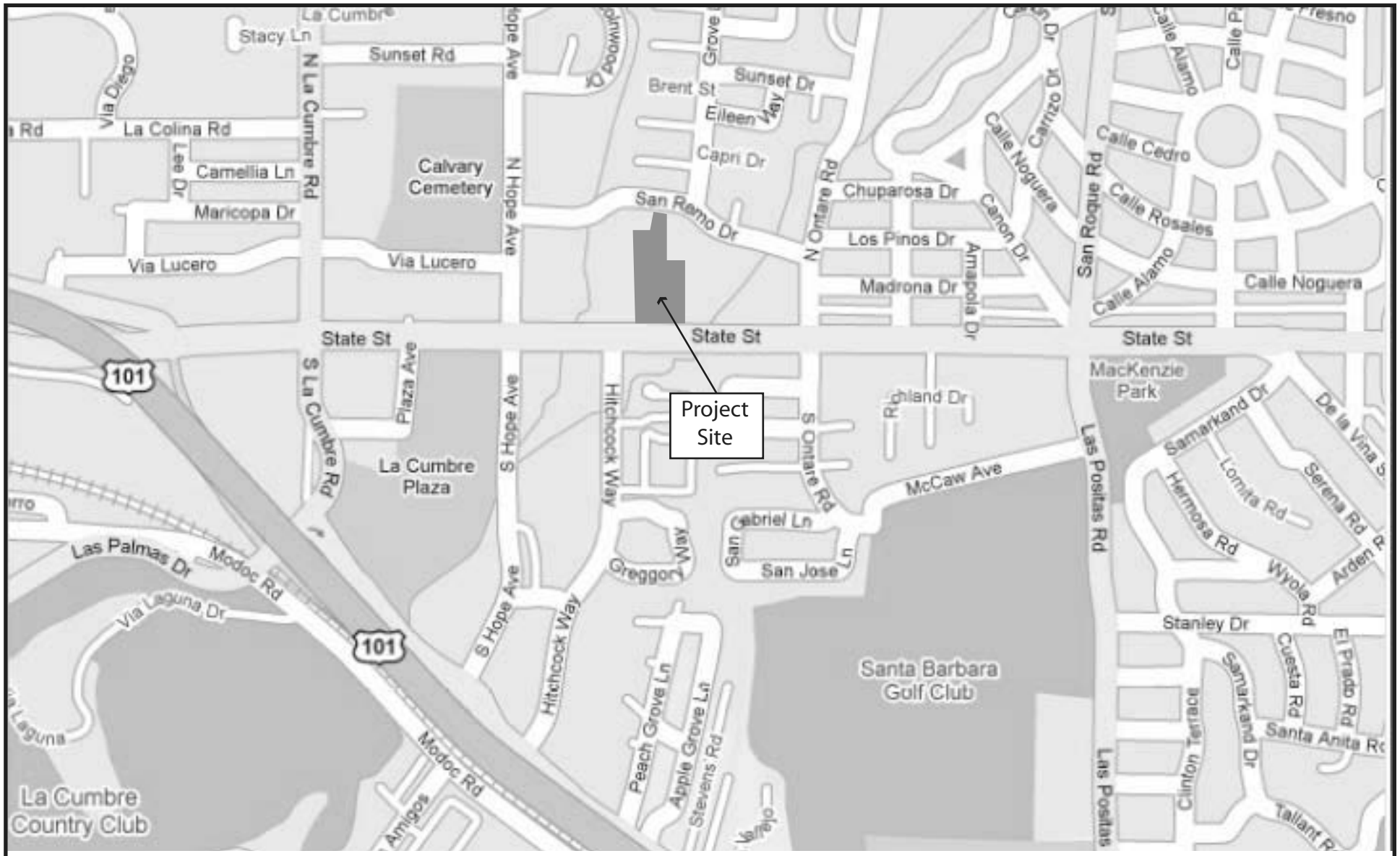

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Figure 1
Project Location

State Street
State Street is a four-lane multi-modal arterial and provides access to the project site. The street provides service for automobiles, bus transit vehicles, bicycles, and pedestrians. The Average Daily Traffic (ADT) on State Street west of Las Positas Road generally ranges from 24,400 to 30,800 vehicles per day. West of the Highway 101 ramps, the ADT drops to 14,000 vehicles. There are frequent signalized intersections and crosswalks, and multiple uncoordinated driveways into small buildings and commercial areas. Left turns onto State Street are restricted in areas with raised medians, and where allowed, may be difficult during peak periods of traffic. Some dangerous and illegal maneuvers have been observed and a history of collisions has been documented at selected driveways in other studies. The speed limit along State Street in the project area is 35 miles per hour.

The addition of Class II[1] on-street bike lanes has increased bike activity as well as potential bike-car conflicts for right turns. For the most part, the pedestrian experience includes multiple driveways, conflicts with cars at large intersections, and the occasional sidewalk obstruction.

Hope Avenue
Hope Avenue is a two-lane arterial street that runs from northbound Highway 101 on- and off-ramps at Calle Real to Foothill Road (State Route 192). The ADT on Hope Avenue is about 6,800 south of State Street and 9,300 north of State Street. Sidewalks and bicycle lanes run along both sides of Hope Avenue south of State Street. Bike lanes are not present on the north side of State Street; however, the section between Via Lucero and San Remo Drive is part of the Foothill Route Class III[2] bike route. The title of Hope Avenue changes from North to South Hope Avenue at State Street. The speed limit along Hope Avenue is 35 miles per hour.

Hitchcock Way
Hitchcock Way is a two-lane local street that extends north from Calle Real to State Street, and terminates near the project site. Its intersection with State Street is controlled by a traffic signal. The ADT on Hitchcock Way is 6,200 vehicles. Sidewalks and bicycle lanes are on both sides of Hitchcock Way. The speed limit along Hitchcock Way is 30 miles per hour.

North Ontare Road
Ontare Road is a two-lane residential street that extends south from Foothill Road across State Street to its terminus at McCaw Avenue. The title of Ontare Road changes from North to South Ontare Road at State Street. The ADT on Ontare north of State Street is about 5,600 vehicles. The ADT on Ontare south of State Street is about 2,000 vehicles per day. The intersection with State Street is controlled by a traffic signal. The speed limit along North Ontare Road is 30 miles per hour.

San Remo Drive
San Remo Drive is a two-lane residential street that runs to the north of and parallel to State Street between Hope Avenue and Ontare Road. The ADT is approximately 2,500 to 3,300 vehicles per day. It has on-street parking along most of its length between Hope and Ontare. The

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1 A Class II Bike Lane provides a striped land for one-way bike travel on a street or highway adjacent to auto travel lanes.

2 A Class III Bike Route provides for shared use with pedestrian or motor vehicle traffic.

street provides direct access to numerous residential lots, single and multi-family dwellings, and has a speed limit of 25 miles per hour. San Remo is a Class III bikeway in the City's Bicycle Master Plan.

5.3 Existing Transit Facilities

The Las Positas Road, La Cumbre Road, and State Street corridors are served by several transit lines operated by the Metropolitan Transit District (MTD). MTD lines include stops on State Street, Las Positas Road, Calle Real, La Cumbre Road and Modoc Road. The various bus lines provide frequent transit service between the study area and downtown Santa Barbara, as well as Goleta and UCSB to the west. Line 1 serves the La Cumbre Middle School and the eastern portion of Modoc Road. Line 5 serves the Mesa and part of Las Positas Road. Line 3 (Oak Park shuttle), Line 6 (State/Hollister Traveler), and Line 11 (Downtown/UCSB connection) serve the outer State Street and La Cumbre Road area. The nearest bus stops to the project site are located on State Street at Hope Avenue and Ontare Road (towards Goleta), and on State Street at Hitchcock Way (towards downtown). Lines 3, 6, and 11 stop at these locations. Both the Proposed Project and Applicant's Alternative include construction of a new bus stop on the westbound side of State Street adjacent to the either proposed hotel or office site.

5.4 Existing Bicycle Facilities

Several bicycle facilities are located within the study area. These include the Class II on-street bike lanes on State Street (State Street Route), Modoc Road, Las Positas Road, La Cumbre Road, and Calle Real. San Remo is part of the Foothill Route Class III bikeway in the City's Bicycle Master Plan. Additional bicycle opportunities exist on the residential streets in the local areas.

5.5 Existing Traffic Volumes and Operating Conditions

Weekday peak-hour traffic count data for the analyzed intersections was collected from several sources. Data for most of the intersections were provided by the City of Santa Barbara from counts that were conducted in 2008 as part of the Plan Santa Barbara effort. However, the City's 2008 traffic counts did not include data for the intersections along San Remo Drive. Therefore, intersection turning movement counts for the three analyzed intersections (San Remo Drive at Hope Avenue, Grove Lane, and Ontare Road) were conducted. The counts were conducted on Tuesday, November 18, 2008 between 7:00 a.m. and 9:00 a.m., and 4:00 p.m. and 6:00 p.m. The remaining intersection peak-hour turning movement counts were obtained from either the Upper State Street Study or from the ATE traffic study. Table 3 lists the analyzed intersections and the traffic count sources. A summary of the counts are provided in the Appendix.

Figure 2 shows the intersection turning movement volumes for the busiest morning and afternoon one hour periods at the three intersections.

Table 3: Intersection Traffic Count Sources

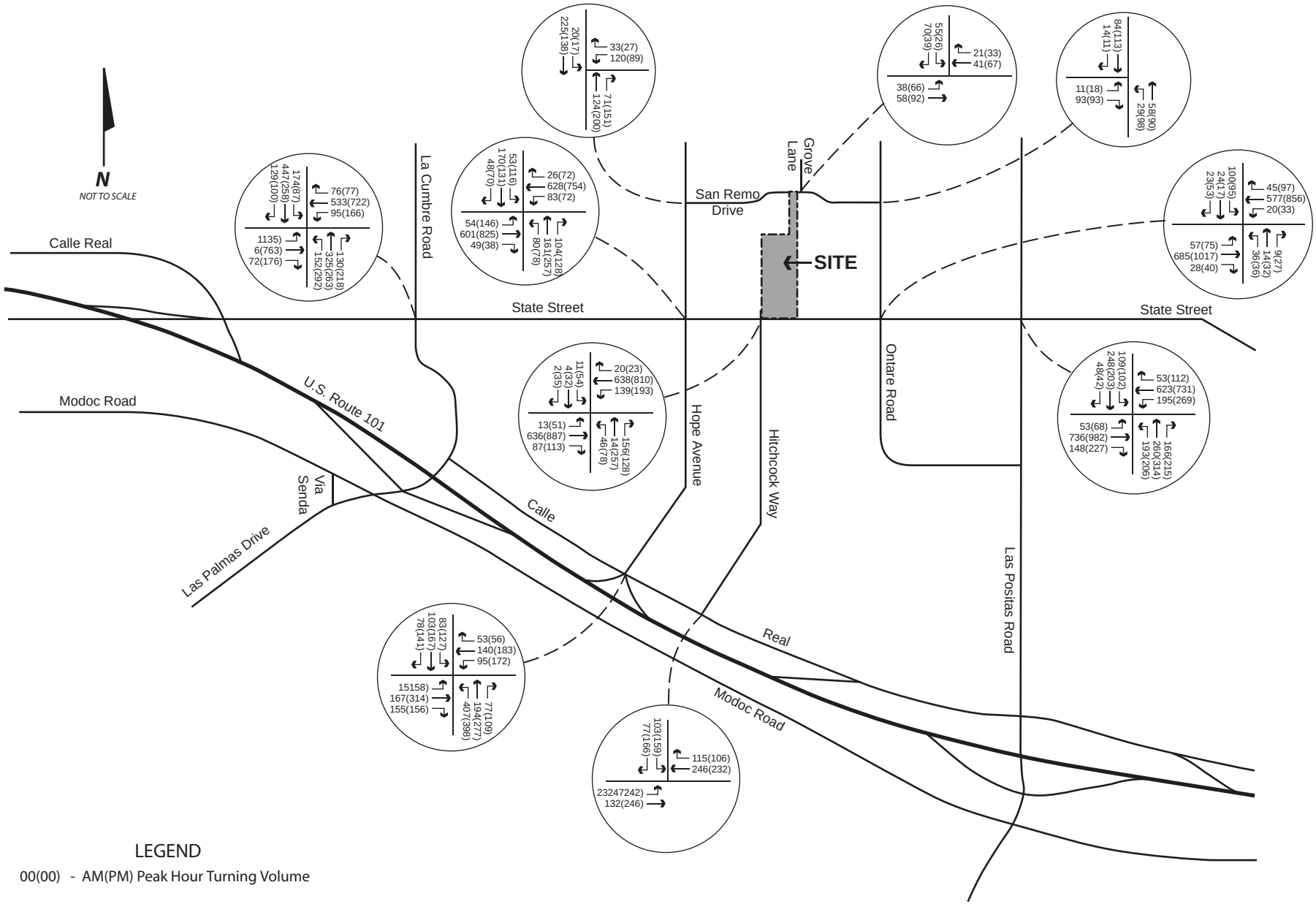
Intersection	AM	PM	Intersection	AM	PM
State Street/ La Cumbre Road	City	USSS	Calle Real/Hope Avenue/ US101 NB Ramps	City	City
State Street/ Hope Avenue	City	City	Calle Real/ Hitchcock Way	ATE	USSS
State Street/ Hitchcock Way	City	City	San Remo Drive/ Hope Avenue	Iteris	Iteris
State Street/ Ontare Road	ATE	USSS	San Remo Drive/ Grove Lane	Iteris	Iteris
State Street/ Las Positas Road	City	City	San Remo Drive/ Ontare Road	Iteris	Iteris
City = 2008 Plan Santa Barbara Iteris = November 2008 count USSS = Upper State Street Study 2006 ATE = 2005 project traffic study					

The existing intersection peak hour LOS were calculated for the study intersections. The results of the existing conditions intersection analyses are listed in Table 4. All of the study intersections were found to be operating at acceptable levels of service during both the AM and PM peak hours, however the intersection of State Street with Las Positas Road is operating with a V/C ratio of 0.77 (LOS C) during the PM peak hour.

Table 4: Existing Intersection Levels of Service

Intersection	Control	AM Peak Hour	PM Peak Hour
		V/C / LOS	***V/C / LOS***
State Street / La Cumbre Road	Signal	0.60 / LOS A	0.70 / LOS B
State Street / Hope Avenue	Signal	0.51 / LOS A	0.66 / LOS B
State Street / Hitchcock Way	Signal	0.52 / LOS A	0.67 / LOS B
State Street / Ontare Road	Signal	0.43 / LOS A	0.55 / LOS A
State Street / Las Positas Road	Signal	0.64 / LOS B	0.77 / LOS C
Calle Real/Hope Avenue / US 101 NB Ramps	Signal	0.56 / LOS A	0.72 / LOS C
Calle Real / Hitchcock Way	Signal	0.43 / LOS A	0.46 / LOS A
		Delay* / LOS	***Delay* / LOS***
San Remo Drive / Hope Avenue	2-way Stop	12.5 / LOS B	12.4 / LOS B
San Remo Drive / Grove Lane	All-way Stop	**/ LOS A	7.8 / LOS A
San Remo Drive / Ontare Road	2-way Stop	9.3 / LOS A	9.9 / LOS A

Sources: Iteris, 2009
* - Delay measured in seconds per vehicle
** - Delay amount below the minimum threshold of the calculation methodology.



LEGEND

00(00) - AM(PM) Peak Hour Turning Volume

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Figure 2
Existing Year 2008 Peak Hour Traffic Volumes

6.0 PROJECT FEATURES

This study evaluates the potential impacts from two project alternatives. The "Proposed Project" consists of a mixed-use hotel and residential development. The "Applicant's Alternative" plan is a mixed-use office/residential development. The following sections outline the transportation-related features of each plan.

6.1 Proposed Project

The Proposed Project is a mixed-use development with 106 hotel rooms and 73 residential condominium units (one-, two-, and three-bedroom units). All existing site improvements, including the existing Sandman Inn (113 rooms) and restaurant, would be demolished. Access to the Proposed Project would be via two driveways located on State Street. The westerly driveway would provide access to the hotel porte cochere, service area, and parking garage access. The easterly driveway would provide access to the residential parking garage.

The existing site has four access driveways along State Street. These provide access to the existing Sandman Inn, restaurant, and Town and Country Apartments. The Proposed Project would reduce the access driveways on State to two, with those driveways serving only the new hotel and condominiums. The westerly driveway would serve the hotel and would be located approximately 250 feet (center-to-center) east of the State/Hitchcock intersection. The easterly driveway would provide access to the residential condominium parking garage and would be located approximately 130 feet (center-to-center) further to the east. The westerly and easterly driveways would be approximately 210 and 340 feet, respectively, from the approach side of the east crosswalk at the Hitchcock intersection.

The westerly driveway is proposed as a right-in/right-out only driveway. Drivers entering the westerly driveway from the west would be required to drive past the site and make a U-turn at the State Street and Ontare Road intersection, as no U-turns are allowed at the eastern end of the existing median. Vehicles leaving the westerly driveway would need to make a U-turn at the State Street and Hitchcock Way intersection if they needed to head east from the site.

The easterly driveway is proposed to allow only right turns for outbound movements, and to allow right and left turns in. This would require alteration of the existing median located on State Street to allow for a left-turn pocket with queuing area.

Access through the site to the Town and Country Apartments, which are located immediately behind the main project site, would be permanently closed. A new access to the apartments would be provided via a driveway connection at 3715 San Remo Drive. Developing this new access would require demolition of one half of the existing duplex residence on the 3715 San Remo Drive site and modification the easterly driveway on that site to serve the apartments.

Parking for the Proposed Project would be provided in two underground parking garages with some additional at-grade parking provided along the access drive to the hotel. The parking garage for the hotel would contain 110 spaces, while the residential parking garage would

contain 163 spaces. One hotel space and 17 shared use spaces would be located at-grade along the hotel access drive.

While the project has access to four parking spaces on the west side of the site through the adjacent property via an easement agreement (and more during evenings and weekends), because the spaces are not directly accessible on foot from the hotel or residential uses (parkers would need to access the spaces using the sidewalk along State Street), the spaces have not been included in the Proposed Project's parking total.

In total, the Proposed Project will have 291 parking spaces with the hotel component having 111 parking spaces, the residential condominiums having 163 spaces, and 17 at-grade spaces would be shared by the proposed hotel and residential condominiums.

6.2 Applicant's Alternative

The Applicant's Alternative is a mixed-use development with 14,254 net square feet of commercial office space contained in two buildings, and 73 residential condominium units (one-, two-, and three-bedroom units). As with the Proposed Project, the existing Sandman hotel and restaurant would be demolished.

The Applicant's Alternative would have an access plan similar to the Proposed Project in that there would two driveways onto State Street with the westerly driveway providing access to the office building's parking lot and the residential drop-off area, and the easterly driveway accessing the underground parking garage for the residential uses plus a limited number of reserved office parking spaces.

Parking for the office space would be provided on the north side of the buildings within a surface parking lot (52-spaces), on the entry driveway (9-spaces), and within the residential underground parking area (5-spaces), for a total of 66-spaces. Parking for the residential condos would be provided in a 169-space underground parking garage, with 123 spaces in private garages under some units and the remaining spaces provided in 46 surface spaces. Of the 46 surface spaces, 22 would be reserved for residents, 19 would be open for guest parking, and the remaining 5 spaces would be for the office use as noted above.

In addition, nine shared spaces would be provided along the access driveway to the office buildings and would be open for visitor parking for both the offices and the residential condos. Unlike with the Proposed Project, the 4 spaces located on west side of the site and accessed through the adjacent property via an easement agreement are included in the parking supply total (included as part of the 52-space parking lot) because they would be easily accessible on foot from the office buildings.

In total, the Applicant's Alternative project will have 239 parking spaces, with the office component having 66 parking spaces, the residential condominiums having 164 spaces, and 9 at-grade spaces would be shared by the proposed office and residential condominiums.

As with the Proposed Project scenario, the Applicant's Alternative proposes to relocate the access to the Town and Country Apartments to a driveway connection off of San Remo Drive.

7.0 LONG-TERM IMPACTS

This section examines potential long-term impacts that may be generated by the Proposed Project, as identified in the Initial Study prepared for the project, and the Applicant's Alternative plan. These include both project-specific and cumulative impacts. In addition, it will address some comments and questions that were raised during the public review period by City staff, officials, and the public.

For simplicity, the analysis presented in this section ***does not include left turns into the site*** at the easternmost site driveway, and requires that eastbound vehicles turning into the residential driveway would need to travel past the site and make U-turns at Ontare Road to access the residential driveway. All of the eastbound hotel or office traffic would need to make this maneuver as no left turns are allowed at that driveway.

The March 3, 2006, ATE traffic study analyzed the project without left-turn access into the site. That analysis indicated that not allowing left-turn access into the site would have the greatest impact on the intersections of State Street with Hitchcock Way and State Street with Ontare Road because of additional site and non-site traffic that would be routed through the intersections making U-turns. Traffic entering the residential portion of the site from the west would need to make a U-turn at the State/Ontare intersection if left turns in to the proposed residential driveway are not allowed. In addition, traffic entering the Burger King site on the south side of State Street would need to make a U-turn at the State/Hitchcock intersection as they would lose left-turn access into their site if the existing raised median in front of the Sandman Inn site is extended to the east to prevent illegal left-turns into the proposed residential driveway.

The conclusion from this approach is that if it is shown that the option with no left turns would not have a significant impact at the analyzed intersections, then the option allowing left turns into the Sandman Inn and Burger King sites would also not have a significant impact since fewer vehicles would pass through the State/Hitchcock and State/Ontare intersections as a result of fewer U-turns. The analyses specifically dealing with the circulation/operations of the proposed left-turn access and its conformity with the USSS guidelines are presented later in this section.

7.1 Vehicle Trips and Traffic Impacts

This analysis provides information on the trip generation estimates for the Proposed Project and Applicant's Alternative and potential impacts to the operation of area intersections.

7.1.1 Proposed Project

This section examines potential long-term impacts that may be generated by the Proposed Project.

Trip Generation

The ATE November 2007 trip generation analysis presented a trip generation estimate for the existing site and the Proposed Project. Table 5 lists a summary of that trip generation estimate. Findings of that analysis concluded that development of the Proposed Project would result in 216 fewer daily trips, 25 additional AM peak hour trips, and 5 fewer PM peak hour trips than the existing uses. The trip estimates were based on rates in the Institute of Transportation Engineers' (ITE) publication *Trip Generation, 7th Edition*. A review of the trip generation analysis indicates that it was done in accordance with City standards and that the trip rates used were appropriate.

The ITE land use designation used for the existing Sandman Inn was Motel (Land Use 320). The ITE land use designation used for the proposed hotel was Hotel (Land Use 310).

ITE's publication *Trip Generation, 7th Edition* defines "Motels" as "...places of lodging that provide sleeping accommodations and often a restaurant. Motels generally offer free on-site parking and provide little or no meeting space and few (if any) supporting facilities. Exterior corridors accessing rooms-immediately adjacent to a parking lot-commonly characterize motels."[3]

Table 5: Project Trip Generation Comparison

		Daily		AM Peak Hour		PM Peak Hour	
Land Use	Size	Rate	Trips	Rate	Trips	Rate	Trips
A. Existing Site							
Motel	113 Rooms	9.11	1,029	0.64	72	0.58	66
Restaurant	196 Seats	2.86	561	0.03	6	0.26	51
T&C Apartments	24 Units	6.72	161	0.51	12	0.62	15
Total			1,751		90		132
B. Project							
Hotel	106 Rooms	8.92	946	0.67	71	0.70	74
Condominiums	73 Units	5.86	428	0.44	32	0.52	38
T&C Apartments	24 Units	6.72	161	0.51	12	0.62	15
Project Total			1,535		115		127
Net Difference (B-A)			-216		+25		-5

Source: "Revised Trip Generation Analysis for the Sandman Inn Project", November 13, 2007, Associated Traffic Engineers

ITE defines *"Hotels"* as "…places of lodging that provide accommodations and supporting facilities such as restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, limited recreational facilities (pool, fitness room), and/or other retail/service shops.

[3] Institute of Transportation Engineers, *Trip Generation, 7th Edition,* 2003, p.591

Some of the sites included in this land use category are actually large motels providing the facilities of a hotel noted above"[4]

Based on this description of a "Motel", as compared to the "Hotel" description, we believe that while both ITE land uses could appropriately describe the existing Sandman Inn, the "Motel" description, and associated trip rates, are more appropriate. This is particularly the case because the on-site restaurant functions more as an independent use than as a part of the Sandman Inn, and it is treated as such in the trip generation analysis. Nevertheless, a trip generation table using the "Hotel" rate is provided below (Table 6) for comparison purposes.

Using the Hotel rather than Motel rate for the existing Sandman Inn, results in similar trip rates, although the number of daily trips decreases slightly and the number of AM and PM peak hour trips decreases slightly. The net result is a smaller decrease in daily trips (-195 rather than -216), a smaller increase in AM peak hour trips (+21 rather than +25) and a larger decrease in the amount of PM peak hour trips (-18 rather than -5).

As previously noted, we believe the originally derived trip rates (Table 3) are the appropriate rates for the Proposed Project trip generation analysis.

Table 6: Project Trip Generation Comparison

		Daily		AM Peak Hour		PM Peak Hour	
Land Use	Size	Rate	Trips	Rate	Trips	Rate	Trips
A. Existing Site							
Hotel	113 Rooms	8.92	1,008	0.67	76	0.70	79
Restaurant	196 Seats	2.86	561	0.03	6	0.26	51
T&C Apartments	24 Units	6.72	161	0.51	12	0.62	15
Total			1,730		94		145
B. Project							
Hotel	106 Rooms	8.92	946	0.67	71	0.70	74
Condominiums	73 Units	5.86	428	0.44	32	0.52	38
T&C Apartments	24 Units	6.72	161	0.51	12	0.62	15
Project Total			1,535		115		127
Net Difference (B-A)			-195		+21		-18
Source: Iteris 2009							

New Hotel Trip Generation

Comments during the public scoping period for the Proposed Project questioned whether trips generated by the new hotel use were adequately captured given the new hotel would include

[4] Institute of Transportation Engineers, *Trip Generation, 7th Edition*, 2003, p.541

banquet and meeting space. As noted above, ITE's *Trip Generation* lists Hotels as "…places of lodging that provide accommodations and supporting facilities such as restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, limited recreational facilities (pool, fitness room), and/or other retail/service shops. Some of the sites included in this land use category are actually large motels providing the facilities of a hotel noted above"[5] Based on this description, activity from the small conference area (approximately 5,000 square feet) would be included in the trip generation for the Proposed Project using the ITE trip rates[6]. While it would be normal for the activity level for the conference area to fluctuate from day to day, the activity for a "typical" weekday would be included in the trip generation estimates for the Proposed Project. Therefore, no additional trip generation beyond the ITE per room Hotel trip rate is required to determine the Proposed Project's daily and peak hour trip generation for a typical weekday.

Town and County Apartment Trip Generation

To confirm the number of trips from the existing apartments that would be diverted to San Remo Drive as part of the Proposed Project or the Applicant's Alternative, a multi-day traffic count was conducted for the existing apartments. All vehicle traffic to and from the apartments must travel along the single access point located at the southeast corner of the apartments. A machine traffic counter was placed at that location and counted trips in to and out of the apartments over a 48-hour period covering Tuesday and Wednesday, November 18 and 19, 2008. The counter recorded a total of 154 total vehicles at the driveway on Tuesday and 162 vehicles on Wednesday. Based on these counts the apartments have an average daily generation of 158 trips per day ({154 + 162} ÷ 2 = 158). The ITE average rate for Apartments (Land Use 220) estimates the apartments would generate 161 trips per day. The ITE average rate for Low Rise Apartments (Land Use 221) estimates the apartments would generate 158 trips per day. Based on the traffic counts and the trip rate review either ITE apartment rate appears to provide an accurate estimation of the existing Town and Country apartment trips. For the Trip Generation Analysis (Table 3) ITE land use 221 was used.

Traffic Impacts – Project-Specific

To determine the project-specific impacts at the analyzed intersections, traffic from the Proposed Project, including the relocated access driveway for the Town and Country Apartments, was assigned to the area street system.

<u>Project Trip Distribution</u>
Trip distribution percentages were determined based on input from City staff as well as data contained in other local area traffic studies and a general knowledge of the traffic patterns in the local area. The distribution is consistent with that presented in the ATE 2005 traffic study. The project trip distribution percentages are listed in Table 6 and illustrated in Figure 3. Separate trip distribution models were developed for existing and future motel/hotel, restaurant, and condominium uses.

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[5] Institute of Transportation Engineers, *Trip Generation, 7th Edition,* 2003, p.541

[6] It should be noted that the existing hotel includes approximately 2,261 square feet of meeting/ conference/ banquet space, thus making the net increase in meeting space approximately 2,739 square feet.

Table 6: Project Trip Distribution

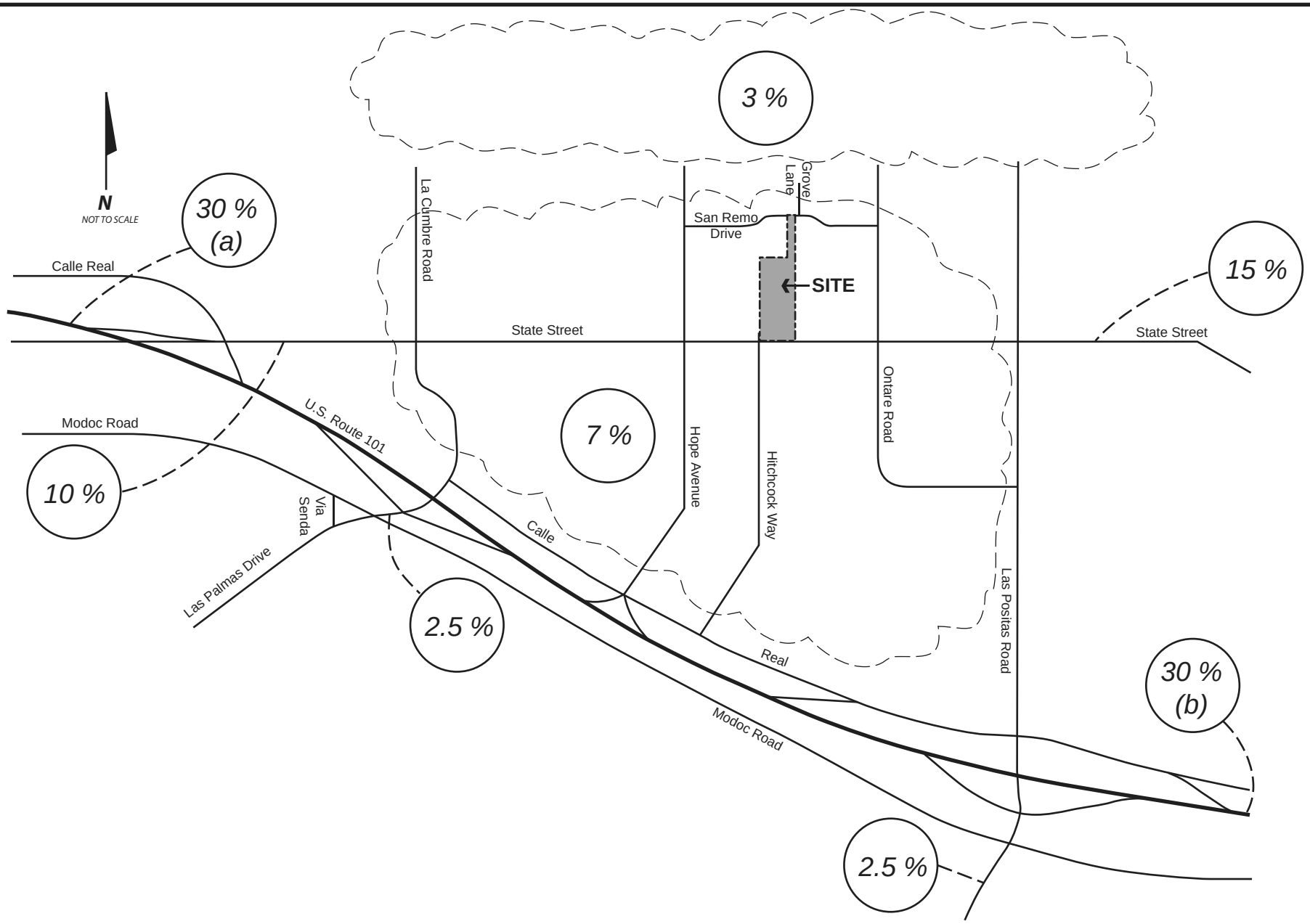
Route	Origin/Destination	Existing Restaurant Percentage	Existing & Proposed Hotel/Motel Percentage
U.S. Highway 101	North	10%	30%[a]
	South	10%	30%[b]
State Street	East	25%	15%
	West	15%	10%
	Local	15%	7%[c]
La Cumbre Road	South	5%	2.5%
Las Positas Road	South	5%	2.5%
San Roque area	Local	15%	3%
	Total	100%	100%

[a]50% outbound via U.S. 101 ramp at Hope Ave.; 50% outbound via U.S.101 ramp at State St. 100% inbound via U.S. 101 ramp at La Cumbre Road interchange.
[b]50% outbound via U.S. 101 ramp at La Cumbre; 50% outbound via 101 ramps at Las Positas. 100% inbound via U.S. 101 ramp at Hope Avenue.
[c] Origin/destination along State Street between La Cumbre Road and Las Positas Road.

Project Trip Assignment

The traffic generated by the existing and proposed site uses was assigned to the study-area street system based on the percentages shown above. The existing site volumes were subtracted from the Proposed Project-added volumes to determine the net-added traffic at the study-area intersections. The results are illustrated in Figure 4. Figures illustrating the distribution of the trips generated by the existing and Proposed Project uses are included in the Appendix.

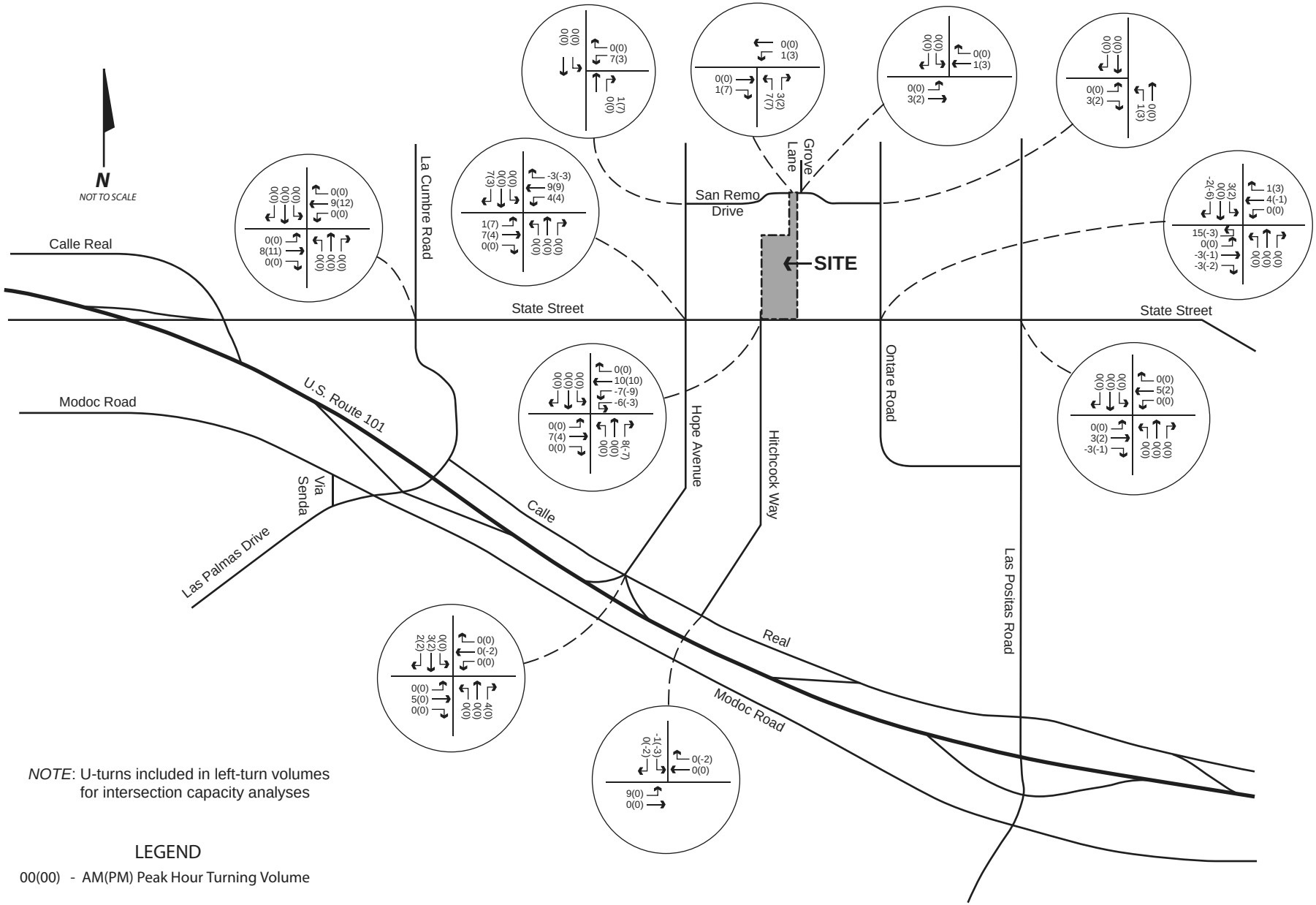
The total future with-project intersection peak-hour traffic volumes are illustrated in Figure 5. These volumes include existing traffic, ambient background traffic growth and the net change in site-generated traffic with the Proposed Project.



ITERIS

Sandman Inn Redevelopment Project
EIR Traffic Study

Figure 3
Proposed Project Directional Distribution



NOTE: U-turns included in left-turn volumes for intersection capacity analyses

LEGEND

00(00) - AM(PM) Peak Hour Turning Volume

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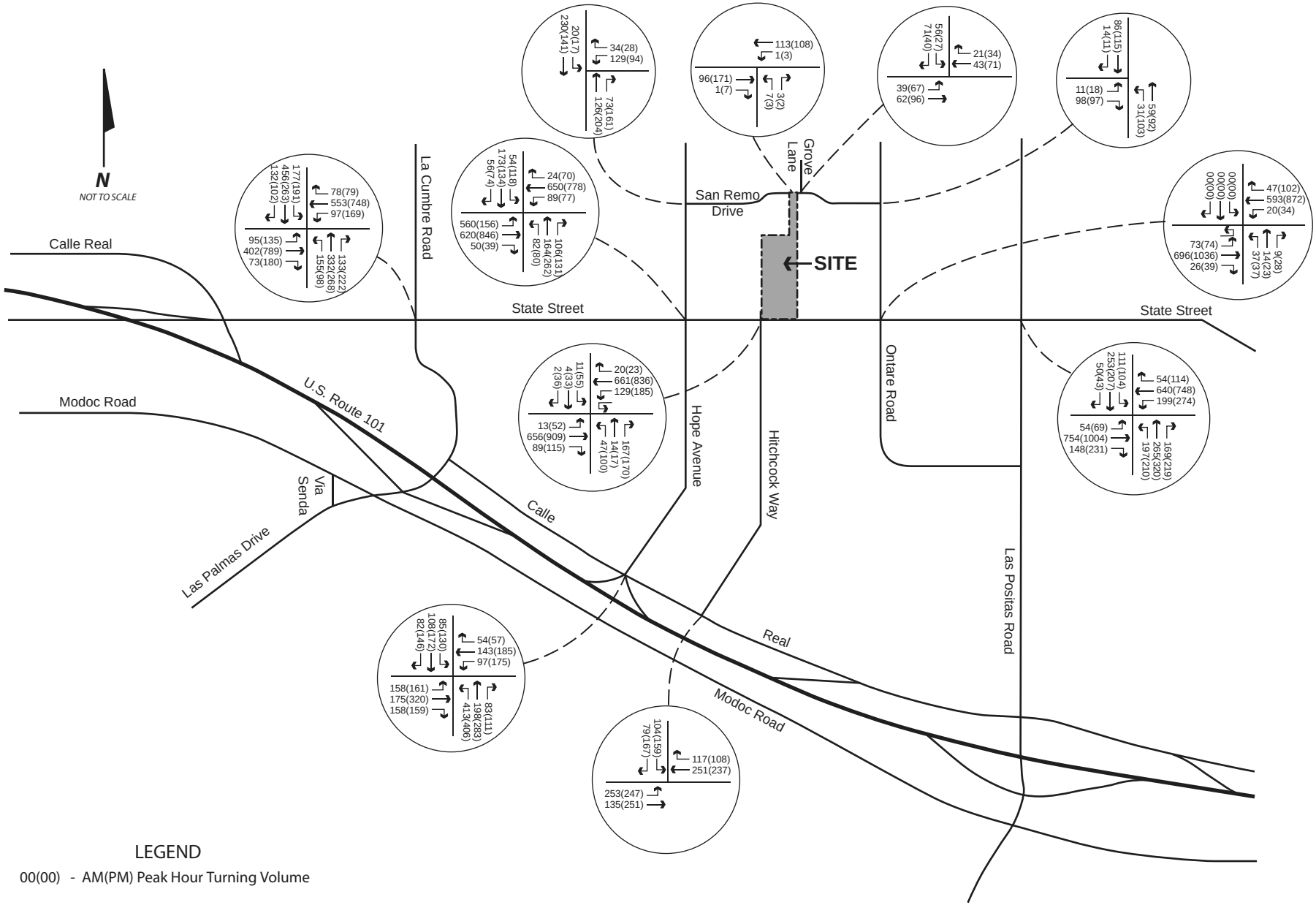
Figure 4
Net Proposed Project-Added Peak Hour Traffic Volumes



LEGEND

00(00) - AM(PM) Peak Hour Turning Volume

ITERIS

Sandman Inn Redevelopment Project
EIR Traffic Study

Figure 5
Total Future With Proposed Project Peak Hour Traffic Volumes

Project-Specific Impacts

Levels of service were calculated for the analyzed intersections for the AM and PM peak hours of the Future Plus Project condition. The Future Plus Project condition includes existing traffic volumes, the net change in site traffic with the Proposed Project, and ambient background traffic growth for the years between existing (2008) and the project completion year (2012). The total ambient growth rate for the four-year period is two percent (0.5 percent per year). Table 7 lists the results of the Future Plus Project LOS calculations.

The results of the intersection analyses show that the State Street and Las Positas Road/San Roque Road intersection is expected to operate at a V/C above 0.79 during the PM peak hour. However, as shown in Table 7, the increase from the existing V/C of 0.77 to 0.79 is related entirely to ambient traffic growth, not the Proposed Project. As previously shown in Figure 4, the project is expected to generate a net reduction in trips at the State Street and Las Positas Road/San Roque Road intersection during the PM peak hour.

While the proposed project is expected to generate an additional 25 AM peak hour trips versus the existing development, all of the analyzed intersections are projected to operate at very good levels of service during the AM peak hour. Therefore, based on the City's impact thresholds, the Proposed Project would not have any significant direct project-related impact at the analyzed intersections.

It is important to note again that these analysis results do not include the Proposed Project's inbound left-turn access at the proposed residential driveway. Operational conditions and issues related to the left-turn access are included below and later in Section 7.2.

Project Traffic Additions to San Remo Drive

The Proposed Project would provide access for the Town and Country Apartments via a driveway connection to San Remo Drive. This access connection would divert to San Remo Drive 103 daily, 8 AM, and 11 PM peak-hour trips west of the proposed access and 56 daily, 4 AM, and 5 PM peak-hour trips east of the proposed access as previously shown in Figure 4. The addition of Town and Country Apartments traffic to San Remo Drive would not generate impacts according to the City's traffic impact thresholds. This increase represents an approximate two to three percent increase in daily traffic along San Remo Drive.

The results listed in Table 7 show that that the intersections along San Remo Drive will continue to operate at very good levels of service with the Proposed Project. In addition to the limited increase in traffic, the vehicles being diverted to San Remo Drive would be all residential traffic, which is consistent with the other traffic using San Remo Drive.

Table 7: Future Plus Project[a] Intersection Levels of Service

Intersection	V/C or Delay[b] / LOS		Diff.	Impact?
	Existing	Future Plus Project		
AM Peak Hour				
State Street / La Cumbre Road	0.60 / LOS A	0.62 / LOS B	0.02	No
State Street / Hope Avenue	0.51 / LOS A	0.53 / LOS A	0.02	No
State Street / Hitchcock Way	0.52 / LOS A	0.57 / LOS A	0.05	No
State Street / Ontare Road	0.43 / LOS A	0.46 / LOS A	0.03	No
State Street / Las Positas Road	0.64 / LOS B	0.65 / LOS B	0.01	No
Calle Real/Hope Avenue / US 101 NB Ramps	0.56 / LOS A	0.58 / LOS A	0.02	No
Calle Real / Hitchcock Way	0.43 / LOS A	0.45 / LOS A	0.02	No
San Remo Drive / Hope Avenue	12.5[b]/ LOS B	12.8[b] / LOS B	0.3	No
San Remo Drive / T&C Apt. Access Drive	N/A	9.4[b] / LOS A	N/A	No
San Remo Drive / Grove Lane	[c] / LOS A	7.7[b] / LOS A	[c]	No
San Remo Drive / Ontare Road	9.3[b] / LOS A	9.3[b] / LOS A	0.0	No
PM Peak Hour				
State Street / La Cumbre Road	0.70 / LOS B	0.71 / LOS C	0.01	No
State Street / Hope Avenue	0.66 / LOS B	0.68 / LOS B	0.02	No
State Street / Hitchcock Way	0.67 / LOS B	0.73 / LOS C	0.06	No
State Street / Ontare Road	0.55 / LOS A	0.59 / LOS A	0.04	No
State Street / Las Positas Road	0.77 / LOS C	**0.79 / LOS C**	0.02	No[d]
State Street / Las Positas Road – without ambient growth		0.77 / LOS C	0.00	No
Calle Real/Hope Avenue / US 101 NB Ramps	0.72 / LOS C	0.76 / LOS C	0.04	No
Calle Real / Hitchcock Way	0.46 / LOS A	0.50 / LOS A	0.04	No
San Remo Drive / Hope Avenue	12.4[b] / LOS B	12.6[b] / LOS B	0.2	No
San Remo Drive / T&C Apt. Access Drive	N/A	9.7 / LOS A	N/A	No
San Remo Drive / Grove Lane	7.8[b] / LOS A	7.9[b] / LOS A	0.1	No
San Remo Drive / Ontare Road	9.9[b] / LOS A	9.9[b] / LOS A	0.0	No

Sources: Iteris, 2009
a – The results presented do not include the applicant's proposed left-turn access into the easterly site driveway.
b - Delay measured in seconds per vehicle
c - Delay amount below the minimum threshold of the calculation methodology.
d - Volumes for Proposed Project are less than the existing development at this intersection. All of the V/C increase is related to background growth and not to the Project traffic. Therefore, there would be no project-specific impact.

Operational Considerations With and Without Eastbound Residential Inbound Left-Turn Access
The provision of left-turn access inbound for the residential driveway would decrease the number of project-related eastbound U-turns at the State Street/Ontare Road intersection by about 4 vehicles in AM peak hour and 20 vehicles in PM peak hour. However, if left-turns will not be allowed into the easterly site driveway, the existing raised median should be extended to the east to provide positive vehicle control at that location. However, extending the raised median will also block the existing westbound left-turn access to the Burger King restaurant located opposite the site on the south side of State Street.

Traffic count data presented in the ATE traffic study indicated that during the PM peak hour the Burger King site generates about 14 PM peak hour left turns (westbound-to-southbound movement). With the left-turn access eliminated at the Burger King site, those westbound vehicles would need to make a U-turn at the State Street/Hitchcock Way intersection to access the restaurant. Maintaining the median break for access to the Burger King site would decrease the number of westbound U-turns at the State Street/Hitchcock Way intersection by about 14 vehicles during the PM peak hour as vehicles could turn into the Burger King site directly rather than needing to U-turn at the Hitchcock Way intersection. A further discussion of the operations and design of this driveway and the proposed left-turn access is presented in Section 7.2.

While reducing the number of U-turns at the intersections would improve operations at those locations, the analysis results in Table 7 indicate that the intersections operate satisfactorily with the added U-turns.

Based on the projected future traffic volumes, the intersection of the residential site access drive with State Street would operate at an acceptable level of service. However, the location of the driveway and the proposed eastbound left-turn lane create other operational and planning issues that will be discussed in the next section.

<u>Summary of Proposed Project Project-Specific Traffic Impacts</u>

- The intersection capacity analyses indicate that, based on the City's significance criteria outlined in Section 2.0, the Proposed Project would have **less than significant impacts** at all of the analyzed intersections.
- The intersection of Sate Street with Las Positas Road/San Roque Road is expected to experience an increase in the V/C ratio during the PM peak hour from the existing V/C ratio of 0.77 to 0.79, above the significance threshold. However, the Proposed Project is projected to have a net reduction in trips at this intersection during the PM peak hour meaning the increase is related to background traffic growth and not the Proposed Project. Therefore, the Proposed Project would have a **less than significant impact** at this intersection.
- The 25 additional AM peak hour trips generated by the Proposed Project would not cause any intersections to reach or exceed the V/C threshold of 0.77 as all of the analyzed intersections are projected to operate at LOS A and/or B during the AM peak hour. Therefore, impacts would be **less than significant**.

- While allowing eastbound left turns into the residential driveway would improve operating conditions at the intersections of State Street with Ontare Road and State Street with Hitchcock Way by reducing the number of U-turns at these intersections, restricting the left turns would not create poor or unacceptable operating conditions at either intersection. Therefore, impacts would be **less than significant**.

Traffic Impacts – Cumulative

To identify the potential cumulative impacts of the Proposed Project, an updated list of pending, or cumulative, projects in the area was obtained from the City.

Pending (Cumulative) Projects

Table 8 lists all of the pending and approved projects identified by the City as being located near the project site, as well as a breakdown of those projects that were directly added to the analysis. Some of the projects on the City's list were concluded to add only a few trips to the overall transportation system in the study area or were deemed to be too far from the project to add a substantial number of trips to the analyzed intersections—typically projects more than one mile from the project site. Traffic from these developments was included by increasing the existing traffic volumes by the ambient growth rate as previously discussed.

Trip generation estimates for the approved and pending projects were developed using the ITE trip rates. A summary of the trip generation for each of the cumulative projects included in the traffic assignment is included in the Appendix. The trip generation data indicates that the approved and pending projects would generate 4,503 daily, 263 AM peak-hour, and 378 PM peak-hour trips.

The cumulative project traffic was assigned to the analyzed intersections based on directional distribution information provided in the ATE 2005 report and in the USSS. The assigned cumulative traffic volumes at the intersections are presented in Figure 6.

Ambient background traffic growth was added for a period of four years (until 2012) as in the project-specific analysis above. This assumes that the Proposed Project would not begin construction until a minimum of late 2009 plus 29 months of construction and several months to fully occupy.

The total future year cumulative traffic volumes for the without Proposed Project condition are illustrated in Figure 7. The future volumes with the Proposed Project are illustrated in Figure 8.

The LOS analyses for the analyzed intersections with the cumulative projects were conducted for the with- and without-Proposed Project conditions and the results are listed in Table 9. As shown in the table, the Proposed Project would not have any cumulative impacts at the analyzed intersections.

Summary of Proposed Project-Cumulative Traffic Impacts

- The intersection capacity analyses indicate that, based on the City's significance criteria outlined in Section 2.0, the Proposed Project would have **less than significant impacts** at all of the analyzed intersections.
- The intersection of State Street with Las Positas Road/San Roque Road is expected to experience an increase in the V/C ratio during the PM peak hour from the existing V/C ratio of 0.77 to 0.79, above the significance threshold. However, the Proposed Project is projected to have a net reduction in PM peak hour trips at this intersection and does not increase projected V/C ratio. Therefore, the increase is related to cumulative traffic growth and not the Proposed Project. This means the Proposed Project would have a **less than significant impact** at this intersection.
- The 25 additional AM peak hour trips generated by the Proposed Project would not cause any intersections to reach or exceed the V/C threshold of 0.77 as all of the analyzed intersections are projected to operate at LOS A and/or B during the AM peak hour. Therefore, impacts would be **less than significant**.

Table 8: List of Cumulative Projects

ID	ADDRESS	NET NEW UNITS	NET NEW S.F.	STATUS	Description	Dedicated Assignment in Project Analysis	Notes
5	540 W Pueblo St	5	43,608	P	Demolish of 18,690 sf of existing 20,130 sf medical facility and accessory structures, to be reconstructed further away from Mission Creek, and demolish of 6 existing residential buildings. Construction of a new 52,069 sf, three-story, Cancer Center, a 56,422 sf, four-story, 164 space, parking structure, an 18 space parking lot, for a total of 182 on-site parking spaces, and 3 new residential buildings totaling 6,739 sf. The proposal will result in 53,509 sf of commercial space and 6 new residential units, for a total of 11 residential units.	Yes	
44	3757 State St	15	15,664	P	72,209 sf commercial/retail, 15 residential units, 303 parking spaces, remove the existing commercial 56,545 sf	Yes	
45	3305 State St		1,638	P	Add 1,638 sf to Gelson's Market	Yes	
50	301 S Hope Ave		466	PA	Add 466 sf, 4 service bays, relocate existing wash bay, add 1 wash bay and convert existing 408 sf storage to training room	Yes	Although this project has been completed, the trips for this addition were included because some of the traffic counts provided were conducted before the project completion date.
57	3885 State St	30	-24,635	P	Demolish the existing motel and office buildings. The new construction includes three commercial spaces, 34 market rate one bedroom lofts, 10 affordable one bedroom lofts	Yes	
58	101 S La Cumbre		2,186	P	Demolish 1,656 sq ft (8 fueling position) gas station and add 6,745 sq ft commercial building	Yes	
59	15 S Hope Ave	16	-7,218	P	Remove an existing commercial structure and construct 16 units condo and 360 sf commercial and 10,780 sf garage.	Yes	
70	3880 State St	8	1,733	A	Demolish vacant nursery buildings, add mixed-use building with 4,916 new commercial sq ft and 7 new condos	Yes	
43	121 S Hope F123		64	A	Tenant improvements and a facade remodel for a new Louis Vuitton retail store at La Cumbre Plaza. The proposal will consolidate two existing retail stores (F123 and F125) into one tenant space and the addition of 64 square feet.	No	These projects generate minimal additional trips over existing uses or have no trips assigned through analyzed Intersections. Trips for these projects are included through incremental ambient growth of existing volumes.
46	29 W Calle Laureles	5	0	I	Five, new, three-story, two-bedroom condominium units above a new parking structure, on a 17,400 square foot lot with an existing 6,580 square foot commercial building.	No	
47	222 W Alamar Ave	2		A	Demolish an existing 663 square foot single-family residence and detached 220 square foot garage and construct three two-story condominium units totaling 2,409 square feet on the 6,000 square foot lot. Four parking spaces will be provided in three attached garages totaling 1,070 square feet.	No	
48	2840 De La Vina St	0	521	PA	Expand an existing equipment mezzanine by 521 square feet for an employee break room within the existing building. The proposal also includes the removal of three existing trees, six new trees, a change to the existing parking lot planters, and the addition of three new parking spaces.	No	
49	350 Hitchcock Way		1,008	A	Improvements to an existing automobile dealership building to include the construction of a 2,100 square foot canopy on the south elevation, enclose 2,008 square feet of the existing covered northwest and southwest corners of building A, add rolling garage doors to the existing service bays (building B) and demolish 1,000 square feet of building B. The project scope includes ADA requirements, a new trash enclosure, and increase landscape areas.	No	
53	3325 Madrona Dr	1		I	Convert the existing second-floor space over the garage into a secondary dwelling unit of an existing 2,211 square foot single-family residence with an attached two-car garage.	No	
54	3060 State St	0	819	I	Review of an "as-built" water storage tank, a 150 square foot storage area, and three vacuum units to an existing automotive service station. Proposed interior and exterior remodeling for the conversion to a mini-market/auto service station.	No	
60	110 Ontare Hills Ln	1		P		No	
61	112 Ontare Hills	1		A		No	
62	101 Ontare Hills Ln	1		A		No	
63	281 Schulte Ln	1		A		No	
64	288 Schulte Ln	1		I	2,988 sf residence	No	
65	560 N La Cumbre	5	10,600	P	add 10,600 sf (the sanctuary building and five residences) to an existing church	No	
66	3834 La Cumbre Hills Ln	1		A		No	
67	457 N. Hope	9		P	County property	No	
68	4004 Via Lucero	10		I	demolish existing residential and commercial, construct 13 new condos (10 two-bedroom units and 3 three-bedroom units)	No	
69	85 N La Cumbre Rd	-1		A	demolish existing 10 units and construct 9 new condos	No	
	Total	112	46,454				

Source: City of Santa Barbara, January 2009

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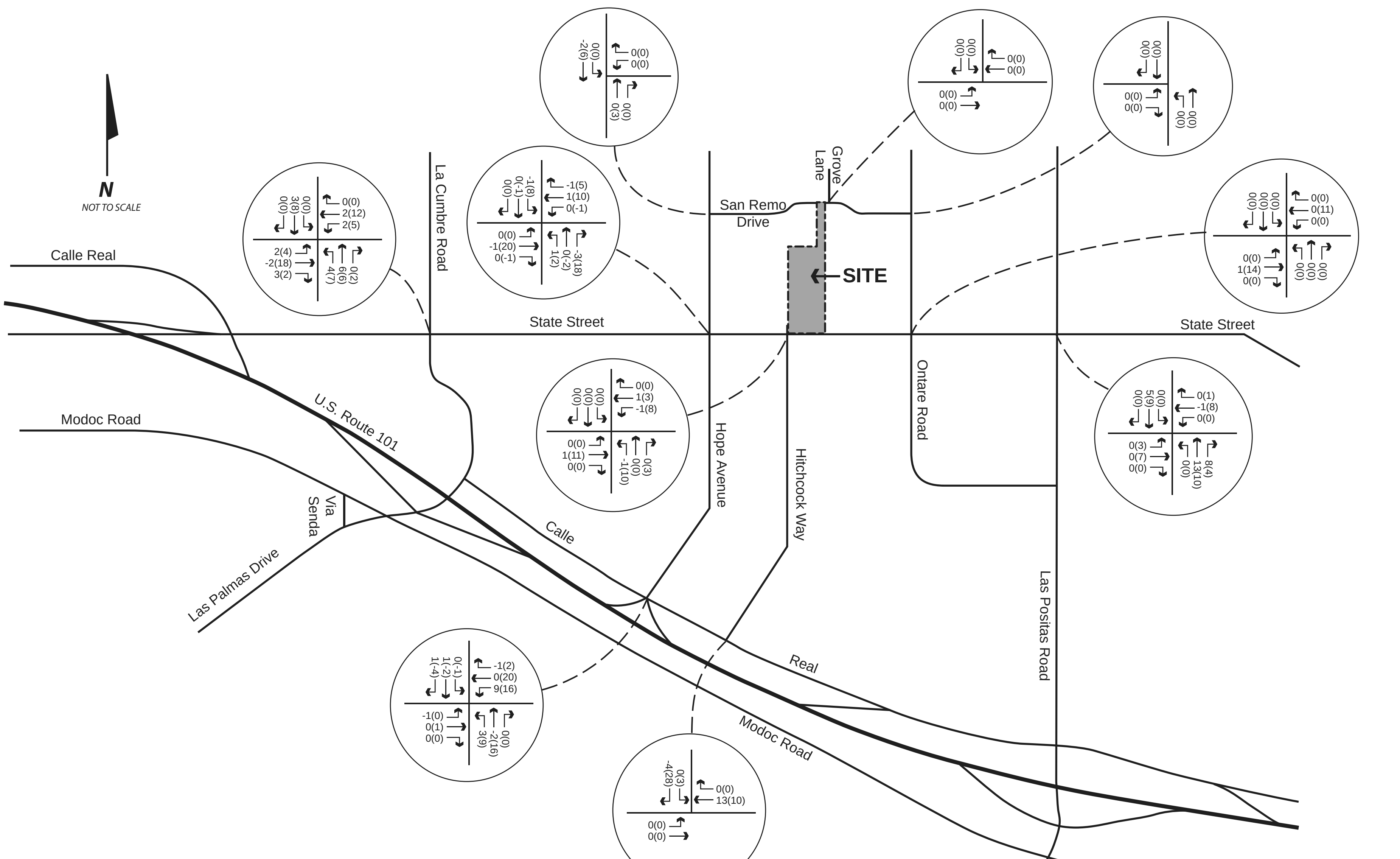


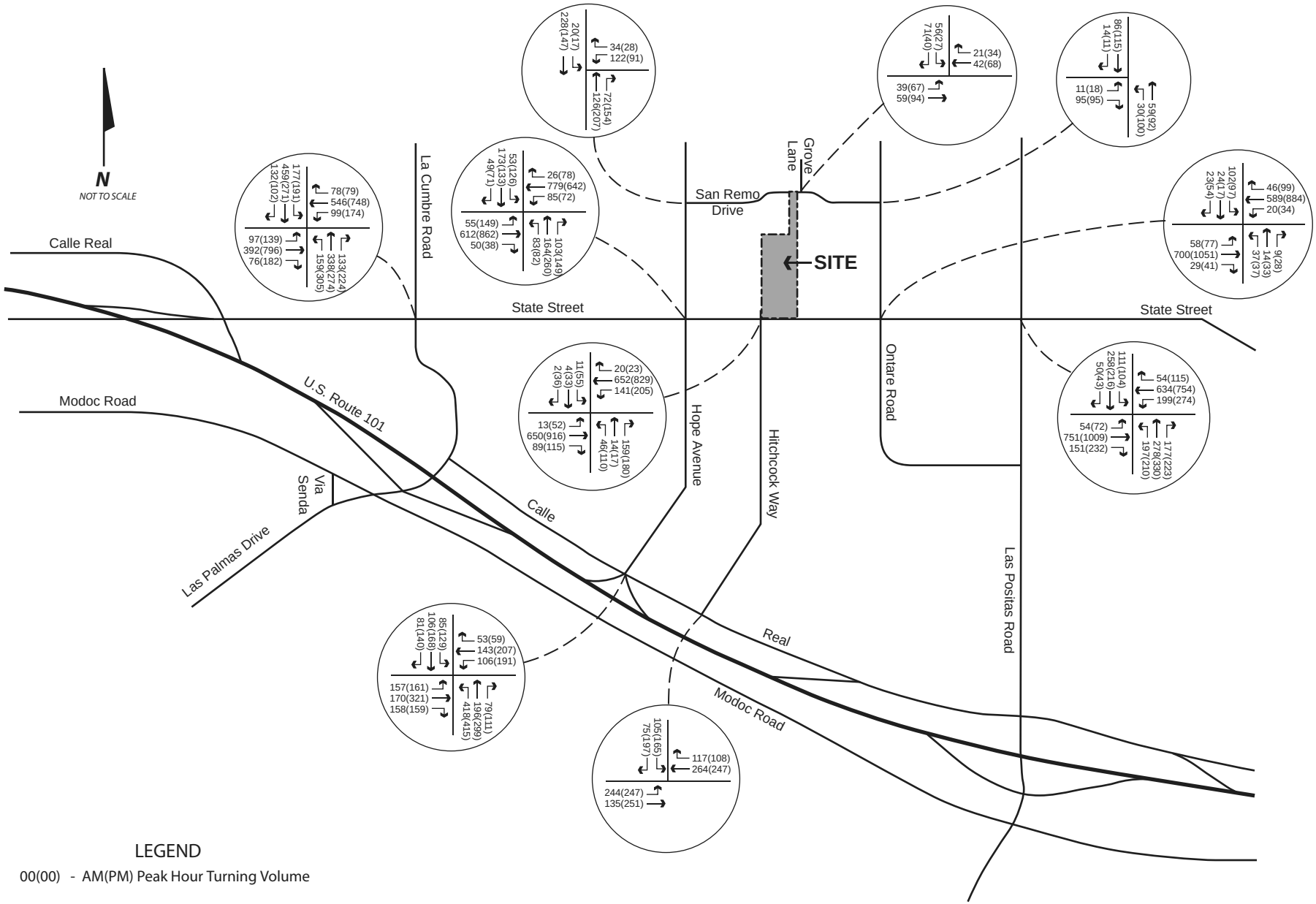
LEGEND

00(00) - AM(PM) Peak Hour Turning Volume

ITERIS

Sandman Inn Redevelopment Project
EIR Traffic Study

Figure 6
Cumulative Project Peak Hour Traffic Volumes



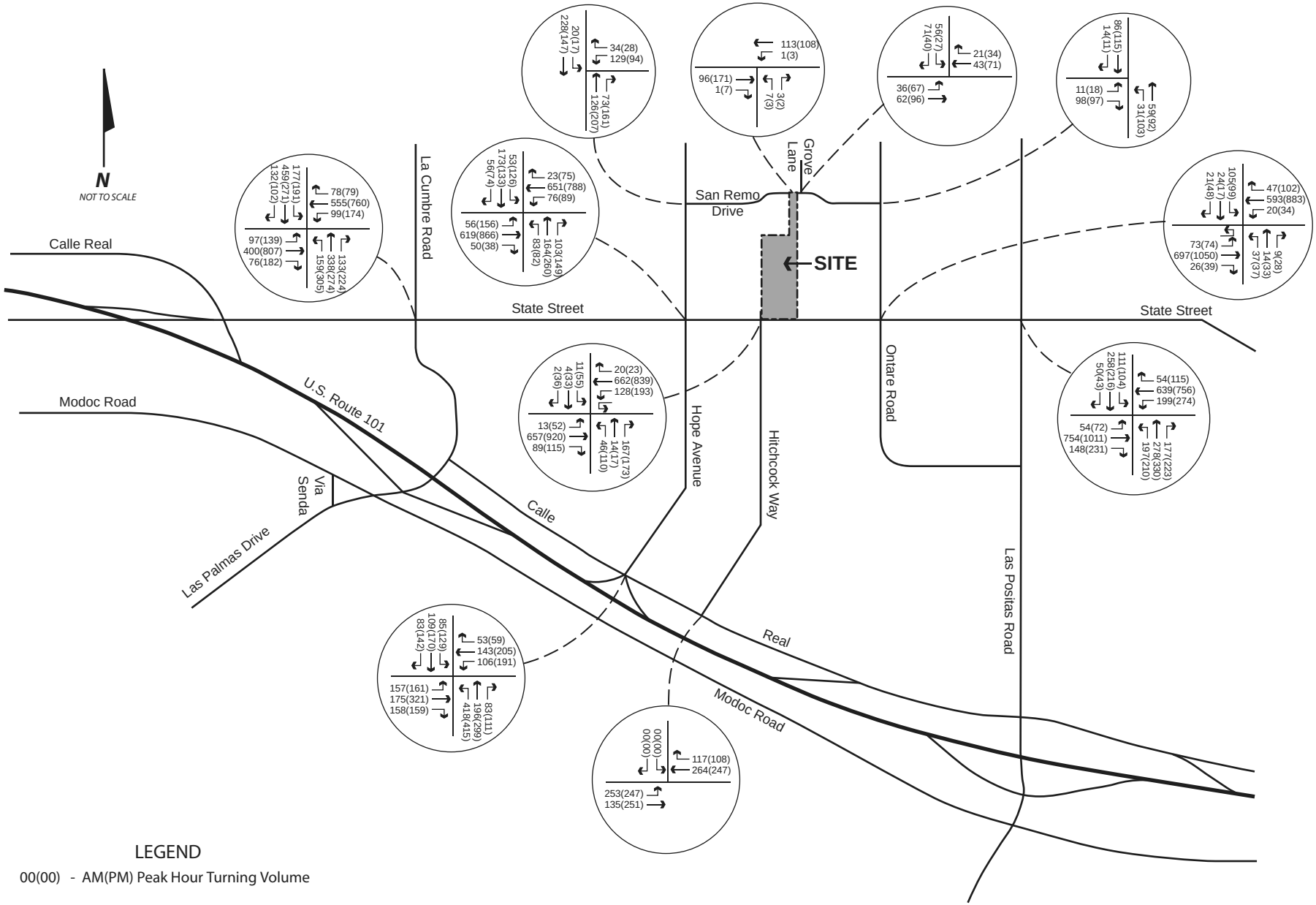
LEGEND

00(00) - AM(PM) Peak Hour Turning Volume

ITERIS

Sandman Inn Redevelopment Project
EIR Traffic Study

Figure 7
Total Future Cumulative Peak Hour Traffic Volumes Without Proposed Project



ITERIS

Sandman Inn Redevelopment Project
EIR Traffic Study

Figure 8
Total Future Cumulative Peak Hour Traffic Volumes With Proposed Project

Table 9: Future Plus Project[a] Plus Cumulative Intersection Levels of Service

Intersection	V/C or Delay[b] / LOS		Diff.	Impact?
	Future W/O Project	Future Plus Project		
AM Peak Hour				
State Street / La Cumbre Road	0.62 / LOS B	0.62 / LOS B	0.00	No
State Street / Hope Avenue	0.52 / LOS A	0.53 / LOS A	0.01	No
State Street / Hitchcock Way	0.53 / LOS A	0.57 / LOS A	0.04	No
State Street / Ontare Road	0.44 / LOS A	0.46 / LOS A	0.02	No
State Street / Las Positas Road	0.66 / LOS B	0.66 / LOS B	0.00	No
Calle Real/Hope Avenue / US 101 NB Ramps	0.58 / LOS A	0.59 / LOS A	0.01	No
Calle Real / Hitchcock Way	0.44 / LOS A	0.46 / LOS A	0.02	No
San Remo Drive / Hope Avenue	12.7[b]/ LOS B	12.8 [b] / LOS B	0.1	No
San Remo Drive / T&C Apt. Access Drive	N/A	9.4* / LOS A	N/A	No
San Remo Drive / Grove Lane	7.7 / LOS A	7.7 [b] / LOS A	0.0	No
San Remo Drive / Ontare Road	9.3 [b] / LOS A	9.3 [b] / LOS A	0.0	No
PM Peak Hour				
State Street / La Cumbre Road	0.72 / LOS C	0.72 / LOS C	0.00	No
State Street / Hope Avenue	0.67 / LOS B	0.69 / LOS B	0.02	No
State Street / Hitchcock Way	0.70 / LOS B	0.74 / LOS C	0.04	No
State Street / Ontare Road	0.57 / LOS A	0.60 / LOS A	0.03	No
State Street / Las Positas Road	**0.79 / LOS C**	**0.79 / LOS C**	0.00	No[c]
Calle Real/Hope Avenue / US 101 NB Ramps	0.75 / LOS C	0.76 / LOS C	0.01	No
Calle Real / Hitchcock Way	0.51 / LOS A	0.52 / LOS A	0.01	No
San Remo Drive / Hope Avenue	12.6 [b] / LOS B	12.7 [b] / LOS B	0.1	No
San Remo Drive / T&C Apt. Access Drive	N/A	9.7 / LOS A	N/A	No
San Remo Drive / Grove Lane	7.8 [b] / LOS A	7.9 [b] / LOS A	0.1	No
San Remo Drive / Ontare Road	9.9 [b] / LOS A	9.9 [b] / LOS A	0.0	No

Sources: Iteris, 2009
a – The results presented do not include the applicant's proposed left-turn access into the easterly site driveway.
b - Delay measured in seconds per vehicle
c - Volumes for Proposed Project are less than the existing development at this intersection. All of the V/C increase is related to background growth and not to the Project traffic. Therefore, there would be no project-specific impact.

7.1.2 Applicant's Alternative

This section examines potential long-term impacts that may be generated by the Applicant's Alternative. Since completion of the Initial Study, an alternative land use plan has been presented that replaces the hotel use in the Proposed Project with two office buildings with a total square footage of just less than 15,000 square feet.

As was noted in the previous section for the Proposed Project, the analysis presented in this section ***does not include left turns into the site*** at the easternmost site driveway, and that eastbound vehicles turning into the residential driveway would need to travel past the site and make U-turns at Ontare Road to access the residential driveway. All of the eastbound site-related office traffic would need to make this maneuver as no left turns are allowed at that driveway.

Trip Generation

A trip generation estimate for the Applicant's Alternative plan was presented in the ATE November 2007 trip generation analysis memorandum. Table 10 lists the trip rates and projected site traffic generation for the Applicant's Alternative compared to the existing uses and the Proposed Project (see analysis above). As shown in the table, the Applicant's Alternative would generate fewer daily and peak-hour trips than either existing conditions or the Proposed Project. A review of the trip generation analysis indicates that it was done in accordance with City standards and that the trip rates used were appropriate.

Traffic Impacts – Project-Specific

Since the Applicant's Alternative generates fewer trips than the Proposed Project and the Proposed Project was shown to have less than significant project-specific impacts, it follows that the Applicant's Alternative would also have less than significant project-specific impacts at the analyzed intersections.

Traffic Impacts – Cumulative

Since the Applicant's Alternative generates fewer trips than the Proposed Project and the Proposed Project was shown to have less than significant cumulative impacts, it follows that the Applicant's Alternative would also have less than significant cumulative impacts at the analyzed intersections.

Table 10: Applicant's Alternative Project Trip Generation Comparison

Land Use	Size	Daily		AM Peak Hour		PM Peak Hour	
		Rate	Trips	Rate	Trips	Rate	Trips
A. Existing Site							
Motel	113 Rooms	9.11	1,029	0.64	72	0.58	66
Restaurant	196 Seats	2.86	561	0.03	6	0.26	51
T&C Apartments	24 Units	6.72	161	0.51	12	0.62	15
Total			1,751		90		132
B. Applicant's Alternative							
Office	15,000 SF	20.64	310	2.74	41	3.06	46
Condominiums	73 Units	5.86	428	0.44	32	0.52	38
T&C Apartments	24 Units	6.72	161	0.51	12	0.62	15
Project Total			899		85		99
Net Difference to Existing (B-A)			-852		-5		-33
C. Proposed Project Trips *(refer to Table 5 above)*			1,535		115		127
Net Difference to Proposed Project (B-C)			-636		-30		-28

Source: "Revised Trip Generation Analysis for the Sandman Inn Project", November 13, 2007, Associated Traffic Engineers

7.2 On-Street Circulation

The Proposed Project and Applicant's Alternative are proposing to allow eastbound left turns into the residential (easternmost) driveway, and to restrict egress turning movements from both driveways to right turn only. This would be accommodated by modifying the existing raised median along the site frontage on State Street to create an eastbound left-turn pocket at the residential driveway with a short queuing area. The median opening would also align with the Burger King driveway on the south side of State Street.

As noted above, the vehicle trips and traffic impacts analysis conducted for this study and presented in the ***previous section does not include left turns into the site*** at the easternmost site driveway, and that eastbound vehicles turning into the residential driveway would need to travel past the site and make U-turns at Ontare Road to access the residential driveway. All of the eastbound hotel or office traffic would need to make this maneuver as no left turns are allowed at that driveway.

The following sections present the analyses and findings related to the operations at the easterly site driveway and the proposed left-turn inbound access including:

- Mid-Block Left-Turn Driveway Access (including turn-lane design and queuing issues, turn lane operations, and impacts from U-turns at State/Ontare and State/Hitchcock,
- Operational, design, and safety issues related driveway frequency and spacing,
- Operations of a Single Driveway Alternative, and
- Consistency of the proposed access driveways with the USSS Guidelines

Previous Analyses

ATE's Traffic and Circulation Study for the Proposed Project prepared in August 2005, and their Supplemental Analysis of the Access Alternatives for the Proposed Project, dated March 3, 2006 both analyzed access alternatives to the site. These studies both noted that to provide the proposed left-turn lane the existing median would be modified so that the residential driveway and the Burger King driveways would align and left-turns could be more easily made into both sites. These studies also noted that if the raised median is extended eastward, as included in the USSS guidelines, and left-turns into the Sandman Inn site and into the Burger King site were no longer allowed, westbound traffic entering Burger King would be required to make a U-turn at the Ontare and Hitchcock intersections and eastbound traffic entering the Sandman Inn residential driveway would be required to make a U-turn at the State Street/Ontare Road intersection. However these additional U-turning vehicles would not result in any significant degradation in levels of service. The overall conclusion from the ATE studies was that allowing the left-turn movement into the easternmost driveway was operationally feasible and would have no significant impacts on traffic operations.

The existing and proposed median configurations are illustrated in Figure 9.

Existing Raised Median at the State Street and Hitchcock Way Intersection

Proposed Raised Median Modification With Eastbound Left-Turn Lane at Sandman Site

Figure 9
Existing and Proposed Project Access Driveways and Median Configuration

7.2.1 Mid-Block Left-Turn Driveway Access

As noted above, the analyses results presented in Section 7.1 ***do not include*** the applicant's proposed inbound left-turn access to the residential driveway. This section presents a more detailed discussion and analysis of the proposed left-turn lane design and its potential impact on roadway operations. The consistency with USSS guidelines of providing a mid-block access point will be discussed in Section 7.2.4.

Left-Turn Lane Design

The proposed left-turn lane at the residential driveway would be developed directly behind (to the east of) the existing westbound left-turn lane for the Hitchcock intersection. Using a median width of about two feet, a turn lane with approximately 65 feet of storage space could be developed. This length does not include the length of the transition taper. For planning purposes and using a standard length of 25 feet per car, this turn lane could accommodate two to three cars without queuing into the adjacent through lanes (assumes one car creeps into the median opening and one car is partially stored in the taper area). To provide the proposed turn lane, the existing raised median would need to be shortened by approximately 10 feet in order to align with the Burger King and proposed residential driveways.

Even with the turn lane, U-turns would still not be allowed at this location because of both the proximity to the Hitchcock intersection and westbound State Street is not wide enough for most vehicles to make a U-turn in a single maneuver. The eastern end of the existing median is posted for no U-turns. The "No U-Turn" sign would need to remain in order to prevent mid-block U-turns. However, the proposed median would not be wide enough to place the "No U-Turn" sign. A width of at least three feet is required to avoid damage to passing cars and/or downed signs. At locations where a sign is required but the median is too narrow, such as the eastbound approach at the State/Hitchcock intersection, the sign is posted overhead on a mast arm as shown on the following page.

While the proposed left-turn lane could be physically developed, the lane would provide minimal car storage capacity and would create a raised median width too narrow to place the necessary control sign. These factors reduce the desirability of the turn lane as proposed.

Controlling U-turns at this location will be difficult for office or hotel traffic as some patrons/tenants will likely not want to travel to Ontare Road to make a U-turn when the median opening is close to the site's commercial (westerly) driveway. If all of the vehicles entering the non-residential driveway from the west were to make a U-turn at this opening, as many as 54 additional vehicles could attempt to make turns at the opening during AM peak hour, although the actual number would be less.

Existing Eastbound No U-Turn Sign
at State Street and Hitchcock Way Intersection

Existing Eastbound No U-Turn Sign at Site Driveway

Left-Turn Lane Operations

Both the Proposed Project and Applicant's Alternative would generate about 4 AM peak hour and 20 PM peak hour inbound left turns at the proposed residential access drive. Without the left-turn access these vehicles would need to make a U-turn at the State Street/Ontare Road intersection to access the site. As discussed above, the storage capacity of the left-turn lane

would be for two to three cars before vehicles would begin to stack into the adjacent through lanes. Using a Poisson distribution[7] along with the cycle length of the nearby traffic signals and hourly arrival rate of vehicles to predict the likely queue length, the 95th percentile queue length would be three vehicles.[8] That means that only five percent of the time would the queue in the left lane be expected to exceed three vehicles.

The analysis shows that the proposed left-turn lane storage for two to three cars would be adequate to accommodate most queues assuming no U-turning traffic; however, there would also be some likelihood that cars could queue back out of the lane and into the eastbound through lanes. If U-turns were to occur regularly, the queues would likely extend into the through lane and impede traffic flow.

Impact on Operations From U-Turns at Hitchcock and Ontare Intersections

As previously noted, the traffic impact analyses presented in Section 7.1 were conducted assuming no left turns would be allowed at the proposed residential driveway and that all of the eastbound vehicles entering the site would be required to make a U-turn at the State Street and Ontare Road intersection.

Currently, the Sandman Inn site has about 12 left turns into the site according to the ATE traffic study data. The proposed residential development under both the Proposed Project and Applicant's Alternative would increase this number to 20 cars in the PM peak hour—a net increase of 8 vehicles at the proposed residential driveway. However, the proposed change in non-residential uses on the site from the Sandman Inn and restaurant to either hotel or office and the relocation of the Town and Country Apartment access will also affect the number of vehicle entering the site from the west and exiting to the east whether or not the left turn into the site is preserved.

The Proposed Project, including the Town and Country access relocation, will generate a net increase of about 15 U-turning vehicles at the Ontare Road intersection during the AM peak hour and a net reduction in U-Turns of about 3 vehicles in the PM peak hour. The Proposed Project will generate a small net reduction in U-turns at the Hitchcock intersection. The number of project-related U-turns at the Hitchcock Way intersection will not be affected by whether or not the proposed site-access left-turn is from State Street is allowed.

As shown in the analysis results presented in Section 7.1, the additional vehicles that would be generated by not allowing left turns into the easterly site driveway can be accommodated at both the State Street and Ontare Road and State Street and Hitchcock Way intersections without any significant degradation in existing levels of service.

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7 **Poisson distribution** is a discrete probability distribution that expresses the probability of a number of events occurring in a fixed period of time if these events occur with a known average rate and independently of the time since the last event.

8 *Statistics with application to Highway Traffic Analyses*, ENO Foundation, 1978

The number of U-turns at these two intersections would also be affected by other corridor changes and secondary impacts related to providing raised medians on State Street. If the existing raised median on State Street is extended east to block left turn access to the Sandman Inn site, it will also no longer permit left-turn access in to the Burger King restaurant (3707 State Street) on the south side of State Street. The ATE traffic study indicated that about 14 vehicles turned left into the Burger King site during the PM peak hour on the day surveyed. Extending the raised median and eliminating left-turn access to the Burger King site would increase the number of westbound U-turns at the State Street and Hitchcock Way intersection by about 14 vehicles during the PM peak hour, as these vehicles could no longer turn directly into the Burger King site. The intersection analyses presented in the ATE traffic studies and the results of the analyses presented in this report indicate that the added number of turning vehicles generated by eliminating left-turn access to the Burger King site could be accommodated at the State Street intersections with no significant impact to traffic operations.

A larger issue than just the Sandman Inn and Burger King left-turn access is that, by adding raised medians along State Street between Hitchcock and Ontare, as recommended in the USSS guidelines, the number of U-turns at both the State Street at Ontare Road and State Street at Hitchcock Way intersections will increase as vehicles that currently make mid-block left turns along this block will need to make U-turns at these two intersections in the future. This will increase the need for future additional left-turn lane storage at the westbound State/Hitchcock and eastbound State/Ontare intersection approaches. The amount of additional storage space is not known at this time since no current count data is available on the number of all left turns that occur between Hitchcock and Ontare. However, developing the proposed left-turn lane at the easterly site access driveway will preclude any future lengthening of the westbound Hitchcock left-turn lane.

As shown in the photo below, the westbound left-turn lane at the State Street and Hitchcock Way intersection already occasionally fills during the peak hours. Anecdotal data and field observations indicate that the queues in this westbound left-turn lane extend briefly into the adjacent through lanes during the PM peak hour. With more traffic added to this turn lane by either the proposed project or applicant's alternative, and with any future restriction of mid-block left turns along State Street the queues in this turn lane will very likely get longer and require additional stacking space.

Based on the data and future planning goals for the Upper State Street Corridor, the preferred option for the City would be to retain the ability to extend the length of the westbound left-turn lane at the State Street and Hitchcock Way intersection. Retaining that ability would preclude the development from providing an adequately sized left-turn lane for the easterly access driveway.

To prevent illegal left turns into the site and for consistency with the USSS guidelines the raised median should be extended to at least the eastern property boundary.

PM Peak Hour Stacking in Westbound Left-Turn Lane
State Street and Hitchcock Way, January 2009

7.2.2 Driveway Frequency and Spacing

The efficient movement of traffic along arterial streets is dependent on reducing the number of times vehicles are slowed or stopped and reducing the amount of "friction" that drivers will experience. This friction can be caused by various features including narrow travel lanes, adjacent bike lane traffic, and frequency and spacing of cross streets and/or driveways. Increased levels of friction create driver discomfort and can lead to slower travel speeds or driver distraction.

Having multiple closely-spaced driveways with traffic approaching from multiple directions increases the potential for conflicts between vehicles and pedestrians and/or bicyclists, especially as opposing through traffic volumes increase and drivers turning from driveways and side streets try to accelerate into limited available gaps in traffic. Closely-spaced access points mean drivers must watch for many possible conflicts in a short period of time. This results in overloading the driver's ability to adequately process the possible hazards and increasing the potential for accidents. To increase the time needed to process the information around them, drivers will sometimes reduce their travel speed, resulting in reduced roadway capacity and worse levels of service. When drivers do not reduce their speed they will often miss seeing hazards entirely or see them too late, which significantly increases the risk of accidents.

Multiple driveways also increase the potential for conflicts between autos and bicycles and decrease the efficiency and attractiveness of the bike lanes. Pedestrians are also affected as they become exposed to potential conflict points and the amount of landscaped area along the

sidewalks is reduced providing fewer buffers between pedestrians and moving vehicles. Overall, this makes the corridor less attractive to bicyclists and pedestrians.

To address these issues, the USSS recommends reducing the number of driveways and median access points along State Street and providing a minimum driveway spacing of 220 feet and a preferable spacing of 440 feet, if feasible, in order to reduce potential conflicts/"friction" and improve mid-block through traffic flow.

The project site currently has four access driveways with the western driveway located very close to the State Street and Hitchcock Way intersection. The Proposed Project and Applicant's Alternative would reduce the number of site driveways to two, with the westerly driveway located about 210 feet east of the Hitchcock Way crosswalk and the easterly driveway located another 130 feet to the east of the westerly driveway. The existing and Proposed Project access driveways were previously illustrated in Figure 9.

The close spacing of the two driveways (approximately 130 feet apart) increases the friction between westbound vehicles entering the hotel/office driveway (westerly driveway) and vehicles exiting to the west from the residential driveway (easterly driveway). The exiting residential traffic will need to look to the east to watch for gaps in traffic to turn into and will also need to look to the west immediately to make sure no vehicles are slowing to turn into the hotel driveway. While this spacing is not optimal, it is a significant improvement from the existing conditions.

The location of the site driveways in relation to the Hitchcock Way intersection is also important. The proposed hotel (westerly) driveway would be located at the eastern end of the existing westbound left-turn lane. Vehicles exiting the hotel and then making a U-turn at the Hitchcock intersection may find the left-turn lane filled with vehicles waiting for the left-turn arrow at Hitchcock. If vehicles attempt to exit the hotel driveway when the left-turn lane is queued past the driveway they would be stopped crossways in the westbound through lanes blocking traffic.

The residential (easterly) driveway is better located to accommodate exiting westbound traffic because of the longer distance from the Hitchcock Way intersection. This will reduce the potential for westbound vehicles queued at the State/Hitchcock intersection to block the driveway. However, as noted in the ATE traffic studies the existing westerly driveway at the site is occasionally blocked by stopped traffic during the peak hours.

In addition to the distance between the proposed driveways and the Hitchcock Way intersection, it is important to consider the spacing to the east of the site. Approximately 100 feet east of the proposed residential (easternmost) driveway site is the Auto Club building (3712 State Street) driveway. If a large volume of traffic is concentrated at the eastern end of the project site, the problems outlined above due to closely-spaced intersections will be exacerbated at that driveway. Therefore, a balance between the number of driveways and the spacing of access along the street will need to be considered.

The allowed movement of traffic into and out of the driveways is also important in minimizing operational conflicts. If left turns are allowed at the site driveways there will be additional

potential conflict points between through and turning vehicles versus if the driveways are right-turn only.

The close spacing and number of driveways also increases the potential conflicts between vehicles and pedestrians or bicyclists and between multiple vehicles; especially as vehicles approach the Hitchcock Way intersection where drivers will need to watch the traffic signal. Reducing the number of access driveways will reduce the potential for conflicts at the driveways. In addition, increasing the spacing between the driveways and intersections will improve traffic flow along State Street and provide a better pedestrian and bicyclist environment.

The reduction from four site driveways to two will improve operating conditions at the site driveways and along State Street. The spacing of the project's commercial (westerly) driveway would meet the minimum driveway spacing requirement of 220 feet identified in the USSS; however, the spacing between the commercial and residential driveways would be less than the minimum recommendation. Based on the project site frontage length, meeting the spacing for both of the above would not be feasible. Given the physical size of the site frontage, the proposed land uses, the expected volume of traffic to be generated, and the proposed net decrease in number of driveways along the properties, the Proposed Project and Applicant's Alternative access driveway configuration is potentially an acceptable design from a technical traffic and circulation perspective. However, as discussed below, a single driveway design alternative could further reduce any potential conflicts associated with driveway frequency and spacing and go farther to addressing the goals of the USSS.

7.2.3 Single Driveway Alternative

An alternative site design being evaluated in the environmental analysis for either the Proposed Project or the Applicant's Alternative is a site plan that would have a single access driveway on State Street versus the two proposed driveways. Under this alternative, a single access driveway would provide access to both the proposed uses for either the Proposed Project or the Applicant's Alternative. Under this alternative the current proposed access driveway for the residential condominiums (for either scenario) would be eliminated and access to the underground parking structure for the residential condominiums would be as follows:

- For the Proposed Project, the underground parking structure for the residential condominium portion would share the proposed ramp to the underground parking structure for the hotel portion. This would require a redesign of the parking spaces for the residential condominium parking structure to accommodate the new ingress/egress point. Under this alternative, there would also be security controls to prevent access into the residential condominium portion of the parking structure for non-residents.
- For the Applicant's Alternative, a new entrance to the underground residential condominium parking structure would be required to be installed within the interior of the office/residential condominium project area from the shared surface driveway. The underground parking structure would be for use only by the residents of the condominiums; the proposed office buildings would continue to be served by a surface parking lot.

With this single driveway alternative, the results and conclusions of the intersection analyses are the same as those for the Proposed Project and Applicant's Alternative presented in Section 7.1. Since the volume and assignment of project-related traffic would be the same as the previous alternatives, the Single Driveway Alternative would have no significant project-related or cumulative impacts at the analyzed intersections.

As previously discussed, reducing the number of driveways on State Street and increasing the spacing between the remaining driveways will improve traffic flow, reduce potential conflict between vehicle, bicycles, and pedestrians, and make the corridor a more bicycle- and pedestrian-friendly environment. To reduce the project access to a single location, several site design issues would need to be addressed. These include the following:

- The site access driveway must provide adequate stacking space for outbound vehicles. This would eliminate some at-grade parking that is currently proposed along the outbound side of the access drive. Parking spaces located too close to the intersection could impede outbound traffic flow.
- The inbound side of the driveway must allow for unobstructed movement into the site to minimize possible backing up of vehicles onto State Street. This would eliminate some parking along the inbound side of the driveway and access to any parking lots or side driveways should be beyond any queues from vehicles exiting the site.
- With all site traffic accessing at a single location, the driveway must be located far enough east of the Hitchcock Way intersection to allow exiting cars to not be blocked from exiting the site by westbound queues on State Street. The proposed commercial driveway location would be adequate for this access; however, any additional space that could be provided between the driveway and the State Street and Hitchcock Way intersection would improve overall traffic operations.
- Adequate wayfinding within the site and visibility at driver decision points should be provided to reduce the possibility of unfamiliar drivers making wrong turns.

A single access drive design would be more consistent with the USSS guidelines for *encouraging shared driveways between uses when practical and feasible* by reducing the number of driveways on State Street. Optimally, the spacing between a single driveway and the Hitchcock Way intersection should be more than the minimal 110 feet listed in the USSS guidelines (see Table 3 of the USSS Guidelines). However, that spacing would be acceptable if a longer spacing could not be provided. A more desirable location would be at least 300 feet east of Hitchcock Way. This is so that vehicles exiting the site and wanting to access the westbound left-turn lane at Hitchcock would be entering State Street beyond the start of the turn lane. However, as noted above the proposed commercial driveway is about 210 feet from the Hitchcock Way intersection and would be acceptable.

Within the site, the outbound side of the driveway should provide at least 100 feet of queuing space, measured from the northern State Street curbline. This means that no internal access driveways or at-grade parking on the inbound side of the driveway should be located within this 100-foot distance.

Based on the size of the property and the plans submitted for the Proposed Project and the Applicant's Alternative the development of a Single Driveway Alternative should be feasible with adequate parking provided to meet City code requirements.

7.2.4 Consistency With the Upper State Street Study Guidelines

Several of the USSS Improvement Measures (Resolution No. 07-032) are directed towards improving traffic flow and reducing traffic conflicts along the corridor through mid-block congestion and safety improvements.[9] Two of the key guidelines are addressed below.

1. Provide Additional Raised Medians

The guidelines recommend extending the existing raised median between Hitchcock Way and Ontare Road. The additional raised medians would be beneficial to improving the flow of through traffic between Hitchcock Road and Ontare Road. The concept plan presented in the USSS showed one median opening provided between Hitchcock Way and Ontare Road, but it is located about midway between the intersections. Where a mid-block left-turn access is provided along State Street between the signalized intersections, the preferred location is at a location about midway between the traffic signals to minimize any impacts on the left turns from queues at the downstream traffic signals and at locations where a large volume of left-turn traffic would be expected. The project's proposed left-turn access would not address either of these design issues. Therefore, providing the left-turn access at the Sandman project driveway would not be consistent with the median guidelines.

In addition, creating the eastbound left-turn pocket would also eliminate the ability to provide median landscaping, another goal to improve corridor aesthetics. As previously discussed, the turn lane would also limit the future ability to provide additional westbound left-turn storage at Hitchcock Way in the future.

2. Reduce the Number of Driveways and Develop Shared Driveway Access and Parking

Reducing the number of site driveways from four to two is consistent with the USSS guidelines for reducing the number of driveways along State Street to help improve traffic flow by reducing friction and potential conflicts. However, providing a single access driveway, versus the proposed segregated residential and non-residential driveways, would better address this USSS guideline as it would also address the guideline for providing shared driveway access. A single driveway would also allow for easier circulation between parking areas and encourage the shared use of parking by visitors. This would be especially beneficial for the Applicant's Alternative with office and residential uses as more office parking spaces would be available for evening and weekend parking versus the hotel parking.

7.2.5 On-Street Circulation Summary

The left-turn lane proposed for eastbound State Street under either the proposed project or the applicant's alternative could be physically installed and, if implemented, could accommodate

[9] City of Santa Barbara, City Council Resolution No. 07-032, A Resolution of the City Council of the City of Santa Barbara Approving the Upper State Street Study Improvement Measures, adopted May 9, 2007.

queuing for up to three vehicles. However, placement of the necessary “No U-Turn” sign and controlling illegal U-turns would be a problem.

The intersection analyses indicate that the additional U-turns generated by not having a left-turn site access will not have a significant impact at the Ontare Road or Hitchcock Way intersections.

The long-range goal of providing extended landscaped medians on State Street between Hitchcock and Ontare is to reduce friction along the corridor and reduce the number of potential conflicts between through and turning vehicles. Since the number of vehicles that will need to make U-turns at these two intersections along State Street will increase as left-turn access to other sites is restricted, it will be important for the City to maintain the ability to provide extra left-turn lane storage at the westbound State/Hitchcock intersection approach. The proposed left-turn lane for the Sandman Inn site would preclude future expansion of the left-turn lane at the Hitchcock intersection.

In general, the proposed left-turn would not be consistent with the USSS Guidelines for expanding medians to control mid-block turns and reduce conflict points and providing landscape improvements in the area. In addition the limited number of left-turns that would be served by the proposed left-turn access and the design issues related to controlling illegal U-turns and limited left-turn storage do not make the left-turn access a necessary measure for addressing site impacts or improving corridor operations.

The two project driveways as proposed in both the Proposed Project and Applicant’s Alternative are consistent with the USSS guidelines in terms of reducing the number of access driveways would reduce the number of driveways from four driveways to two.

The single driveway alternative would provide a design that is more consistent with the guidelines outlined in the USSS than the two driveway designs and would further reduce potential impacts on pedestrians and bicyclists. The site plans as currently proposed for the Proposed Project or the Applicant’s Alternative would need to be modified to accommodate a single driveway. Therefore any specific operational analysis of this alternative cannot be completed at this time. Any single-access site plan though would need to provide adequate spacing of access points within the site, spacing between the driveway and the Hitchcock intersection, and acceptable on-site circulation. In addition, adequate on-site parking and circulation will also be required to meet the City’s Municipal Code.

However, based on the size of the overall site and the plans presented for the Proposed Project and Applicant’s Alternative, it appears that a single-access driveway alternative plan is feasible to develop on the site and that adequate access and parking that would meet City codes and be consistent with the USSS guidelines could be developed.

The applicant and the City should pursue a single driveway alternative for the site. However, if a single driveway plan cannot be developed, the two driveways as proposed in the Proposed Project and the Applicant’s Alternative should operate acceptably.

7.3 Safety

Impacts to Bicycle Traffic on San Remo

The relocation of the Town and Country driveway would add at most about 11 PM peak-hour vehicles (see Figure 4) to the sections of San Remo Drive east and west of the proposed Town and Country Apartment access driveway. During that same time period, San Remo carries about 285 vehicles. The increase in vehicles represents a less than 4 percent increase in volume and a total peak-hour link volume of less than 300 vehicles. The conclusion of this analysis is that the added trips will have little impact on bicycle trips and the Foothill Bicycle Route along San Remo Drive

Impacts of Apartment Driveway on San Remo

As described above, the proposed access and circulation change for the Town and Country Apartments will have no significant capacity impacts on San Remo Drive; however, the design of the access drive must take into consideration the existing physical conditions along the street and on both sides of the proposed driveway.

San Remo Drive is about 40 feet wide with on-street parking allowed along both sides near the proposed access point. On-street parking is restricted on the south side of the street on the second and fourth Mondays and on the north side on the second and fourth Tuesdays of each month for street sweeping. Along most of San Remo Drive there are residential access driveways to single-family homes, duplexes and larger apartment/condominium developments.

As shown in Figure 10, there is currently substantial vegetation on both sides of the proposed driveway location and sight lines are limited when the on-street parking is being fully utilized. The new access driveway will need to be designed to provide adequate sight lines by trimming or removing vegetation both on the site and on the adjacent parcel to the east. This will include reducing the height of the existing wood fence along the east side of the driveway to provide adequate sight lines consistent with the City's Municipal Code (SBMC §28.90.001.K) This requires that "*Each entrance and exit to a parking lot shall be constructed and maintained so that a pedestrian within ten feet (10') of the driveway is visible to the driver when the vehicle is stopped at the property line*".

In addition, the existing on-street parking space in between the remaining driveway for the 3715 San Remo Drive site (west side of the new driveway) and the proposed Town and Country Apartment access would need to be eliminated. Parking on the east side of the apartment driveway would not be affected unless the eastern edge of the new driveway is farther east than the existing residential driveway. However, to provide better sight lines for vehicles exiting the apartment driveway no parking should allowed within five feet of the east edge of the driveway.

With good design and adequate sight lines along San Remo Drive for vehicles exiting the driveway, the proposed access driveway should have no significant impact on San Remo Drive operations.

San Remo Drive Looking West

On-street parking to be removed along 3715 San Remo frontage

No parking adjacent east side of proposed driveway

San Remo Driveway Looking West

Fence and shrubbery will need to be removed or cutback

San Remo Driveway Looking East

On-street parking and vegetation obstruct sight lines. Bush will need to be removed to provide adequate view of oncoming pedestrians. Sight line improvements will be required to provide adequate view for cars exiting T&C site

On-street parking and vegetation obstruct sight lines. Fence creates sight line problem to see pedestrians. Black car in photo is approaching in westbound lane. Sight line improvements will be required to provide adequate view for cars exiting T&C site.

Figure 10
Proposed Town and Country Apartment San Remo Access Sight Lines

7.4 Parking

The following sections provide the results and recommendations of a parking analysis for the Proposed Project and Applicant's Alternative plan.

7.4.1 Proposed Project

The Proposed Project includes a total of 291 parking spaces (111 parking spaces, including 4 handicap-accessible spaces for the hotel component, 145 resident parking spaces plus 18 guest spaces for the residential component in the underground parking garage and 17 common/shared spaces along the hotel entry drive). The Santa Barbara Municipal Code parking requirement for the project is 259 spaces (106 for the hotel component and 153 for the residential component). A breakdown of the required and proposed parking for the Proposed Project is provided in Table 11 below.

Table 11 Proposed Project Required and Proposed Parking Supply

Proposed Project	Required Spaces	Proposed Spaces
106 hotel rooms	106	111
73 Condominium Units	153	163*
1 Bedroom (22) – 33 spaces		
2 Bedroom (14) – 28 spaces		
3 Bedroom (37) – 74 spaces		
Guests – 18.25 spaces		
Shared		17
Total Spaces	**259**	**291**

Note: Number of required spaces based on City of Santa Barbara Municipal Code.
*- Includes 145 spaces in private garages with 42 of the residential spaces provided in tandem configuration for 21 units (2 spaces per unit). The 18 guest spaces are provided in open spaces in the residential garage.

Forty-two of the residential parking spaces (21 residential units) are provided in a tandem configuration in underground garages. These tandem spaces would only be counted as one space per unit unless a parking design waiver is approved by Transportation Planning Staff. While Transportation Planning Staff have indicated support for these tandem spaces, the Planning Commission will ultimately determine if they can be supported. A reasonable worst case scenario would result in the tandem parking spaces being counted as one space, rather than two, thereby reducing the number of proposed residential parking spaces by 21 to 142. Adding in the 17 shared/guest spaces proposed, the project would continue to satisfy its parking requirement (142 + 17 = 159 spaces where 153 are required) per the Municipal Code requirements.

Hotel Parking Operations

Comments during the public scoping process for the Proposed Project questioned whether adequate parking for the hotel banquet/meeting rooms was provided. The Santa Barbara Municipal Code uses a parking rate of 1.0 parking space per room, which is the same as the rate identified in the ITE publication *Parking Generation, 3rd Edition*.[10] The ITE *Parking Generation* rate is the average parking demand for a Hotel (Land Use 310, see definition provided above). Based on the land use description of a Hotel, activity for the small conference area (approximately 5,000 square feet) would be included in the ITE parking generation rate. As such, the 1.0 space per room rate is appropriate for the Proposed Project. Additionally, as previously noted, the existing hotel contains approximately 2,261 square feet of meeting room space, so the net increase in meeting room space is approximately 2,739 square feet.

In addition to the on-site parking identified, the Proposed Project also has access to approximately 60 parking spaces in the adjacent office parking lot (3760 State Street) to the west of the site from 5:30 PM to 2 AM Monday through Friday and between 6 AM and 2 AM on Saturday and Sunday. These spaces could provide additional parking, if needed, for events when the banquet facility is in use and additional parking is required.

Further, to accommodate additional parking in the hotel garage, the facility could be operated as a valet facility with guests picking up and dropping off their vehicles at the hotel entrance and valets would take them to and from the garage. That would allow additional areas of the garage to be utilized for parking to increase the number of available parking spaces. It should be noted that this is not a part of the project proposal, nor is it recommended as a mitigation measure to address daily parking needs.

Residential Parking Operations

Access to the residential parking area is via a ramp from the easternmost driveway on State Street to the underground parking garage. The ramp has a sharp left-turn as drivers descend the ramp into the garage. In the garage, most of the residential spaces (145 out of 163 spaces) are provided in enclosed parking areas (private garages) dedicated and connected to the unit above. This parking is secured behind closed doors for security. The remaining 18 spaces are provided in open parking stalls along the west central portion of the garage, and are intended as guest spaces.

As noted in the Project Initial Study, Transportation staff had concerns with visibility, friction and turning movements in the garage. A review of the draft parking garage layout revealed that the access maneuvers into and out of some of these parking spaces are awkward and cannot be completed in a single maneuver as required by City code.

Figure 11 illustrates the results of a parking circulation analysis of the residential parking garage. As shown in the figure, access to six residential garages require vehicles to either make multiple maneuvers to enter or exit the garage or would require the driver to drive into the opposing traffic lane multiple times to access the garage stall. In addition, one of the guest spaces could

[10] Parking Generation, 3rd Edition, Institute of Transportation Engineers, Washington, D.C., 2004

not be egressed in a single maneuver without contacting one of the structural columns. The following provides a brief description of the issues with each of the six units' garages[11] (see Figure 11 for locations):

Unit 1: This one-bedroom unit is located in the southeast corner of the garage. Access out of this unit's garage is difficult in that when vehicles are leaving and accessing the exit ramp to State Street they cross into the path of possible oncoming traffic in the exit drive and the ramp itself. The access to this unit's garage is very poor and its parking should be relocated.

Unit 2: This three-bedroom unit is located directly west of the garage ramp and is accessed from the south side and appears to share access with Unit 3. Access into this unit's garage requires drivers to make a set of reverse turns to enter and in the process cross into the path of exiting vehicles. In addition, unless the car has a very short turning radius, it cannot enter the parking space in one movement without contacting the west side of the entry door. The poor access to this unit is compounded by being located near the garage ramp. Combined, these factors would rate the access to this unit as below average and an alternative design should be considered.

Unit 3: This one-bedroom unit is located directly west of the ramp and appears to share access with Unit 2. Access into this unit's garage parking space is very difficult as vehicles will cross into the path of oncoming vehicles and will be required to stop and back up in order to get into the space. This is compounded by being located adjacent to the ramp. The access to this unit is very poor and its parking should be relocated.

Unit 4: This three-bedroom unit is located directly north of the garage ramp and cannot be entered without vehicles using the far left side of the ramp, crossing into opposing traffic, and then stopping and making a Y-turn to enter the unit. This is compounded by being located adjacent to the ramp. The access to this unit's parking is very poor and its parking should be relocated.

Unit 5: This three-bedroom unit is located in the north central interior of the garage. Access into the north space (right space in the figure) in this unit's garage requires cars to cross into the oncoming travel lane twice. If those paths are blocked, the cars will have to make a Y-turn to enter. Access into the south (left) space cannot be made without a Y-turn maneuver. While access to this unit is not optimal, the sight lines can be improved by angling back the corner of the garage wall. Access to this unit is below average and improvements to its design should be considered.

Unit 6: This three-bedroom unit is located in the west central interior of the garage. Access into the north space (right space in the figure) in this unit requires cars to cross into the oncoming travel lane twice. If those paths are blocked the cars will have to make a Y-turn to enter the garage. Access into the south (left) space cannot be made without a Y-turn maneuver. While access to this unit is not optimal, the sight lines can be improved by

[11] Please note that unit references correspond to Figure 11 identifications, not actual unit references.

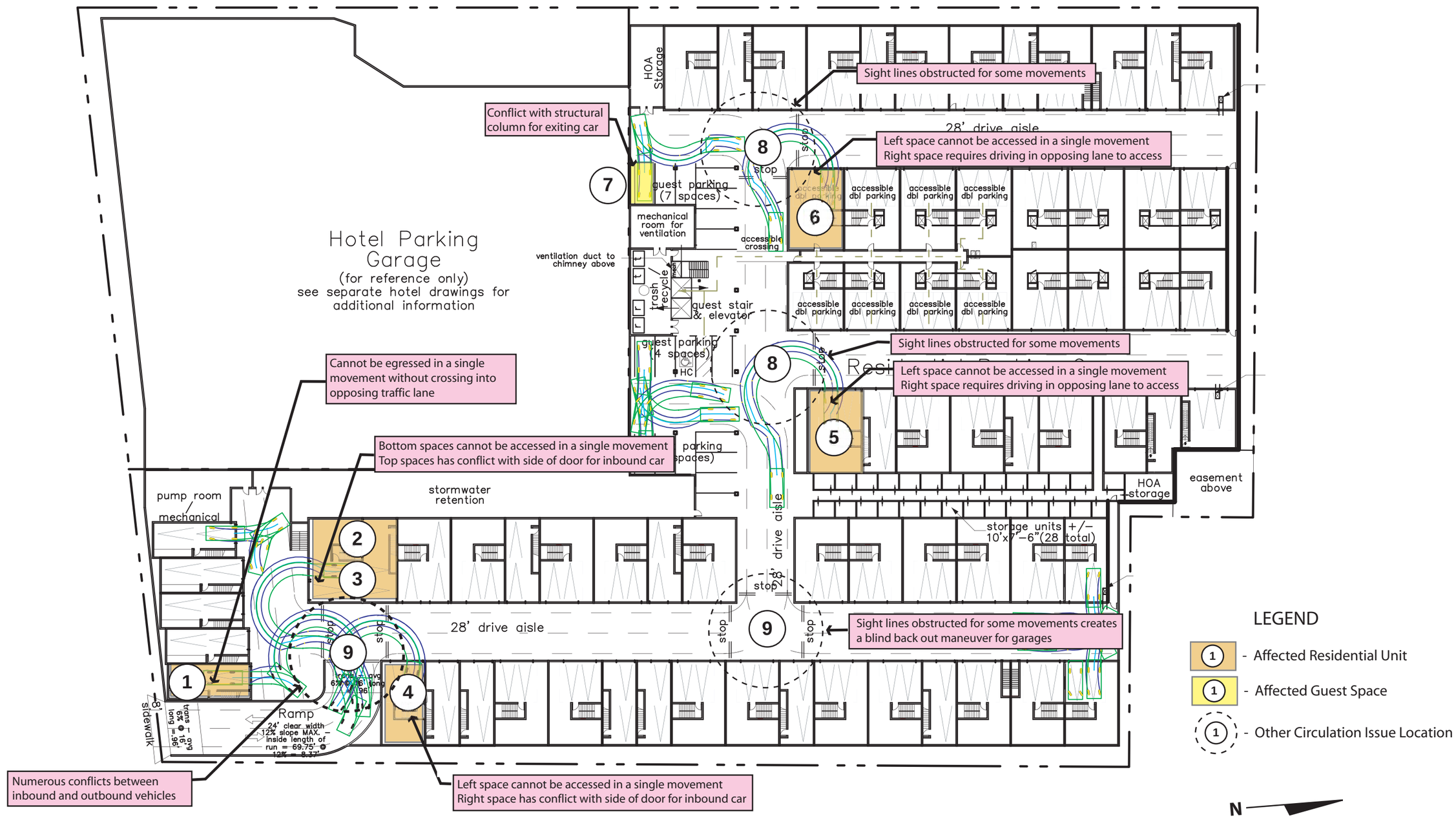
angling back the corner of the garage. Access to this unit is below average and improvements to its design should be considered.

Guest Space 7: For guests to leave this parking space, they will have to make several maneuvers, as the space is located too close to the wall on the south side of the parking space. If the storage area door is open, the available space is even less. This parking space should be eliminated from the plan.

In addition to the number of parking spaces in the residential garage identified above as problem spaces, the general garage layout and operation creates several conflict locations and operating problems:

- The garage has several blind corners where vehicles in the drive aisles and cars exiting garages could collide because of poor visibility (see locations marked #8 on Figure 11).
- The number of vehicle conflicts at the base of the access ramp creates unnecessary confusion and a high accident potential (see locations marked #9 on Figure 11).
- The location of guest parking near the center of the garage requires guest to travel well into the facility before even seeing the spaces. Then spaces are located in several different orientations making accessing and exiting the spaces difficult.
- The use of "dead end" corridors is acceptable for resident parking where people using those aisles are familiar with circulation and will have a destination there when entering a dead end aisle. However, visitor to the garage may turn down a wrong aisle when looking for the guest parking spaces or when exiting. This could result in drivers needing to back up in order to exit as there is no turnaround area provided at the ends of the aisles. If dead end aisles are used they should be restricted to resident parking only to reduce errant driving by entering or exiting guests.
- For the tandem spaces proposed, there is no space to move the "first" vehicle in the garage while getting to the tandem-parked car. This results in blocking the drive aisles until the cars are moved.
- The design of the garage with enclosed parking spaces for each unit provides good security and options for residents to utilize the parking garages if a car is not stored there, but the design does not allow for spaces to be shifted as demand requires. This results in more parking spaces being needed since the resources cannot be shared by all users.

If all 12 spaces identified in Figure 11 as problematic were eliminated from the Proposed Project, the Project could continue to satisfy its Municipal Code parking requirement by replacing some of the shared parking spaces along the hotel access drive with residential guest parking and converting underground residential guest parking spaces to tenant parking. The 6 units with problematic spaces include 4 three-bedroom units and 2 one-bedroom units. To meet the parking code they must have 11 dedicated parking spaces. By replacing 11 of the 18 underground guest parking spaces with reserved tenant parking and replacing 11 of the 17 spaces along the hotel access drive with residential guest parking, the project could still meet its code-required amount of parking.



4 UNITS HAVE MAJOR ACCESS CONFLICTS OR NON-SINGLE MOVEMENT PARKING SPACE (1 thru 4)
2 UNITS HAVE MINOR ACCESS CONFLICTS OR NON-SINGLE MOVEMENT PARKING SPACE (5 & 6)
1 PARKING SPACE HAS EGRESS CONFLICT WITH STRUCTURAL COLIUMN

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Sandman Inn Redevelopment Project EIR Traffic Study

Figure 11
Parking Access Review for "Proposed Project" Residential Garage

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If the tandem spaces do not receive decision-maker support and the 12 problem spaces are eliminated from the design, the Proposed Project would provide only 130 residential parking spaces (163 - 12 - 21) and the Proposed Project would not be able to meet the required number of parking spaces per the City code under this scenario.

Proposed Project Parking Summary

While the garage design is creative in finding enough parking spaces, it creates several operational concerns and is not very friendly to visitors to the site.

Access to several of the private residential garages is difficult and parking for those units should be either relocated or eliminated from the plan. These include the 4 units identified in Figure 11 that are closest to the garage ramp (units 1-4).

The number of conflicts at the base of the garage access ramp is not acceptable. Access to private garages and surface parking spaces should be kept back from the ramp to provide clear space for vehicles using the garage ramp. In addition, vehicles entering the garage on the ramp should not be required to stop while still on the sloped portion of the ramp. If stopping is required, vehicles should be on level ground beyond the ramp.

Access to two of the interior residential units' parking is difficult because of the unit's location at the intersection of two access drives. Access and visibility to these units can be improved through measures such as cutting the corners of the garages back to improve site lines.

The residential garage is not friendly to visitors looking for parking. Parking for visitors should be located near the garage entrance and have straightforward access to and from the spaces. The proposed design has visitor parking on the garage interior and in a difficult configuration for guests to find spaces.

If the tandem spaces in the residential garage do not receive decision-maker support and the 21 tandem inboard spaces are eliminated from the design, the Proposed Project would provide 142 residential parking spaces (163 - 21). The Proposed Project could continue to satisfy its Municipal Code parking requirement of 153 spaces by converting 11 of the guest spaces to resident parking and replacing 11 of the 17 shared parking spaces along the hotel access drive with residential guest parking.

If the tandem spaces do not receive decision-maker support and the 12 problem spaces are eliminated from the design, the Proposed Project would provide only 130 residential parking spaces (163 - 12 - 21) and the Proposed Project would be 23 spaces short of the required 153 parking spaces per the City code under this scenario.

7.4.2 Applicant's Alternative

The Applicant's Alternative includes a total of 239 spaces. Parking for the office space would be provided on the north side of the buildings within a surface parking lot (52 spaces), on the entry driveway (9 spaces), and within the underground parking garage (5 spaces), for a total of 66-

spaces. Parking for the residential portion would be provided in a 169-space underground parking structure, with 123 spaces provided in private garages and the remaining spaces provided in surface spaces. Of the 46 surface spaces, 22 would be reserved for residents, 19 would be open for guest parking, and 5 would be allocated to the office use. Nine shared spaces would be provided on the entry driveway. City code requires 155 spaces for the residential portion of the development with 137 spaces required for resident parking and 18 spaces for guest parking. A breakdown of the required and proposed parking for the Proposed Project is provided in Table 12 below.

Table 12: Applicant's Alternative Required and Proposed Parking Supply

Proposed Project	Required Spaces	Proposed Spaces
14,254 Square Foot Office	64	66
73 Condominium Units	155	164*
1 Bedroom (18) – 27 spaces		
2 Bedroom (14) – 28 spaces		
3 Bedroom (41) – 82 spaces		
Guests – 18.25 spaces		
Shared		9
Total Spaces	**219**	**239**

Note: Number of required spaces based on City of Santa Barbara Municipal Code.
*- Includes 123 spaces in private garages with 24 of the residential spaces provided in tandem configuration for 12 units (2 spaces per unit). The 46 open parking spaces in the residential garage are allocated for 22 resident spaces, 19 guest space, and 5 office spaces.

As with the Proposed Project, many of the resident spaces are provided in secure areas within the underground structure (private garages) and therefore cannot be easily shared between units or used as shared parking for other uses on site. In addition, 24 of the resident parking spaces (12 units) are provided in a tandem configuration. All of the units with tandem parking arrangements are one-bedroom units and by code are required to provide 18 total parking spaces (1.5 spaces per unit). While Transportation Planning Staff have indicated preliminary support for these tandem spaces, the Planning Commission will ultimately determine if they can be supported. If City decision-makers do not support a waiver for those 12 inboard spaces, the total number of parking spaces provided for the residents would be reduced to 152 spaces (123 + 22 + 19 – 12) and could continue to meet the minimum code requirements by relocating the 5 office parking spaces in the residential garage to the office access drive in place of 5 of the 9 shared spaces.

Residential Parking Operations

A review of the circulation patterns within the underground garage revealed that access into two of the residential garages would require the driver to travel in the opposing traffic lane around a corner. Figure 12 provides a diagram of the Applicant's Alternative garage plan with the problem units' garages identified. In addition to access to the two private residential garages, the

garage plan also has one internal intersection that would have limited sight lines and could be a problem accident location. A vehicle backing out of the garage at the southwest corner cannot see vehicles approaching from the intersecting aisle. The following provides a brief description of the issues with each of the two units[12] (see Figure 12 for locations):

Unit 1: This three-bedroom unit is located in the north central interior of the garage. Access into the north space (right space in the figure) in this unit's garage requires cars to cross into the oncoming travel lane twice. If those paths are blocked, the cars will have to make a Y-turn to enter. Access into the south (left) space cannot be made without a Y-turn maneuver. While access to this unit is not optimal, the sight lines can be improved by angling back the corner of the garage wall. The garage could also be converted to surface parking spaces with access from the east-west drive aisle. Access to this unit is below average and improvements to its design should be considered.

Unit 2: This three-bedroom unit is located in the west central interior of the garage. Access into the north space (right space in the figure) of this unit's garage requires cars to cross into the oncoming travel lane twice. If those paths are blocked the cars will have to make a Y-turn to enter the garage. Access into the south (left) space cannot be made without a Y-turn maneuver. While access to this unit is not optimal, the sight lines can be improved by angling back the corner of the garage. The garage could also be converted to surface parking spaces with access from the east-west drive aisle. Access to this unit is below average and improvements to its design should be considered.

If the 4 spaces identified in Figure 12 as problematic were eliminated from the Applicant's Alternative, the project could still continue to satisfy its Municipal Code parking requirement if the office spaces in the garage were reserved for resident parking and the office spaces were moved to the office entrance drive in place of some the shared spaces. Eliminating all 16 problem spaces (12 tandem spaces + 4 operational problem spaces), the total number of spaces provided in the underground residential garage would be 148 (164 – 16), where 155 are required. The 7 space shortfall could be accommodated by having the 5 office spaces and 2 of the guest spaces relocated to the office access driveway in place of 7 of the 9 proposed shared spaces.

Applicant's Alternative Parking Summary

While the 66 office parking spaces meets the City's parking code requirement, some of these spaces should be allocated to specific office users. The five spaces located in the residential garage, if remaining there, should be designated to specific office tenants, as visitors would likely not find these spaces without assistance. The spaces located along the access driveway adjacent to the "shared spaces" should be marked for general office use only during normal business hours. This will limit the amount of convenient at-grade parking that may be taken by residents and their guests. To provide a more contiguous parking field for the office space, it is recommended that the plan have 14 of the 18 at-grade spaces along the office access drive be allocated to office parking and have the 5 spaces in the residential garage be designated as "guest/shared" spaces. This would provide all of the office parking in the surface facilities.

[12] Please note that unit references correspond to Figure 12 identifications, not actual unit references.

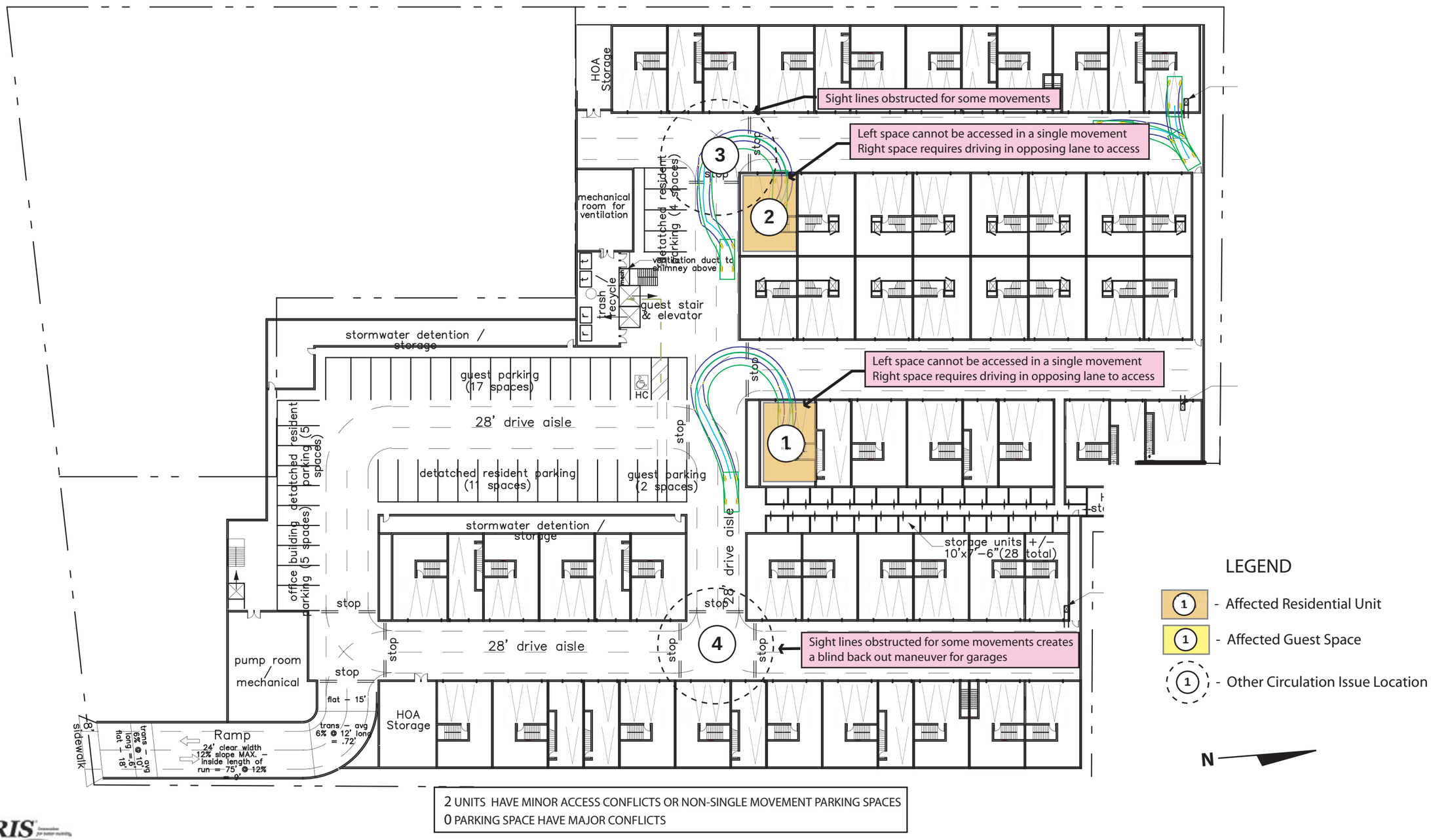
If the tandem spaces in the residential garage do not receive decision-maker support and those 12 tandem inboard spaces are eliminated from the design, the Applicant's Alternative would provide 152 residential parking spaces (164 - 12). If all 16 of the problem spaces are eliminated from the design, the Applicant's Alternative would provide 148 residential parking spaces (164 – 16), where 155 are required. In both cases, the shortfall could be accommodated by having the office spaces and/or some guest spaces relocated to the office access driveway in place of the shared spaces. Therefore, the Applicant's Alternative could provide the required number of parking spaces per City code requirements under this scenario.

Access to the 4 problem parking spaces (affecting 2 residential units) could be improved by either modifying the garage designs to provide better sight lines at the aisle intersections or by converting the two private garages to open surface spaces. The design of the 2 private resident garages should be reviewed to determine if the corners of the garage adjacent to the intersecting aisles can be cut back to improve sight lines at the aisle junctions.

7.4.3 Town and Country Apartments

The existing Town and Country Apartments have 40 parking spaces for tenants and guests. Because the apartments are located adjacent to the Sandman Inn and there is no physical barrier between the two parking facilities, the Initial Study concluded that some residents or guests of the Apartments may park in the hotel parking spaces occasionally. An informal observation of the Apartment parking was conducted during a weekday in November 2008, and no apartment tenants or guests were observed parking in the hotel spaces on that day.

The Town and Country Apartments development is legal non-conforming as to parking because it does not satisfy the City's current parking requirements. However, there appears to be no data to substantiate the claim that the Apartments will create spillover parking onto San Remo Drive and into the adjacent neighborhood if the project is constructed.



2 UNITS HAVE MINOR ACCESS CONFLICTS OR NON-SINGLE MOVEMENT PARKING SPACES
0 PARKING SPACE HAVE MAJOR CONFLICTS

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Figure 12
Parking Access Review for "Applicant's Alternative" Residential Garage

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7.5 Mitigation/Recommendations

The following measures are required and/or recommended to ensure that the project has no significant impacts on the environment related to transportation:

7.5.1 Proposed Project

Required Mitigation

- The existing vegetation and fencing adjacent to the proposed new Town and Country Apartment driveway will need to be trimmed and/or removed to provide adequate sight lines along San Remo Drive in accordance with City code (SBMC §28.90.001.K).
- Existing on-street parking adjacent to the proposed Town and Country Apartment driveway will need to be removed to allow for adequate sight lines along San Remo Drive. This will result in the loss of at least one on-street parking space along the south curb. This will include the curbfront between the proposed driveway and the remaining 3715 San Remo driveway to the west. Parking should be restricted along the south curb on San Remo Drive within 5 feet of the east side of the driveway to provide adequate sight lines along the street for exiting vehicles.
- If the residential parking garage, as proposed, does not receive support from decision makers and City staff, the garage design must be redesigned to eliminate the movement conflicts at the base of the garage access ramp to acceptable City standards. Spaces/conflicts that cannot be modified to acceptable City standards must be modified, relocated to other areas of the residential garage, or eliminated from the plan.

Recommendations

In addition to the mitigation measures required to address significant project-specific impacts, the following measures are also recommended to address operational issues and less than significant project impacts:

- The proposed left-turn access from eastbound State Street should not be included as part of the Proposed Project in order to reduce the potential conflicts with opposing traffic on State Street, reduce the potential for queuing left-turn vehicles to block through traffic and reduce potential impacts on pedestrians and bicyclists.
- The raised median in front of the site on State Street should be extended to the east, or other similar treatment, to restrict left-turns into the site. The applicant should work with City staff to determine what modifications to the existing raised median would be required to adequately accommodate the extended median.
- Internal garage conflicts at the drive aisle junctions should be addressed to provide better sight lines between vehicles. Options include cutting back corners of some garages to improve sight lines within the garage. Circulation problems that were identified in the analysis as problematic will need to be modified or the parking spaces relocated to address congestion/conflicts in the garage.

- The project applicant should work with City staff to develop a single driveway alternative that would consolidate the site access to a single driveway along State Street located at least 210 feet from the State Street and Hitchcock Way intersection.

7.5.2 Applicant's Alternative

Required Mitigation

- The existing vegetation and fencing adjacent to the proposed new Town and Country Apartment driveway will need to be trimmed and/or removed to provide adequate sight lines along San Remo Drive in accordance with City code (SBMC §28.90.001.K).
- Existing on-street parking adjacent to the proposed Town and Country Apartment driveway will need to be removed to allow for adequate sight lines along San Remo Drive. This will result in the loss of at least one on-street parking space along the south curb. This will include the curbfront between the proposed driveway and the remaining 3715 San Remo driveway to the west. Parking should be restricted along the south curb on San Remo Drive within 5 feet of the east side of the driveway to provide adequate sight lines along the street for exiting vehicles.
- If the residential parking garage as proposed does not receive support from decision makers and City staff the residential parking garage design should be redesigned to eliminate the movement conflicts to the 2 residential private garages to acceptable City standards. Spaces/conflicts that cannot be designed to acceptable City standards should be modified, relocated to other areas of the residential garage, or eliminated from the plan.

Recommendations

In addition to the mitigation measures required to address significant project-specific impacts, the following measures are also recommended to address operational issues and non-significant project impacts:

- The proposed left-turn access from eastbound State Street should not be included as part of the Proposed Project in order to reduce the potential conflicts with opposing traffic on State Street, reduce the potential for queuing left-turn vehicles to block through traffic and reduce potential impacts on pedestrians and bicyclists.
- The raised median in front of the site on State Street should be extended to the east, or other similar treatment, to restrict left-turns into the site. The applicant should work with City staff to determine what modifications to the existing raised median would be required to adequately accommodate the extended median.
- Commercial parking spaces located in the residential parking garage should be assigned to specific users to ensure greater use of the spaces. A preferred option is to relocate these spaces to the surface spaces along the access driveway to the office buildings.
- Spaces located along the office access driveway included in the total number of spaces required to meet the parking code should be marked as "For office use only" during business hours.

- The residential parking design should be redesigned to improve internal sight lines at the internal junctions of the residential garage driveway aisles. Options such as cutting back corners of some garages to improve sight lines within the garage should be considered.
- The project applicant should work with City staff to develop a single driveway alternative that would consolidate the site access to a single driveway along State Street located at least 210 feet from the State Street and Hitchcock Way intersection.

8.0 TEMPORARY CONSTRUCTION IMPACTS

Subsurface parking garages are proposed for both the Proposed Project and Applicant's Alternative, resulting in excavation up to 15 feet in depth, excluding foundation excavation. It is anticipated that excavation will total approximately 80,000 cubic yards of material for the Proposed Project, or 60,000 cubic yards for the Applicant's Alternative. As with demolition waste, excavated materials will be transported from the site via the proposed haul route as shown in Figure 13.

The overall project construction process is estimated to last approximately 2 years and 5 months (29 months) for the Proposed Project. This would include demolition and site preparation lasting approximately 14 weeks, grading and excavation for an estimated ten weeks, and construction duration of an estimated 25 months. Working hours during the construction process are proposed to be 7 a.m. to 7 p.m. Monday through Saturday and 8 a.m. to 7 p.m. Sunday and holidays. It is anticipated that staging, equipment, materials storage, and temporary construction worker parking would occur onsite for the duration of the project.

For the Applicant's Alternative, the overall project construction process is estimated to last approximately 2 years (24 months). This would include demolition and site preparation lasting approximately 14 weeks, grading and excavation for an estimated eight weeks, and construction duration of an estimated 19 months. Working hours during the construction process are proposed to be 7 a.m. to 7 p.m. Monday through Saturday and 8 a.m. to 7 p.m. Sunday and holidays. It is anticipated that staging, equipment, materials storage, and temporary construction worker parking would occur onsite for the duration of the project.

Because the Proposed Project includes a longer construction period, with more excavation and export than the Applicant's Alternative, the Proposed Project will be used for this analysis. The assumption is that the Applicant's Alternative would result in similar or reduced impacts associated with construction than the Proposed Project.

The Proposed Project would generate construction-related traffic that would occur over the twenty-nine month construction period and would vary depending on the stage of construction. The peak traffic generated at any one time by construction is estimated to be 120 vehicles per day (during Phase III – Temporary Shoring and Mass Excavation). Temporary construction traffic is generally considered an adverse but not significant impact. However, given the relatively long duration of construction required for this project, there is the potential for construction to overlap with other large projects proposed in the area, and given existing traffic levels in the area, short-term construction-related traffic may create impacts if not effectively managed.

SOURCE: Blackbird Architects - January 2005

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Figure 13
Proposed Construction Haul Routes

Construction Traffic Generation
To determine what impacts project construction might create, an estimate of trips generated by project construction was prepared. As noted above, the peak traffic generation is expected to be during the shoring and mass excavation phase of the Proposed Project where 120 vehicle trips per day would be generated. For the analysis we have assumed that all of these trips are materials hauling with trucks exiting the site full with debris and returning to the site empty. Additionally, to account for the extra impact that large trucks have on traffic operations, a passenger cars equivalency (PCE) factor was used. A PCE factor of 2.0, or 1 truck is equal to 2 cars, was used. In addition, we have assumed that the trips are spread evenly over an 8-hour period.

Using these assumptions, the 120 trips per day would equate to 15 vehicle trips per hour. Multiplying by the PCE factor of 2.0, the result is that the construction traffic generated would be equivalent to approximately 30 cars per hour. As shown in Table 13, the construction traffic generation is significantly less than the traffic generated by the existing uses.

Table 13: Construction Trip Generation Comparison

Land Use	Size	Daily		AM Peak Hour		PM Peak Hour	
		Rate	Trips	Rate	Trips	Rate	Trips
A. Existing Site							
Motel	113 Rooms	9.11	1,029	0.64	72	0.58	66
Restaurant	196 Seats	2.86	561	0.03	6	0.26	51
T&C Apartments	24 Units	6.72	161	0.51	12	0.62	15
Total			1,751		90		132
B. Site Construction Traffic During Mass Excavation							
Soil Haul-Away			120		15		15
Passenger Car Equivalent Factor	2 autos per truck		2		2		2
Construction Total			240		30		30
Net Difference to Existing (B-A)			-1,511		-60		-102

Source: "Revised Trip Generation Analysis for the Sandman Inn Project", November 13, 2007, Associated Traffic Engineers
City of Santa Barbara – Construction data

8.1 Project -Related Construction Impacts

Since the peak construction activity period would generate fewer peak-hour and daily trips than the existing development or either of the project alternatives, the conclusion is that the project

would not have any short-term project-related construction impacts. However, to ensure that the project would not create any unforeseen impacts as a result of program problems, the applicant will need to prepare a construction management plan and coordinate construction activities with the City to ensure that no unscheduled overlap in major construction activities occur between this project and other efforts in the area.

8.2 Construction Mitigation Measures

It is anticipated that both the Proposed Project and Applicant's Alternative would generate 1,481 tons of construction waste, in addition to up to 80,000 cubic yards of export material for proposed project and 60,000 cubic yards for the applicant's alternative. For demolition and construction debris and export, the applicant shall develop and implement a solid waste management plan to reduce waste generated by construction and demolition activities. In addition, the applicant shall work with other development projects in the area to minimize the distance that export material is hauled from the site and manage the hours during which that hauling occurs to minimize the effects on area traffic. Key points that should be considered in the construction management plan include:

- No hauling of bulk materials and waste during peak traffic hours,
- Limits on hauling of materials along streets that have fronting residential land uses or near school sites,
- Flagmen should be provided at the project's truck entrance to expedite movements into and out of the site,
- Provide a management plan for employee parking to eliminate intrusion into area on-street parking spaces and maximize the use of available on-site parking,
- Construction parking and storage shall be provided as follows:
    - During construction, free parking spaces for construction workers and construction shall be provided on-site or off-site in a location subject to the approval of the Public Works Director. Construction workers are prohibited from parking within the public right-of-way, except as outlined in subparagraph b. below.
    - Parking in the public right of way is permitted as posted by Municipal Code, as reasonably allowed for in the 2006 Greenbook (or latest reference), and with a Public Works permit in restricted parking zones. No more than three (3) individual parking permits without extensions may be issued for the life of the project.
    - Storage or staging of construction materials and equipment within the public right-of-way shall not be permitted, unless approved by the Transportation Manager.
- Limit access of all but essential construction traffic on San Remo Drive,

- Any lane closures required along State Street for construction should be done during off-peak hours and all lanes should be open for travel during the peak commute hours and on weekends,
- Prepare a construction management plan for review and approval by City staff. Prior to beginning the next phase of construction, review the plan with City Engineering staff and modify as needed to ensure coordination with other area construction projects to minimize any lane closures or traffic intensive activities.

8.3 Cumulative Construction Impacts

As the most intense construction phase activities would generate less peak-hour traffic than the existing uses or either of the project alternatives and those alternatives were deemed to have no cumulative traffic impacts, the conclusion of this analysis is that the project would have no cumulative construction impacts.

As noted above, the conclusion is based on the assumption that an effective construction management plan is developed and executed for the project. The applicant should work closely with other development projects in the area and the City to coordinate construction activities and minimize conflicts and/or overlap of activities that may restrict traffic capacity or create excessive construction-related traffic.

9.0 SUMMARY OF TRAFFIC, CIRCULATION AND PARKING IMPACTS

The transportation analysis for the environmental study reviewed the traffic and parking analyses previously conducted for the Proposed Project and Applicant's Alternative and conducted additional analyses for these plans. The following summarizes the findings, conclusions and recommendations based on these analyses and reviews:

Project Traffic Impacts

The review of the trip generation rates and trip generation data for the Proposed Project and the existing Town and Country Apartments indicate that the ITE rates used for the traffic analyses conducted to date are appropriate. The Proposed Project would generate approximately 215 fewer daily and 5 fewer PM peak hour trips, and 25 additional AM peak hour trips.

The analyses indicated that the Proposed Project, Applicant's Alternative, or Single Driveway Alternative would create no significant project-related or cumulative impacts on State Street or at analyzed intersections or roadways.

State Street Residential Access

It would be physically feasible to allow left-turn access at the proposed residential access drive on State Street. However, the modification of the median and provisions for eastbound left turns into the site would not be compatible with the guidelines and principals of the Upper State Street Study and would limit the City's ability to provide future improvements at the Hitchcock Way intersection. Because the recommendations of the USSS were adopted in order to improve circulation, traffic operations, and safety within the Upper State Street corridor, and the proposal for a left turn lane conflicts with this direction, the proposed residential left-turn access should not be provided.

Parking Supply, Access and Circulation

The residential garage plan for the Proposed Project has several operational issues and if spaces are excluded for not being compliant with City standards then the plan, as presented, would not meet code requirements for parking relative to parking stall assignment (SBMC §28.90.100.G.3.e), but could still meet the numerical requirement (SBMC §28.90.100). This could be addressed by redesigning and/or reassigning the project's parking facilities.

The residential garage plan for the Applicant's Alternative has several operational issues and if spaces are excluded for not being compliant with City standards then the plan, as presented, would not meet code requirements for parking relative to parking stall assignment (SBMC §28.90.100.G.3.e), but could still meet the total numerical requirements (SBMC §28.90.100) for number of spaces. This could be addressed by redesigning and/or reassigning the project's parking facilities.

The Applicant's Alternative provides a better parking layout and circulation pattern than the Proposed Project, but also has some spaces that do not meet the current City parking code and

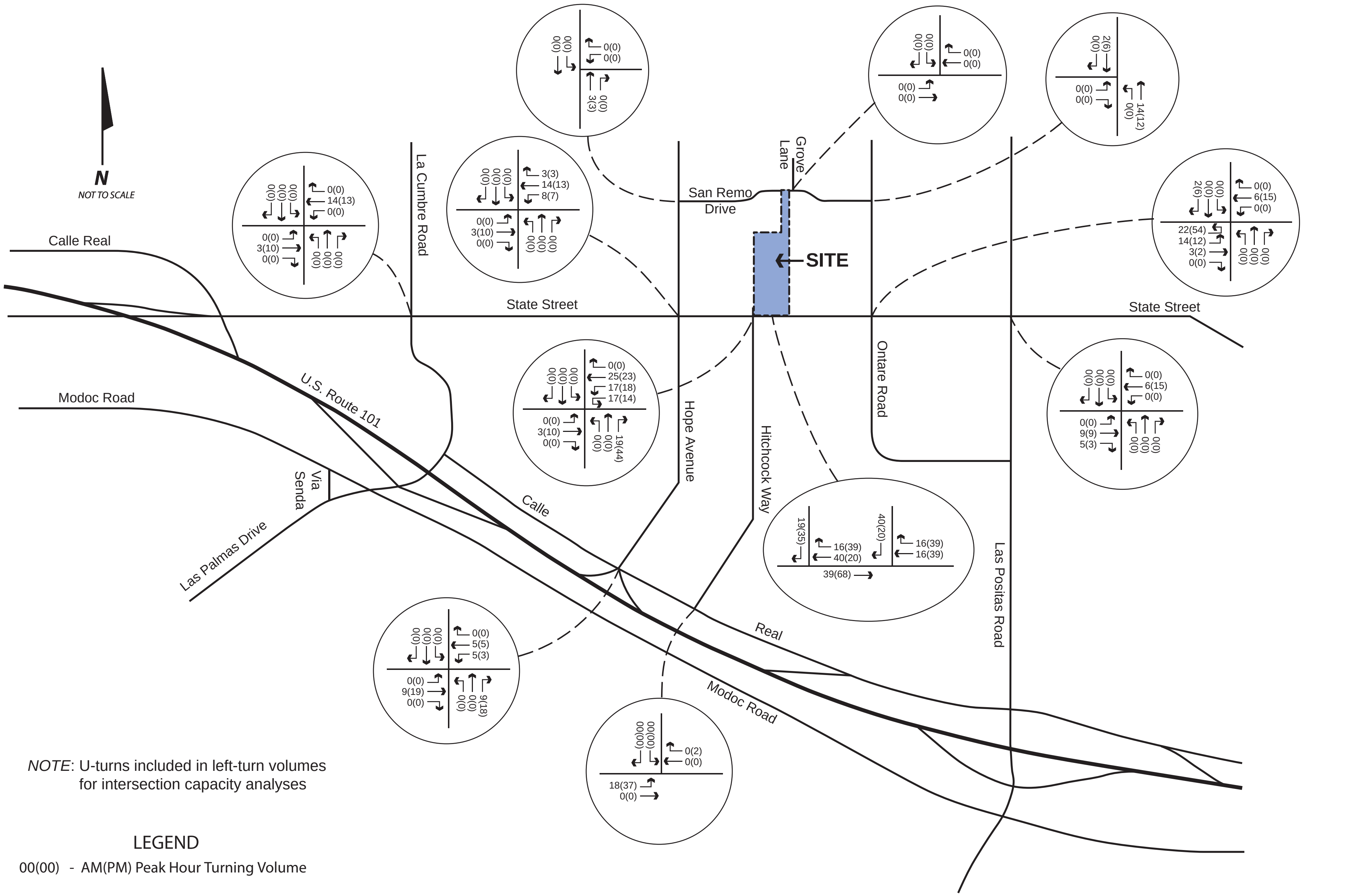
the plan would be deficient unless a waiver for the spaces was granted or the project's residential parking is modified.

Construction Impacts

Neither the Proposed Project nor the Applicant's Alternative would have any significant construction impacts; however, a construction management plan must be prepared and close coordination with City staff and other area construction projects will be required to make sure no impacts are created that cannot be foreseen at this time.

APPENDIX

Appendix Tables and Figures



NOTE: U-turns included in left-turn volumes for intersection capacity analyses

LEGEND

00(00) - AM(PM) Peak Hour Turning Volume

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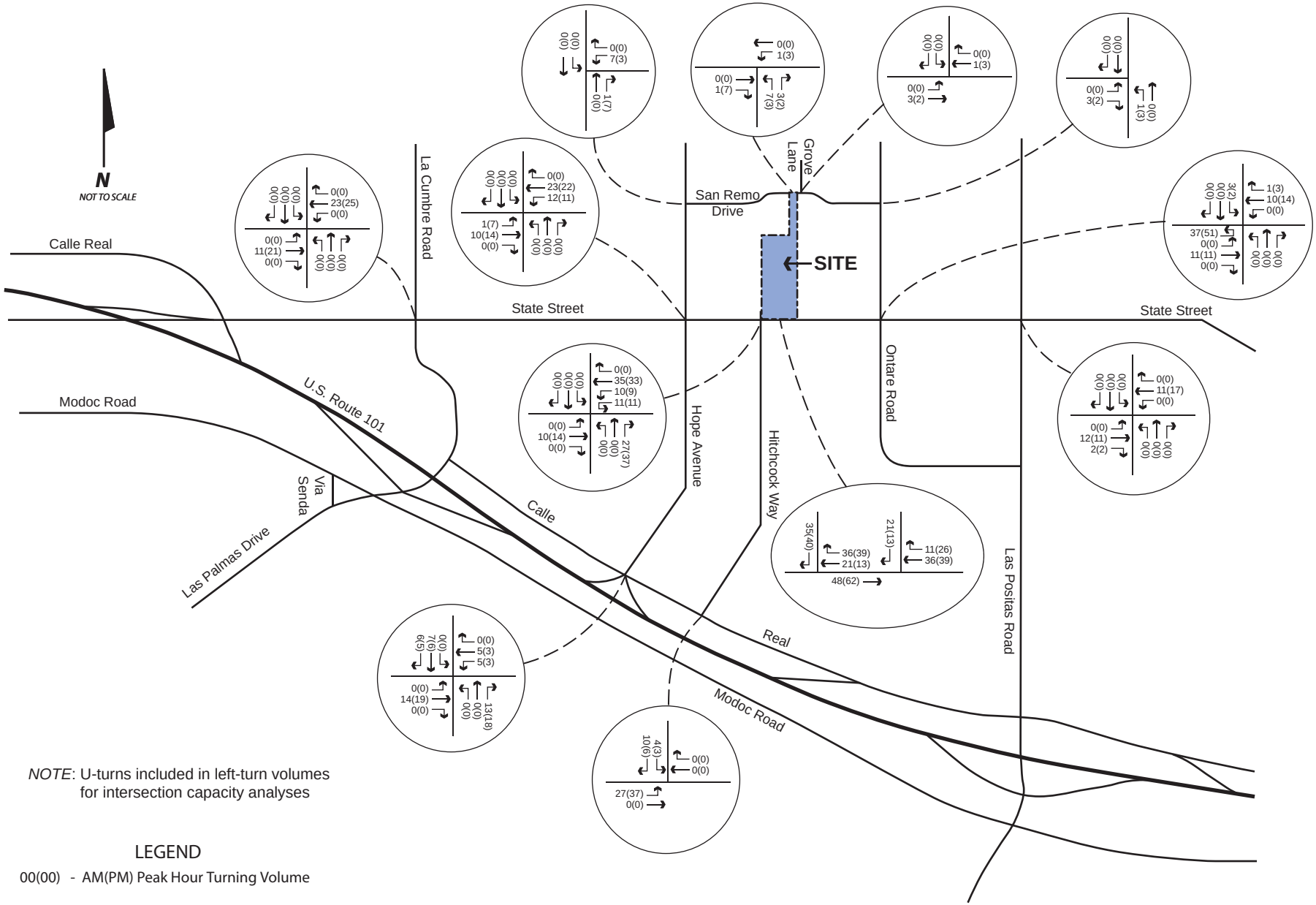
Figure A-1
Existing Motel/Restaurant Peak Hour Traffic Volumes



NOTE: U-turns included in left-turn volumes for intersection capacity analyses

LEGEND

00(00) - AM(PM) Peak Hour Turning Volume

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Figure A-2
Proposed Project Total Added Peak Hour Traffic Volumes

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EIR Traffic Study

Figure A-3
Cumulative Project Locations

Appendix Table 1
CUMULATIVE PROJECT TRIP GENERATION

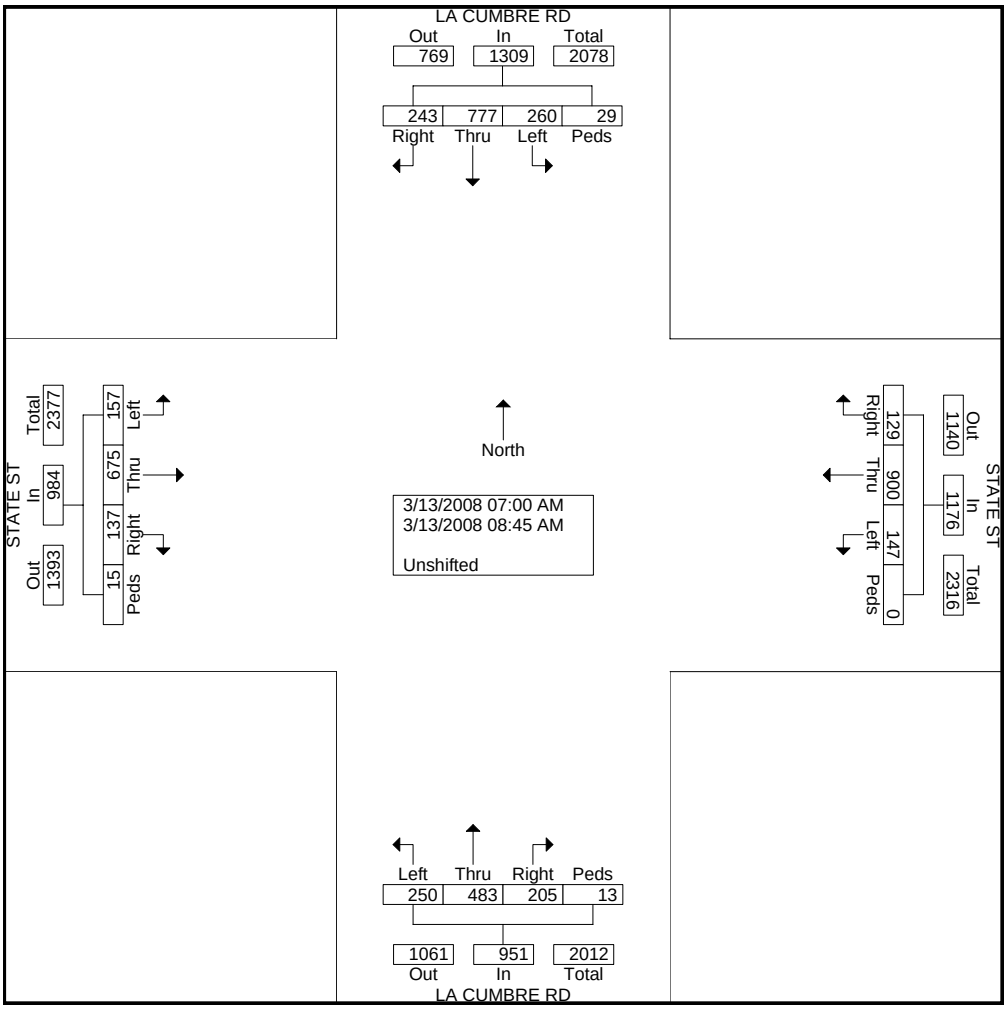
Upper State Street Traffic Model Trip Generation Analysis													
Project No.	Project Status	Address	Planning Case No.		Existing		Proposed		Net Trips				
					Existing Land Use	Size	Proposed Land Use	Description	AM Peak		PM Peak		
									In	Out	In	Out
5	Pending	540 W Pueblo St	025-171-040	MST2003-00751	Mix-used	43,608 sf medical office and 5 du residence	mixed-use	Demolish of 18,690 sf of existing 20,130 sf medical facility and accessory structures, to be reconstructed further away from Mission Creek, and demolish of 6 existing residential buildings. Construction of a new 52,069 sf, three-	86	26	47	120
44		Whole Foods[1]				8,809 sf		72,209 sf commercial/retail, 15 residential units, 303 parking spaces, remove the existing commercial 56,545 sf	-8	-7	50	51
45	Pending	3305 State St	051-100-001	MST2004-00408	Commercial		Commercial	add 1,638 sf to Gelson's Market	3	2	9	8
50	Pending	301 S Hope Ave	051-240-019	MST2003-00135	Auto service	25,207 sf and 60 parking spaces	Auto service	add 466 sf (4 service bays), relocate existing wash bay, add 1 wash bay and convert existing 408 sf storage to training room	1	0	1	1
59	Pending	15S Hope Ave	051-040-058	MST2004-00594		8,288 sf	mixed-use	remove an existing commercial structure and construct 16 units condo and 360 sf commercial and 10,780 sf garage.	-4	3	-9	-13
68	Building permit issued	4004 Via Lucero	057-210-023	MST2003-00084	Mix-used		Residence	demolish existing residential and commercial, construct 13 new condos (10 two-bedroom units and 3 three-bedroom units)	1	5	5	2
70	Pending	3880 State				8,288 sf	mixed-use		4	5	11	11
Add-On 2	Unknown	101 S La Cumbre	Unknown	Unknown	Gas Station	8 Fueling Stations (1,656 sf)	Commercial (820)	Demolition of a 1,656 sf gas station (8 fueling stations) and add a 6,745 sf commercial building	4	3	9	10
Add-On 3	Unknown	310 W Alamar Ave	Unknown	Unknown	4 SFR	NA	Condo	Merge four parcels, demo 4 SFRs, and construct 7 condos	0	0	0	0
	Pending	1156 N Ontare Rd	055-160-028	MST2006-00360		14.77 acres		subdivide 14.77 acres into 9 SFR lots	2	5	6	3
	Pending	1235 Veronica Springs Rd	047-010-039	MST2003-00793	Residence	28,700 sf	Residence	demolish the existing 28,700 sf Hillside House facility and construct 127 new dwelling units, admin office, community center, leasing office non-profit space, and therapy pool	13	52	51	28
	Pending	427 W Pueblo St	025-171-040	MST2003-00751	Mix-used	4,925 sf medical office and 976 sf residence	mixed-use	add 2,497 sf to the existing medical office (total is 7,422 sf) and demolish an existing 976 sf residence	5	1	2	6
	Approved	2410 Fletcher Ave	025-052-022	MST2004-00872		12,136 sf three-story building		construct an attached 1,250 sf addition to the first floor of the existing building (Medical Building)	2	1	1	3
	Approved	320 W Pueblo St	025-102-001	MST2003-00152	Hospital	280,090 sf	Hospital	demolition of existing 280,090 sf hospital building and construct 434,955 sf hospital building including two parking structures	125	61	60	122
	Pending	4151 Foothill						annexation and construction of 60,000 sf office building	82	11	15	74
	Building permit issued	4200 Calle Real	059-240-020	MST1998-00749	Vacant	17 acres	Residence	75 affordable rental units and 95 affordable senior units	15	42	45	26
								Total	331	210	303	452

Intersection Turning Movement Traffic Counts

File Name : #47 STATE&LACUMBRE_AM
Site Code : 00000000
Start Date : 3/13/2008
Page No : 1

Groups Printed- Unshifted

	LA CUMBRE RD Southbound				STATE ST Westbound				LA CUMBRE RD Northbound				STATE ST Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00 AM	11	64	27	2	8	66	11	0	13	16	10	2	10	46	9	2	297
07:15 AM	14	77	32	3	7	77	10	0	24	28	10	1	11	56	10	6	366
07:30 AM	24	100	36	3	12	98	12	0	27	46	21	5	15	85	22	5	511
07:45 AM	37	99	48	10	15	125	9	0	45	66	37	1	15	109	10	1	627
Total	86	340	143	18	42	366	42	0	109	156	78	9	51	296	51	14	1801
08:00 AM	36	91	32	3	29	131	25	0	37	109	39	1	23	107	20	1	684
08:15 AM	51	143	21	1	27	143	33	0	33	101	25	0	34	83	15	0	710
08:30 AM	50	114	28	5	24	134	9	0	37	49	29	0	21	87	27	0	614
08:45 AM	37	89	19	2	25	126	20	0	34	68	34	3	28	102	24	0	611
Total	174	437	100	11	105	534	87	0	141	327	127	4	106	379	86	1	2619
Grand Total	260	777	243	29	147	900	129	0	250	483	205	13	157	675	137	15	4420
Apprch %	19.9	59.4	18.6	2.2	12.5	76.5	11	0	26.3	50.8	21.6	1.4	16	68.6	13.9	1.5	
Total %	5.9	17.6	5.5	0.7	3.3	20.4	2.9	0	5.7	10.9	4.6	0.3	3.6	15.3	3.1	0.3	



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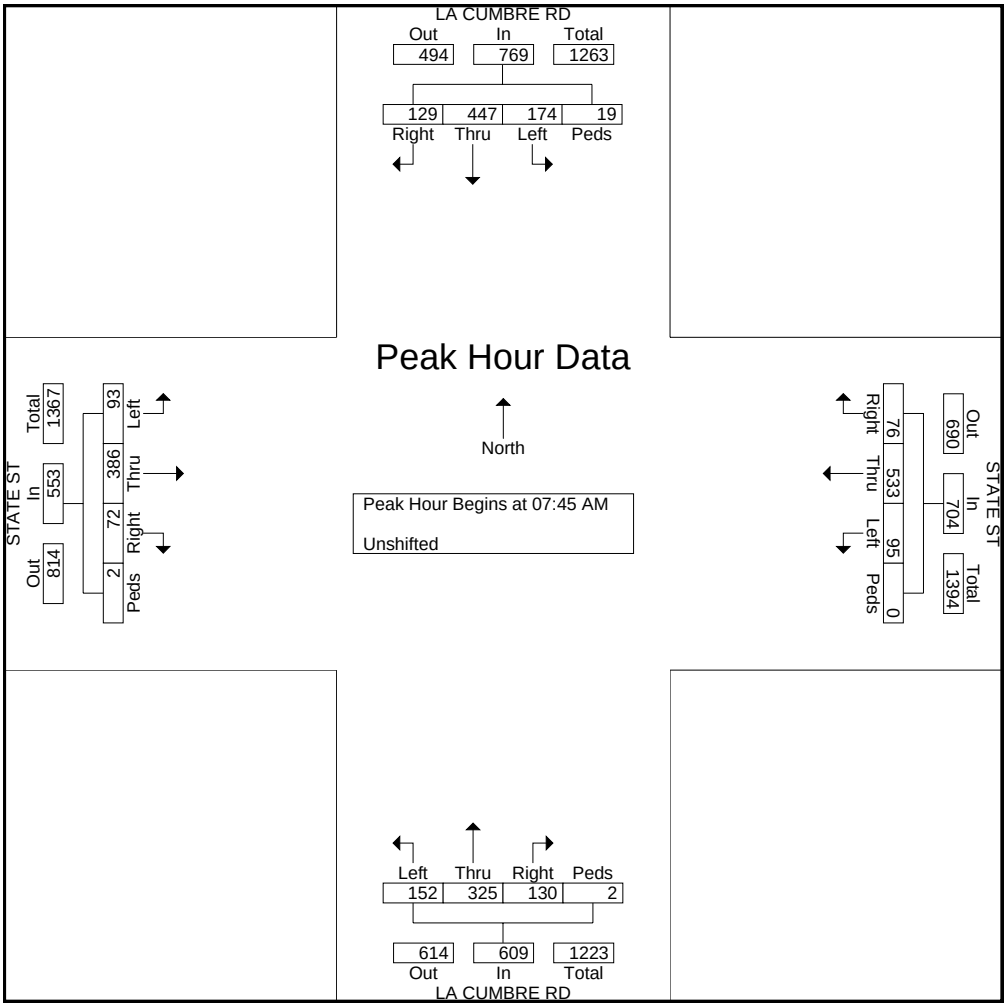
Site Code : 00000000
Start Date : 3/13/2008
Page No : 2

	LA CUMBRE RD Southbound					STATE ST Westbound					LA CUMBRE RD Northbound					STATE ST Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	37	99	**48**	**10**	**194**	**15**	**125**	**9**	**0**	**149**	**45**	**66**	**37**	**1**	**149**	**15**	**109**	10	**1**	**135**	**627**
08:00 AM	**36**	**91**	**32**	**3**	**162**	**29**	**131**	**25**	**0**	**185**	**37**	**109**	**39**	**1**	**186**					**151**	
08:15 AM	**51**	**143**	21	1	**216**	27	**143**	**33**	**0**	**203**	33	101	25	0	159	**34**	**83**	**15**	**0**	**132**	**710**
08:30 AM	50	114	28	5	197	24	134	9	0	167	37	49	29	0	115	21	87	**27**	**0**	**135**	**614**
Total Volume																					
% App. Total	22.6	58.1	16.8	2.5		13.5	75.7	10.8	0		25	53.4	21.3	0.3		16.8	69.8	13	0.4		
PHF	.853	.781	.672	.475	.890	.819	.932	.576	.000	.867	.844	.745	.833	.500	.819	.684	.885	.667	.500	.916	.928



INTERSECTION TURNING MOVEMENT COUNT - CITY OF SANTA BARBARA

LOCATION:	E_W Street	State Street
	N_S Street	La Cumbre
TIME:		4-6pm
DATE:		6/14/2006
DAY OF WEEK:		Wednesday
OBSERVERS:		SS-JER
WEATHER:		Clear
ROAD CONDITIONS:		Dry
HOLIDAY/EVENTS:		None

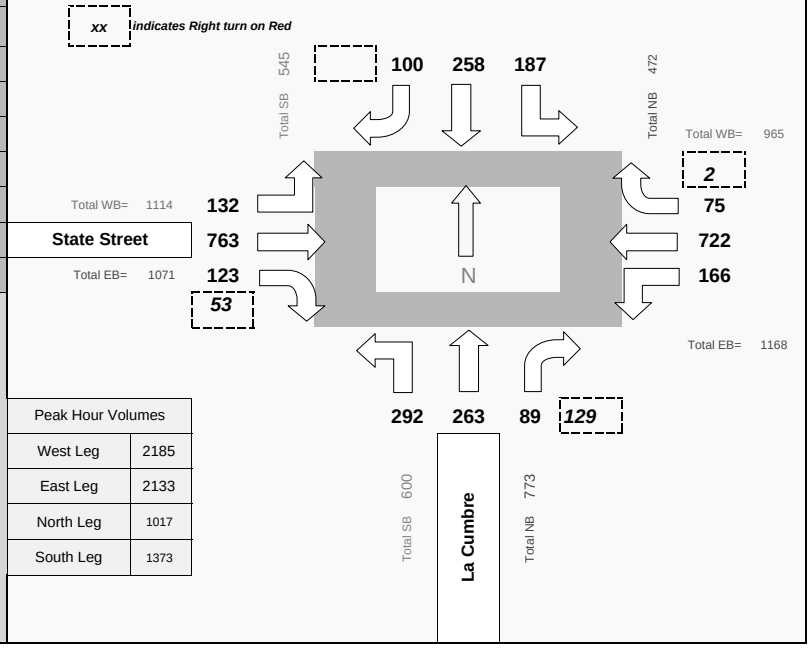
Observed Any Traffic Patterns or Concerns ???

1

2

3

4:30-5:30 P.M. Volume SUMMARY (Vehicles Per Hour)



Peak Hour Volumes	
West Leg	2185
East Leg	2133
North Leg	1017
South Leg	1373

15 MINUTES COUNT DATA

* RR: Right turn on Red		EASTBOUND				WESTBOUND				NORTHBOUND				SOUTHBOUND				TOTAL
15 Min.Periods	Starting Time	LEFT	THRU	RIGHT	RR*	LEFT	THRU	RIGHT	RR*	LEFT	THRU	RIGHT	RR*	LEFT	THRU	RIGHT	RR*	
1st Period	4:00pm	22	145	23	20	36	128	12	0	65	86	27	27	26	62	20		699
2nd Period	4:15pm	38	195	9	18	49	200	3	0	52	57	9	30	42	65	26		793
3rd Period	4:30pm	22	163	35	15	39	178	19	0	64	51	25	33	47	66	35		792
4th Period	4:45pm	37	217	31	17	43	153	16	0	83	68	19	31	34	54	19		822
5	5:00pm	40	203	31	9	40	206	21	1	77	70	20	25	64	61	27		895
6	5:15pm	33	180	26	12	44	185	19	1	68	74	25	40	42	77	19		845
7	5:30pm	46	222	31	10	26	190	17	8	81	70	26	30	41	60	17		875
8	5:45pm	38	181	16	8	40	153	13	1	74	62	31	35	49	76	10		787
430-530 PM TOTAL		132	763	123	53	166	722	75	2	292	263	89	129	187	258	100		3354

File Name : #46 HOPE&STATE_AM
Site Code : 00000000
Start Date : 3/13/2008
Page No : 1

Groups Printed- Unshifted

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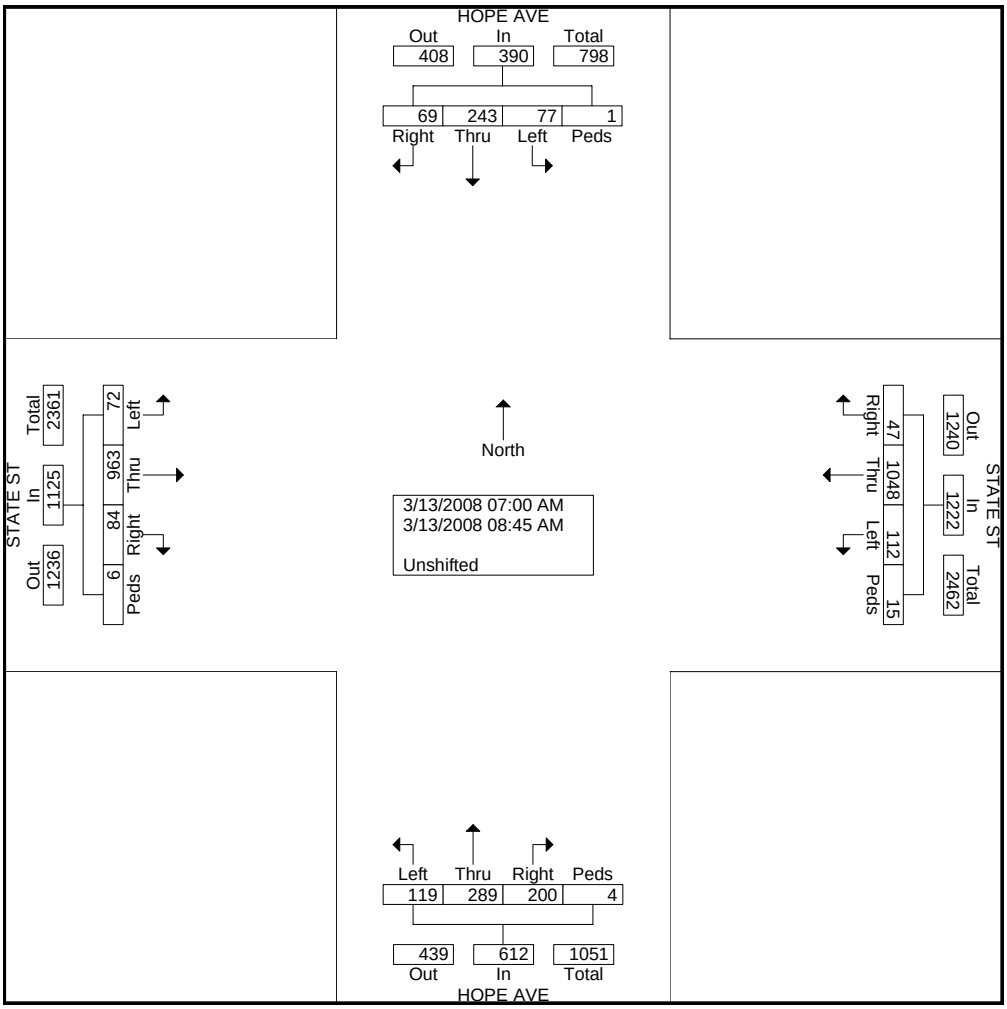
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00 AM	7	11	8	1	3	67	7	2	3	9	19	0	1	58	6	1	203
07:15 AM	2	7	1	0	7	83	2	1	9	17	14	3	3	84	5	2	240
07:30 AM	6	29	6	0	7	121	7	0	12	40	30	0	7	96	11	3	375
07:45 AM	9	26	6	0	12	149	5	2	15	62	33	0	7	124	13	0	463
Total	24	73	21	1	29	420	21	5	39	128	96	3	18	362	35	6	1281
08:00 AM	16	41	10	0	24	168	7	0	19	37	21	0	15	154	12	0	524
08:15 AM	15	46	12	0	20	153	7	4	20	41	24	0	12	166	14	0	534
08:30 AM	15	49	14	0	21	129	5	5	22	39	29	0	17	150	12	0	507
08:45 AM	7	34	12	0	18	178	7	1	19	44	30	1	10	131	11	0	503
Total	53	170	48	0	83	628	26	10	80	161	104	1	54	601	49	0	2068
Grand Total	77	243	69	1	112	1048	47	15	119	289	200	4	72	963	84	6	3349
Apprch %	19.7	62.3	17.7	0.3	9.2	85.8	3.8	1.2	19.4	47.2	32.7	0.7	6.4	85.6	7.5	0.5	
Total %	2.3	7.3	2.1	0	3.3	31.3	1.4	0.4	3.6	8.6	6	0.1	2.1	28.8	2.5	0.2	



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Site Code : 00000000
Start Date : 3/13/2008
Page No : 2

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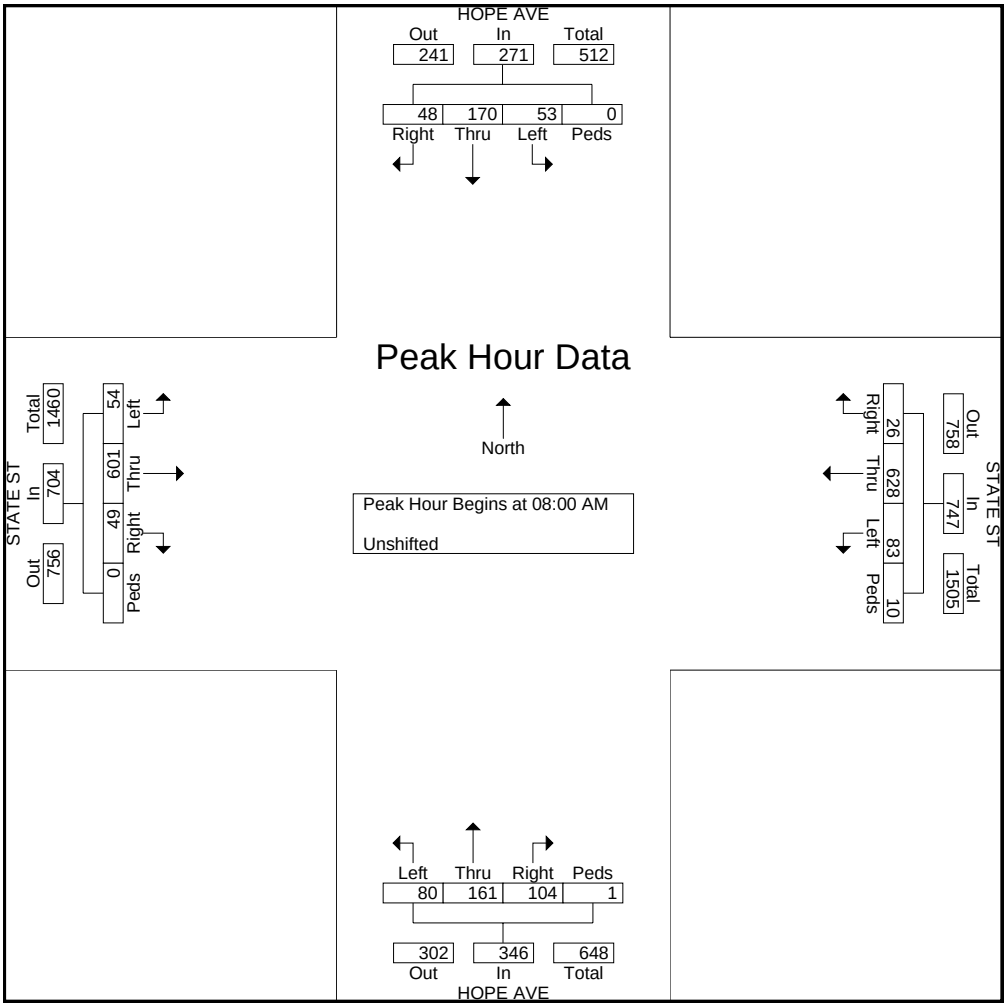
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	**16**	**41**	**10**	**0**	**67**	**24**	**168**	**7**	**0**	**199**	**19**	**37**	**21**	**0**	**77**	**15**	**154**	**12**	**0**	**181**	**524**
08:15 AM	**15**	**46**	**12**	**0**	**73**	**20**	**153**	**7**	**4**	**184**	**20**	**41**	**24**	**0**	**85**	**12**	**166**	**14**	**0**	**192**	**534**
08:30 AM	15	**49**	**14**	**0**	**78**	21	129	5	**5**	**160**	**22**	**39**	**29**	**0**	**90**	**17**	**150**	**12**	**0**	**179**	**507**
08:45 AM	**7**	**34**	**12**	**0**	**53**	**18**	**178**			**204**		**44**	**30**	**1**	**94**						
Total Volume	53	170	48	0	271	83	628	26	10	747	80	161	104	1	346	54	601	49	0	704	2068
% App. Total	19.6	62.7	17.7	0		11.1	84.1	3.5	1.3		23.1	46.5	30.1	0.3		7.7	85.4	7	0		
PHF	.828	.867	.857	.000	.869	.865	.882	.929	.500	.915	.909	.915	.867	.250	.920	.794	.905	.875	.000	.917	.968



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Start Date : 3/13/2008
Page No : 1

Groups Printed- Unshifted

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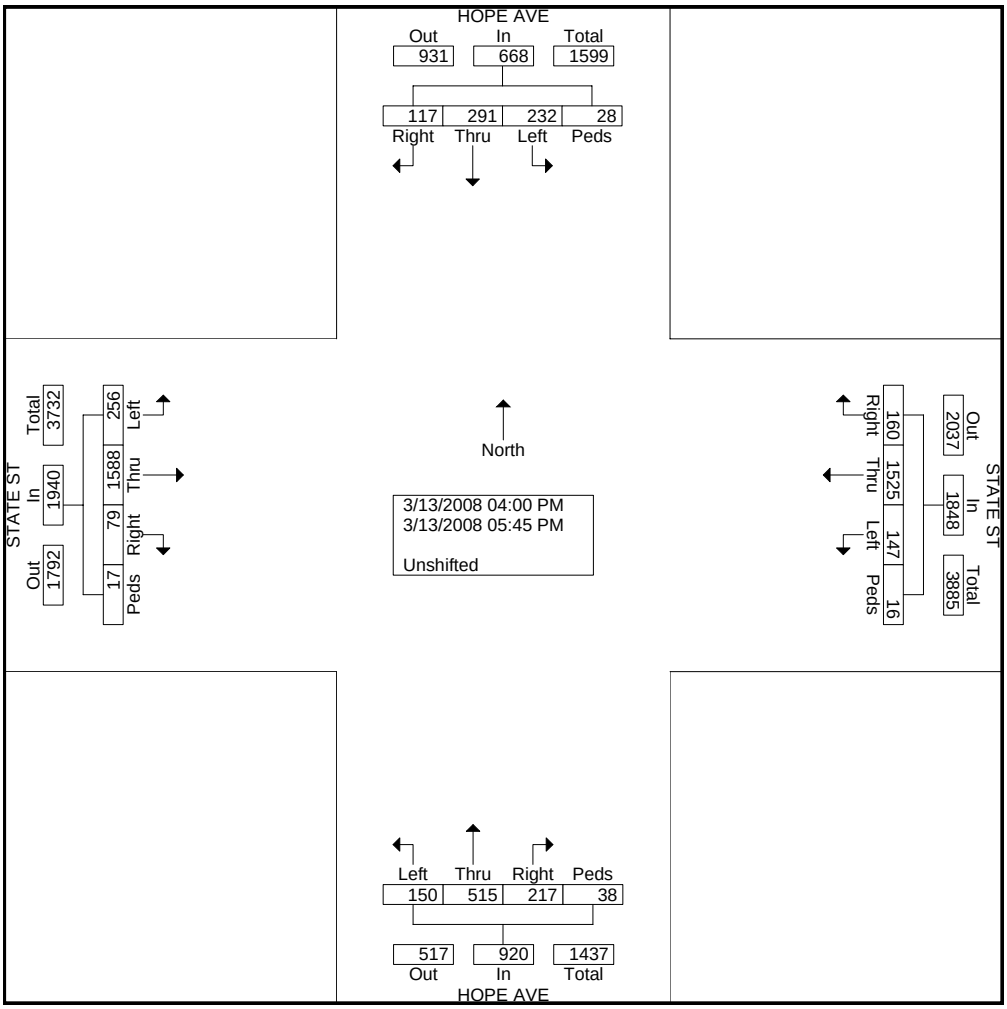
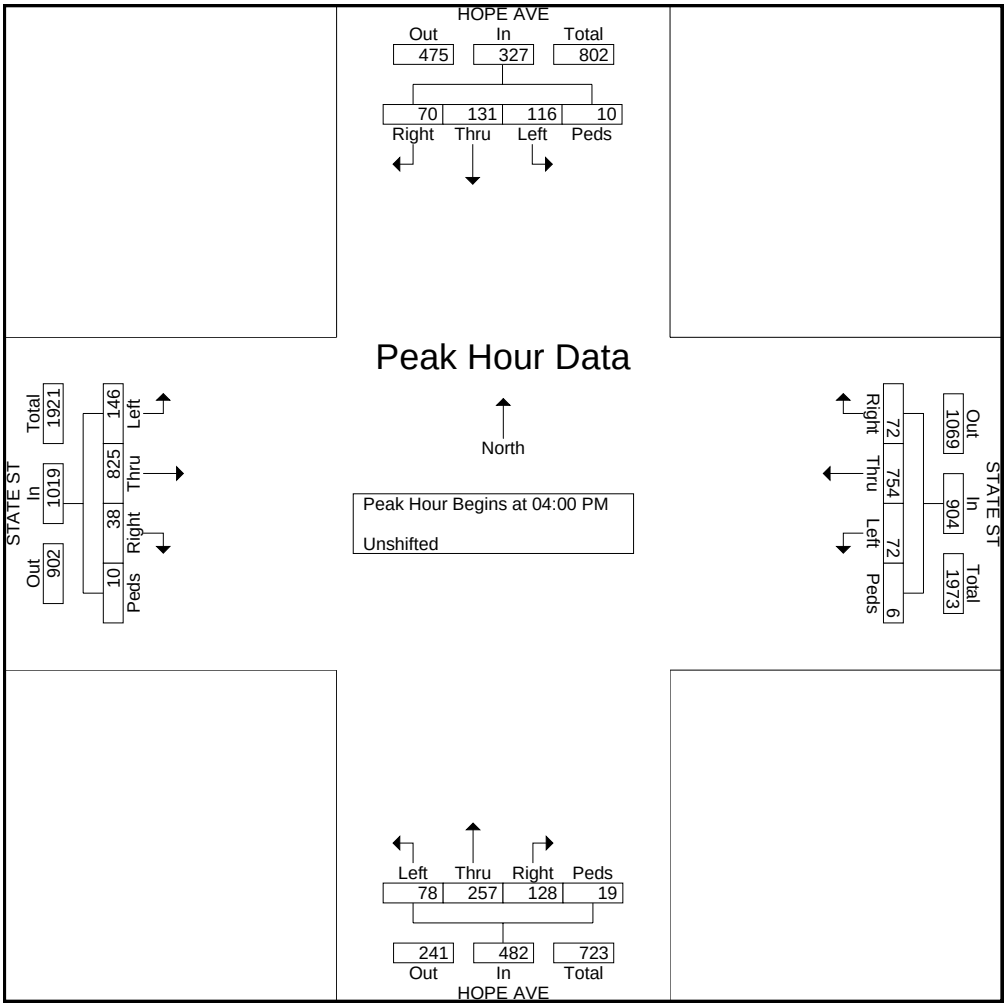
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
04:00 PM	32	33	12	2	18	199	12	1	21	66	36	6	23	228	13	7	709
04:15 PM	22	35	22	3	18	190	14	3	18	81	27	4	25	213	11	1	687
04:30 PM	32	33	20	2	11	195	21	1	18	50	39	8	35	204	6	0	675
04:45 PM	30	30	16	3	25	170	25	1	21	60	26	1	63	180	8	2	661
Total	116	131	70	10	72	754	72	6	78	257	128	19	146	825	38	10	2732
05:00 PM	35	44	15	3	23	182	28	3	20	65	21	6	33	196	5	0	679
05:15 PM	31	37	10	7	11	205	26	2	16	60	32	2	19	204	17	2	681
05:30 PM	25	44	8	6	17	169	11	2	21	80	18	2	26	155	6	4	594
05:45 PM	25	35	14	2	24	215	23	3	15	53	18	9	32	208	13	1	690
Total	116	160	47	18	75	771	88	10	72	258	89	19	110	763	41	7	2644
Grand Total	232	291	117	28	147	1525	160	16	150	515	217	38	256	1588	79	17	5376
Apprch %	34.7	43.6	17.5	4.2	8	82.5	8.7	0.9	16.3	56	23.6	4.1	13.2	81.9	4.1	0.9	
Total %	4.3	5.4	2.2	0.5	2.7	28.4	3	0.3	2.8	9.6	4	0.7	4.8	29.5	1.5	0.3	



File Name : #46 HOPE&STATE_PM
Site Code : 00000000
Start Date : 3/13/2008
Page No : 2

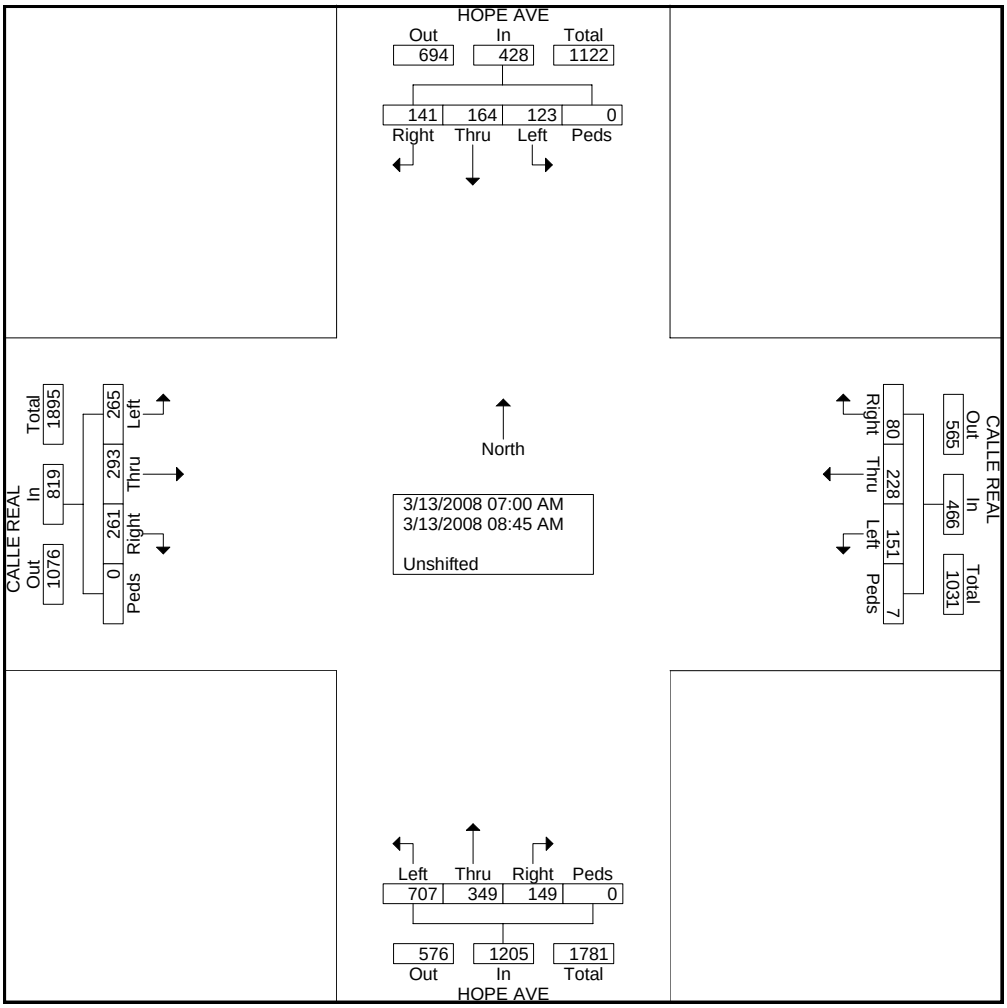
	HOPE AVE Southbound					STATE ST Westbound					HOPE AVE Northbound					STATE ST Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	**32**	**33**	**12**	**2**	**79**	**18**	**199**	12	1	**230**	**21**	**66**	**36**	**6**	**129**	**23**	**228**	**13**	**7**	**271**	**709**
04:15 PM	22	**35**	**22**	**3**	**82**	**18**	**190**	**14**	**3**	**225**	**18**	**81**	27	4	**130**	25	213	11	1	250	687
04:30 PM	32	33	20	2	**87**	11	195	21	1	228	18	50	**39**	**8**	**115**	**35**	**204**	**6**	**0**	**245**	**675**
04:45 PM	**30**	**30**	**16**	**3**	**79**	**25**	**170**	**25**	**1**	**221**	**21**	**60**	**26**	**1**	**108**	**63**	**180**	**8**	**2**	**253**	**661**
Total Volume																					
% App. Total	35.5	40.1	21.4	3.1		8	83.4	8	0.7		16.2	53.3	26.6	3.9		14.3	81	3.7	1		
PHF	.906	.936	.795	.833	.940	.720	.947	.720	.500	.983	.929	.793	.821	.594	.927	.579	.905	.731	.357	.940	.963



File Name : #48 HOPE&CALLEREAL_AM
Site Code : 00000000
Start Date : 3/13/2008
Page No : 1

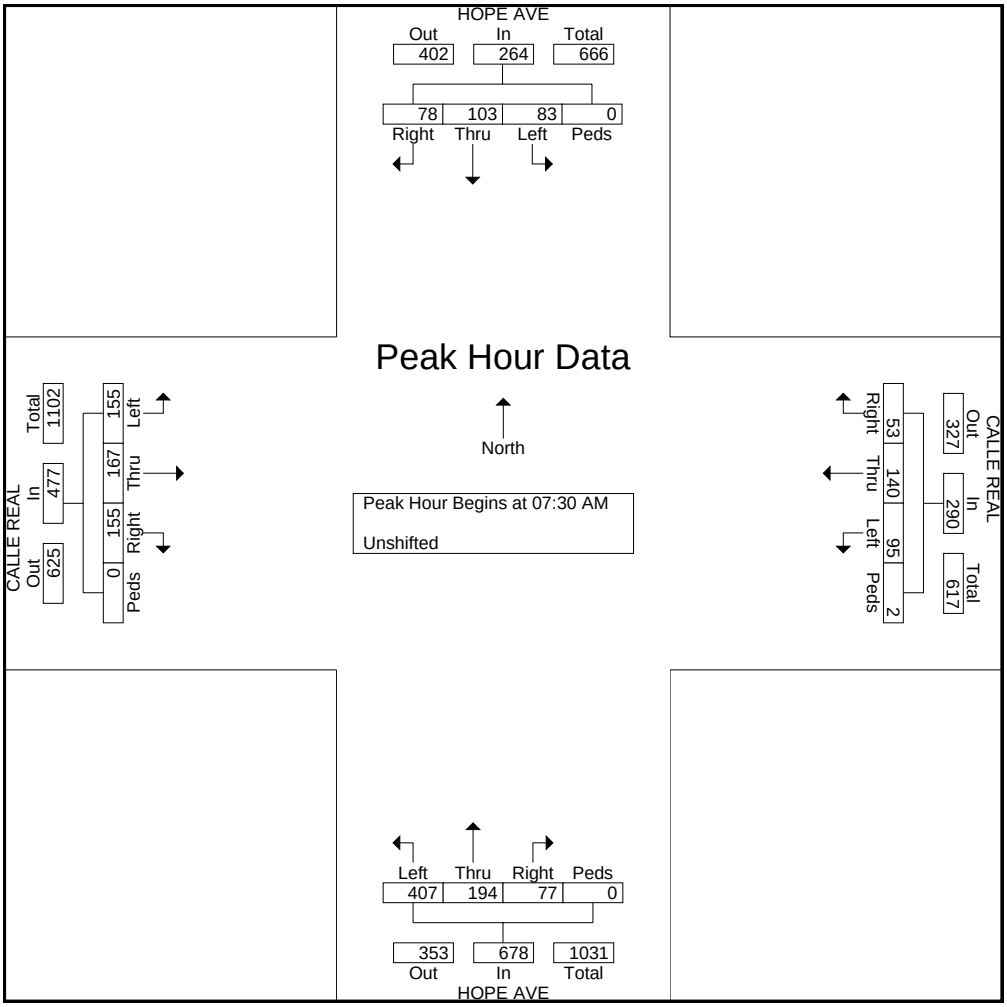
Groups Printed- Unshifted

	HOPE AVE Southbound				CALLE REAL Westbound				HOPE AVE Northbound				CALLE REAL Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00 AM	10	10	9	0	12	14	3	0	65	33	8	0	20	19	14	0	217
07:15 AM	6	12	12	0	10	11	2	1	79	42	13	0	22	19	24	0	253
07:30 AM	15	29	21	0	15	26	11	1	137	43	26	0	28	18	39	0	409
07:45 AM	22	26	20	0	37	37	9	1	104	41	19	0	31	48	46	0	441
Total	53	77	62	0	74	88	25	3	385	159	66	0	101	104	123	0	1320
08:00 AM	12	19	15	0	20	36	15	0	80	55	16	0	49	59	36	0	412
08:15 AM	34	29	22	0	23	41	18	0	86	55	16	0	47	42	34	0	447
08:30 AM	11	18	22	0	17	32	14	1	67	35	27	0	33	44	26	0	347
08:45 AM	13	21	20	0	17	31	8	3	89	45	24	0	35	44	42	0	392
Total	70	87	79	0	77	140	55	4	322	190	83	0	164	189	138	0	1598
Grand Total	123	164	141	0	151	228	80	7	707	349	149	0	265	293	261	0	2918
Apprch %	28.7	38.3	32.9	0	32.4	48.9	17.2	1.5	58.7	29	12.4	0	32.4	35.8	31.9	0	
Total %	4.2	5.6	4.8	0	5.2	7.8	2.7	0.2	24.2	12	5.1	0	9.1	10	8.9	0	



File Name : #48 HOPE&CALLEREAL_AM
Site Code : 00000000
Start Date : 3/13/2008
Page No : 2

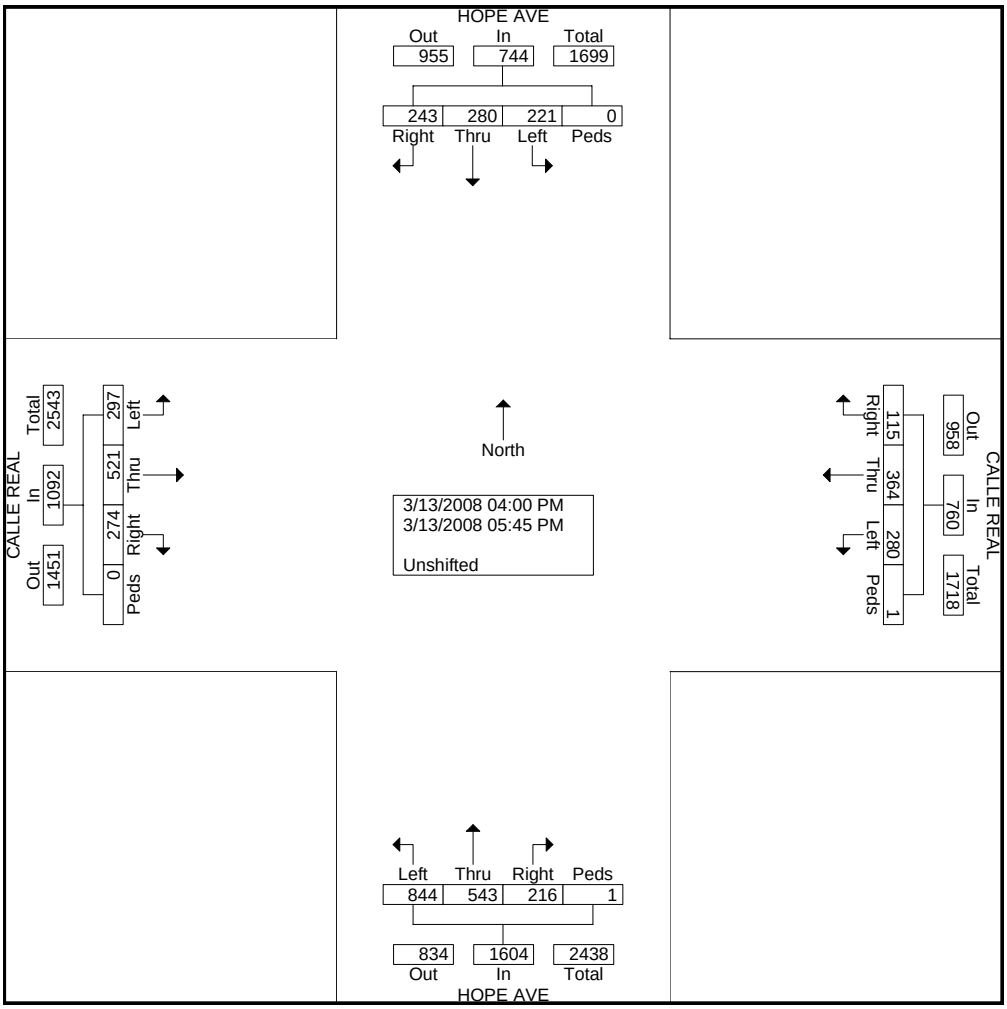
	HOPE AVE Southbound					CALLE REAL Westbound					HOPE AVE Northbound					CALLE REAL Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	15	**29**	21	0	65	15	26	11	**1**		**137**		**26**		**206**	28	18	39	0	85	409
07:45 AM	22	26	20	0	68	**37**				**84**	104	41	19	0	164	31	48	**46**			
08:00 AM	**12**	**19**	**15**	**0**	**46**	**20**	**36**	**15**	**0**	**71**	**80**	**55**	16	0	151	**49**	**59**	36	0	**144**	412
08:15 AM	**34**		**22**		**85**	23	**41**	**18**													**447**
Total Volume	83	103	78	0	264	95	140	53	2	290	407	194	77	0	678	155	167	155	0	477	1709
% App. Total	31.4	39	29.5	0		32.8	48.3	18.3	0.7		60	28.6	11.4	0		32.5	35	32.5	0		
PHF	.610	.888	.886	.000	.776	.642	.854	.736	.500	.863	.743	.882	.740	.000	.823	.791	.708	.842	.000	.828	.956



File Name : #48 HOPE&CALLEREAL_PM
Site Code : 00000000
Start Date : 3/13/2008
Page No : 1

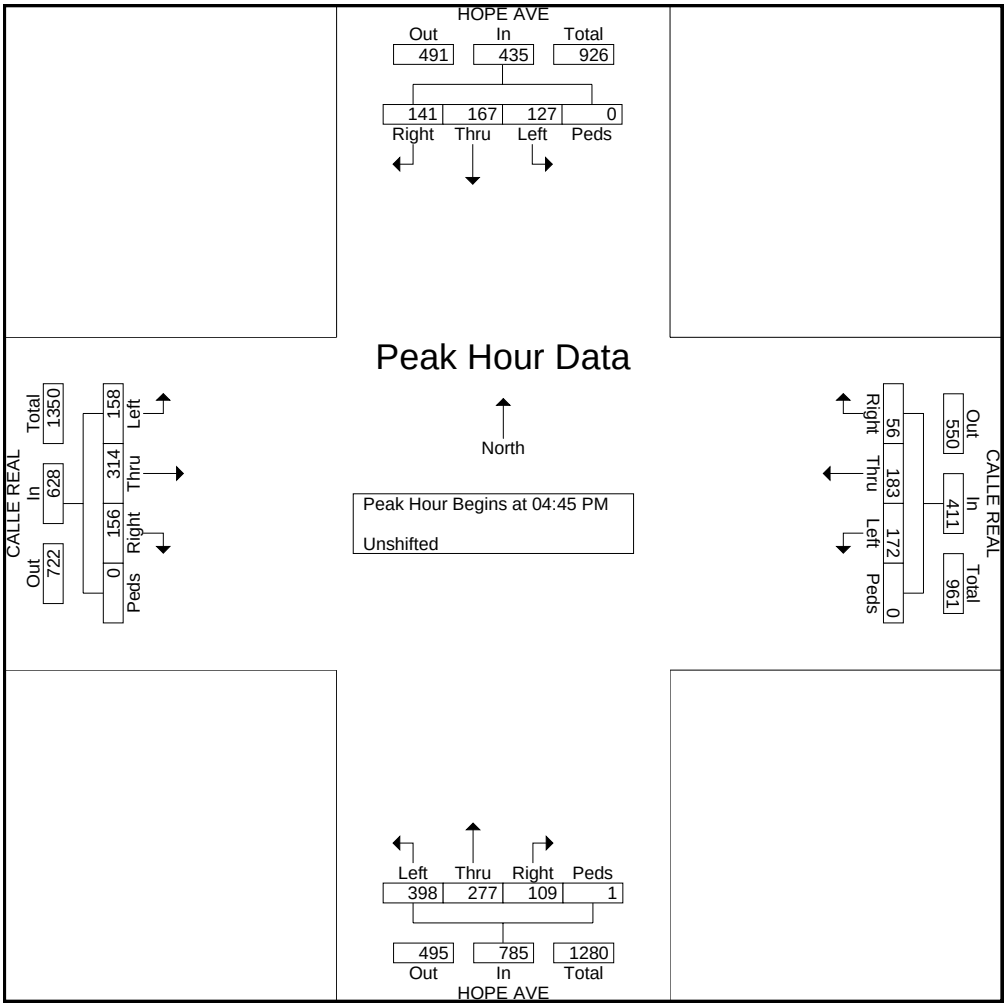
Groups Printed- Unshifted

	HOPE AVE Southbound				CALLE REAL Westbound				HOPE AVE Northbound				CALLE REAL Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
04:00 PM	18	26	15	0	29	40	11	0	120	79	26	0	46	50	31	0	491
04:15 PM	25	28	27	0	20	39	12	0	97	56	25	0	36	48	39	0	452
04:30 PM	26	30	19	0	26	37	18	0	107	71	33	0	27	56	25	0	475
04:45 PM	25	44	29	0	34	44	12	0	88	66	35	0	33	78	42	0	530
Total	94	128	90	0	109	160	53	0	412	272	119	0	142	232	137	0	1948
05:00 PM	44	51	36	0	62	47	19	0	113	65	27	0	45	90	50	0	649
05:15 PM	32	36	42	0	29	50	14	0	102	71	28	0	38	76	30	0	548
05:30 PM	26	36	34	0	47	42	11	0	95	75	19	1	42	70	34	0	532
05:45 PM	25	29	41	0	33	65	18	1	122	60	23	0	30	53	23	0	523
Total	127	152	153	0	171	204	62	1	432	271	97	1	155	289	137	0	2252
Grand Total	221	280	243	0	280	364	115	1	844	543	216	1	297	521	274	0	4200
Apprch %	29.7	37.6	32.7	0	36.8	47.9	15.1	0.1	52.6	33.9	13.5	0.1	27.2	47.7	25.1	0	
Total %	5.3	6.7	5.8	0	6.7	8.7	2.7	0	20.1	12.9	5.1	0	7.1	12.4	6.5	0	



File Name : #48 HOPE&CALLEREAL_PM
Site Code : 00000000
Start Date : 3/13/2008
Page No : 2

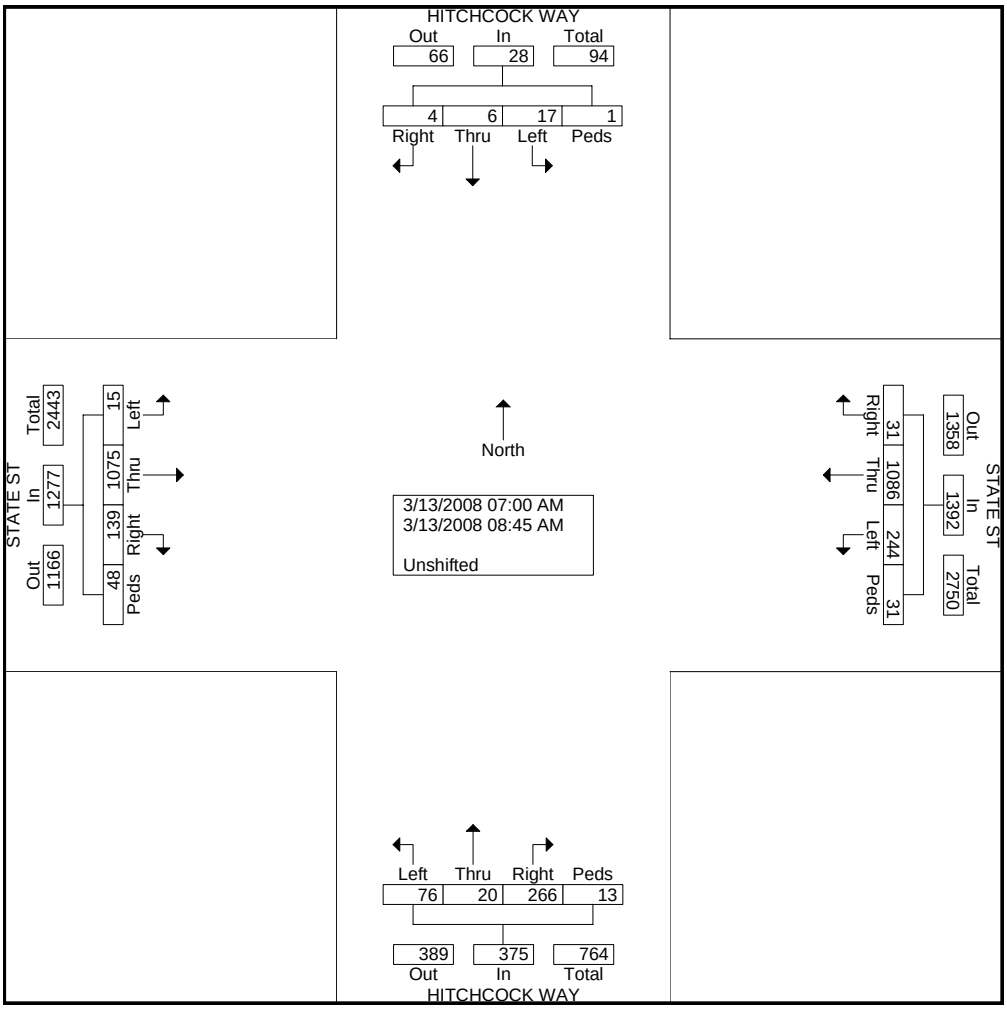
	HOPE AVE Southbound					CALLE REAL Westbound					HOPE AVE Northbound					CALLE REAL Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	25	44	29	0	98	34	44	12	0	90	88	66	**35**	**0**	**189**	**33**	**78**	**42**	**0**	**153**	**530**
05:00 PM	**44**	**51**			**131**	**62**	**47**	**19**	**0**	**128**	**113**	**65**	**27**	**0**	**205**	**45**	**90**	**50**	**0**	**185**	**649**
05:15 PM	32	36	**42**	**0**	**110**	**29**	**50**	14	0	93	102	71	28	0	201	38	76	30	0	144	548
05:30 PM	26	36	34	0	96	47	42	11	0	100	95	**75**	19	**1**	**190**	**42**	**70**	**34**	**0**	**146**	**532**
Total Volume																					
% App. Total	29.2	38.4	32.4	0		41.8	44.5	13.6	0		50.7	35.3	13.9	0.1		25.2	50	24.8	0		
PHF	.722	.819	.839	.000	.830	.694	.915	.737	.000	.803	.881	.923	.779	.250	.957	.878	.872	.780	.000	.849	.870



File Name : #45 HITCHCOCK&STATE_AM
Site Code : 00000000
Start Date : 3/13/2008
Page No : 1

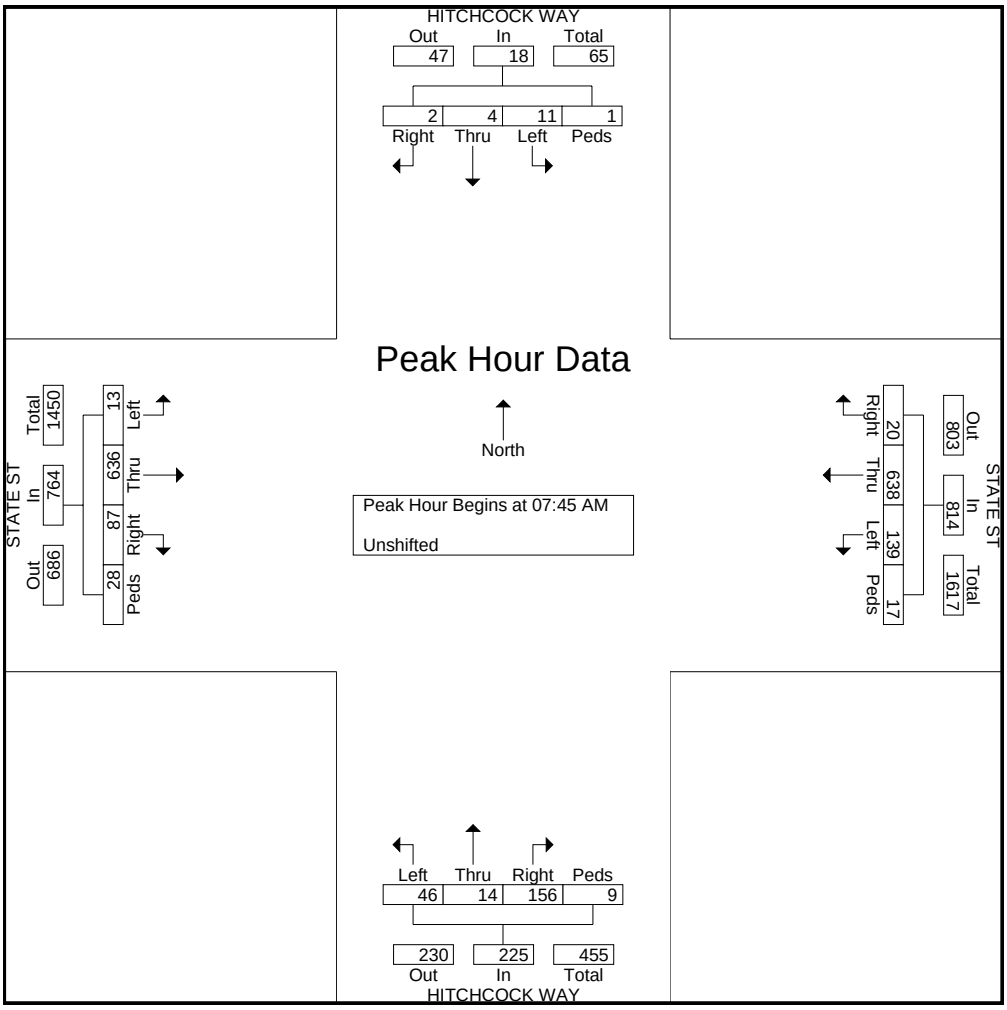
Groups Printed- Unshifted

	HITCHCOCK WAY Southbound				STATE ST Westbound				HITCHCOCK WAY Northbound				STATE ST Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00 AM	0	0	0	0	19	71	0	4	3	0	19	3	0	61	7	3	190
07:15 AM	1	0	0	0	16	94	1	6	8	1	18	0	0	97	12	4	258
07:30 AM	4	1	2	0	25	123	3	2	7	3	29	0	0	139	11	6	355
07:45 AM	3	0	0	0	37	164	3	5	9	3	34	1	3	159	20	7	448
Total	8	1	2	0	97	452	7	17	27	7	100	4	3	456	50	20	1251
08:00 AM	1	2	0	0	41	184	9	3	19	1	41	1	1	156	22	3	484
08:15 AM	5	1	1	1	31	154	5	6	13	6	42	5	4	166	22	2	464
08:30 AM	2	1	1	0	30	136	3	3	5	4	39	2	5	155	23	16	425
08:45 AM	1	1	0	0	45	160	7	2	12	2	44	1	2	142	22	7	448
Total	9	5	2	1	147	634	24	14	49	13	166	9	12	619	89	28	1821
Grand Total	17	6	4	1	244	1086	31	31	76	20	266	13	15	1075	139	48	3072
Apprch %	60.7	21.4	14.3	3.6	17.5	78	2.2	2.2	20.3	5.3	70.9	3.5	1.2	84.2	10.9	3.8	
Total %	0.6	0.2	0.1	0	7.9	35.4	1	1	2.5	0.7	8.7	0.4	0.5	35	4.5	1.6	



File Name : #45 HITCHCOCK&STATE_AM
Site Code : 00000000
Start Date : 3/13/2008
Page No : 2

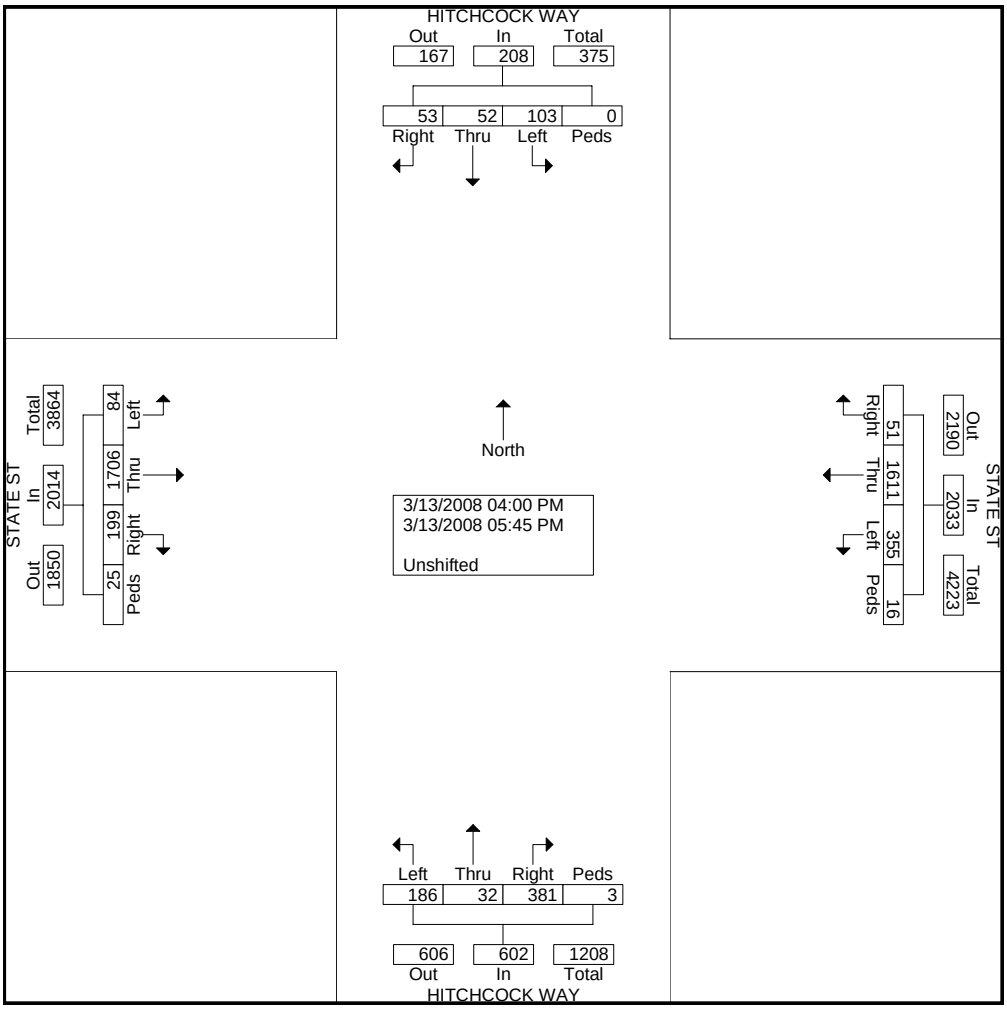
	HITCHCOCK WAY Southbound					STATE ST Westbound					HITCHCOCK WAY Northbound					STATE ST Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	3	0	0	0	3	37	164	3	5	209	9	3	34	1	47	3	159	20	7	189	448
08:00 AM	1	**2**	0	0	3	**41**	**184**	**9**	**3**	**237**	**19**	**1**	**41**	**1**	**62**	**1**	**156**	**22**	**3**	**182**	**484**
08:15 AM	**5**	**1**	**1**	**1**	**8**	31	154	5	**6**	**196**	**13**	**6**	**42**	**5**	**66**	4	**166**	22	2	194	464
08:30 AM	2	1	1	0	4	30	136	3	3	172	5	4	39	2	50	**5**	**155**	**23**	**16**	**199**	425
Total Volume	11	4	2	1	18	139	638	20	17	814	46	14	156	9	225	13	636	87	28	764	1821
% App. Total	61.1	22.2	11.1	5.6		17.1	78.4	2.5	2.1		20.4	6.2	69.3	4		1.7	83.2	11.4	3.7		
PHF	.550	.500	.500	.250	.563	.848	.867	.556	.708	.859	.605	.583	.929	.450	.852	.650	.958	.946	.438	.960	.941



File Name : #45 HITCHCOCK&STATE_PM
Site Code : 00000000
Start Date : 3/13/2008
Page No : 1

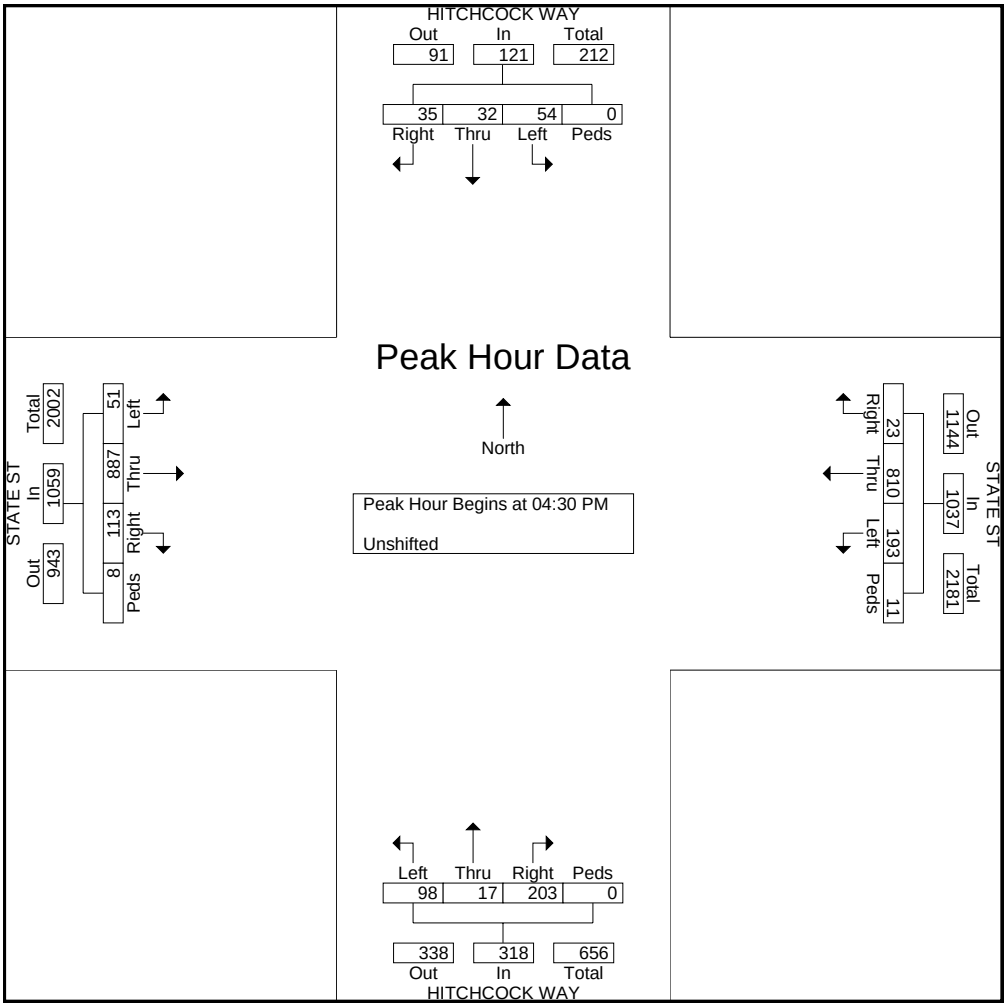
Groups Printed- Unshifted

	HITCHCOCK WAY Southbound				STATE ST Westbound				HITCHCOCK WAY Northbound				STATE ST Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
04:00 PM	17	7	4	0	42	221	11	3	23	4	53	1	20	221	22	6	655
04:15 PM	12	4	8	0	36	179	11	0	24	3	41	0	4	220	22	5	569
04:30 PM	11	6	16	0	46	196	5	5	25	2	52	0	19	221	25	2	631
04:45 PM	17	8	9	0	56	205	3	3	21	3	45	0	13	240	24	1	648
Total	57	25	37	0	180	801	30	11	93	12	191	1	56	902	93	14	2503
05:00 PM	14	6	6	0	38	199	8	0	30	6	53	0	10	213	32	3	618
05:15 PM	12	12	4	0	53	210	7	3	22	6	53	0	9	213	32	2	638
05:30 PM	10	3	5	0	56	214	5	1	19	4	45	0	5	202	24	3	596
05:45 PM	10	6	1	0	28	187	1	1	22	4	39	2	4	176	18	3	502
Total	46	27	16	0	175	810	21	5	93	20	190	2	28	804	106	11	2354
Grand Total	103	52	53	0	355	1611	51	16	186	32	381	3	84	1706	199	25	4857
Apprch %	49.5	25	25.5	0	17.5	79.2	2.5	0.8	30.9	5.3	63.3	0.5	4.2	84.7	9.9	1.2	
Total %	2.1	1.1	1.1	0	7.3	33.2	1.1	0.3	3.8	0.7	7.8	0.1	1.7	35.1	4.1	0.5	



File Name : #45 HITCHCOCK&STATE_PM
Site Code : 00000000
Start Date : 3/13/2008
Page No : 2

	HITCHCOCK WAY Southbound					STATE ST Westbound					HITCHCOCK WAY Northbound					STATE ST Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	11	6	**16**	**0**	**33**	**46**	**196**	**5**	**5**	**252**	**25**	**2**	**52**	**0**	**79**	**19**	**221**	**25**	**2**	**267**	**631**
04:45 PM	**17**	**8**	**9**	**0**	**34**	**56**	**205**	**3**	**3**	**267**	**21**	**3**	**45**	**0**	**69**	**13**	**240**			**278**	**648**
05:00 PM	14	6	6	0	26	38	199	**8**	**0**	**245**	**30**	**6**	**53**	**0**	**89**	10	213	**32**	**3**	**258**	**618**
05:15 PM	**12**	**12**					**210**			**273**											
Total Volume	54	32	35	0	121	193	810	23	11	1037	98	17	203	0	318	51	887	113	8	1059	2535
% App. Total	44.6	26.4	28.9	0		18.6	78.1	2.2	1.1		30.8	5.3	63.8	0		4.8	83.8	10.7	0.8		
PHF	.794	.667	.547	.000	.890	.862	.964	.719	.550	.950	.817	.708	.958	.000	.893	.671	.924	.883	.667	.952	.978



City Traffic Counters
626.256.4171

File Name : HitchCalle
Site Code : 00000000
Start Date : 02/19/2003
Page No : 1

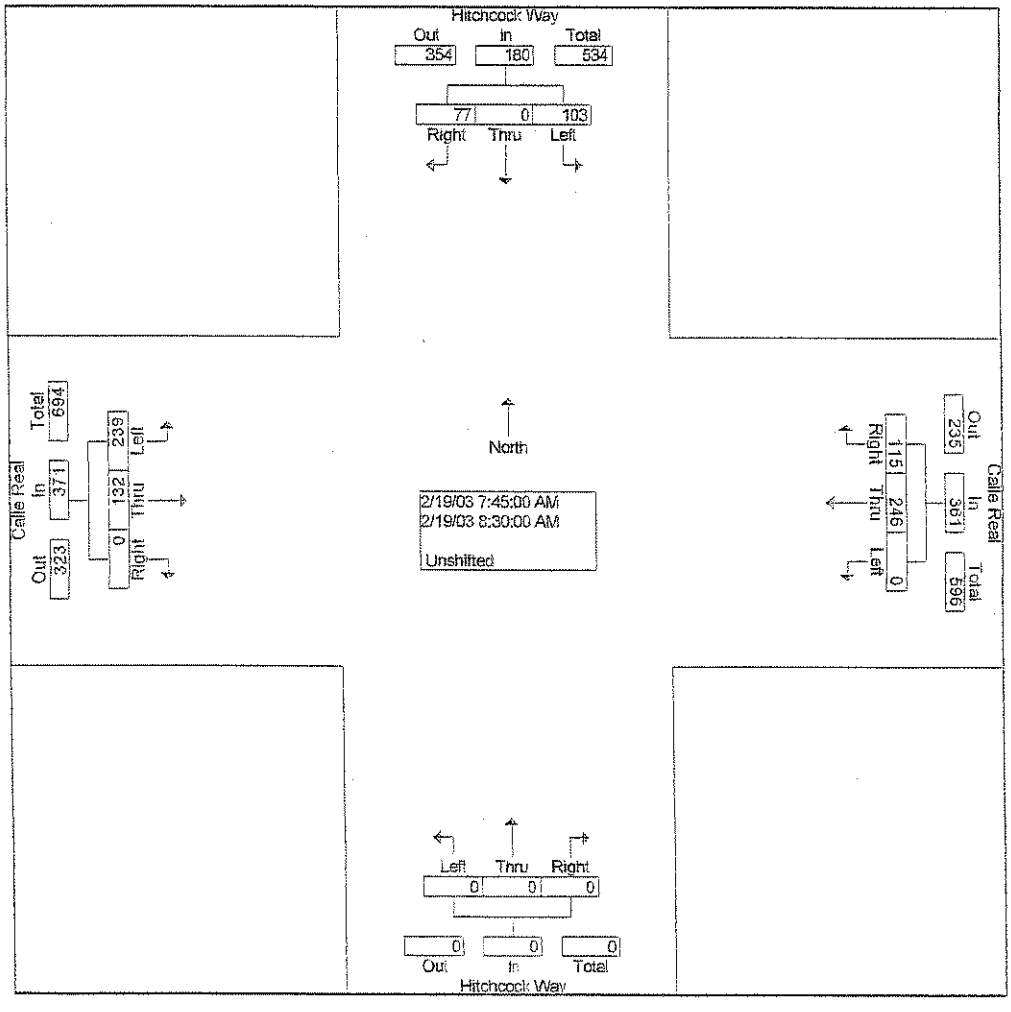
Groups Printed- Unshifted

	Hitchcock Way Southbound			Calle Real Westbound			Hitchcock Way Northbound			Calle Real Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	8	0	8	0	11	6	0	0	0	26	14	0	73
07:15 AM	17	0	12	0	17	18	0	0	0	31	14	0	109
07:30 AM	15	0	18	0	35	19	0	0	0	52	23	0	162
07:45 AM	30	0	15	0	57	32	0	0	0	49	31	0	214
Total	70	0	53	0	120	75	0	0	0	158	82	0	558
08:00 AM	26	0	19	0	98	27	0	0	0	62	31	0	263
08:15 AM	25	0	20	0	55	34	0	0	0	64	36	0	234
08:30 AM	22	0	23	0	36	22	0	0	0	64	34	0	201
08:45 AM	26	0	28	0	33	25	0	0	0	53	27	0	192
Total	99	0	90	0	222	108	0	0	0	243	128	0	890
Grand Total	169	0	143	0	342	183	0	0	0	401	210	0	1448
Apprch %	54.2	0.0	45.8	0.0	65.1	34.9	0.0	0.0	0.0	65.6	34.4	0.0	
Total %	11.7	0.0	9.9	0.0	23.6	12.6	0.0	0.0	0.0	27.7	14.5	0.0	

City Traffic Counters
626.256.4171

File Name : HitchCalle
Site Code : 00000000
Start Date : 02/19/2003
Page No : 2

	Hitchcock Way Southbound				Calle Real Westbound				Hitchcock Way Northbound				Calle Real Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	103	0	77	180	0	246	115	361	0	0	0	0	239	132	0	371	912
Percent	57.2	0.0	42.8		0.0	68.1	31.9		0.0	0.0	0.0		64.4	35.6	0.0		
08:00 Volume	26	0	19	45	0	98	27	125	0	0	0	0	62	31	0	93	263
Peak Factor																	0.867
High Int.	07:45 AM				08:00 AM				6:45:00 AM				08:15 AM				
Volume	30	0	15	45	0	98	27	125	0	0	0	0	64	36	0	100	
Peak Factor				1.000				0.722								0.928	



WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

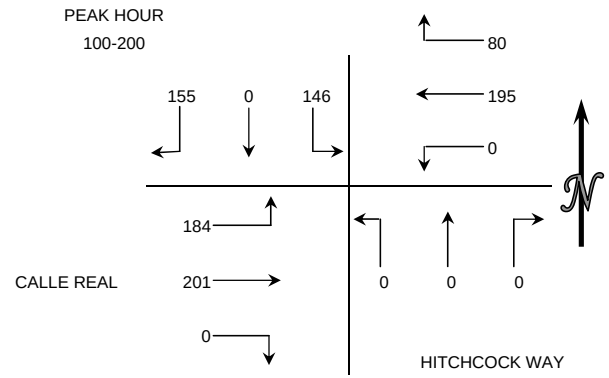
CLIENT: MEYER, MOHADDES ASSOCIATES
PROJECT: SANTA BARBARA COUNTS
DATE: THURSDAY, JUNE 22, 2006
PERIODS: 12:00 PM TO 2:00 PM AND 4:00 PM TO 6:00 PM
INTERSECTION: N/S HITCHCOCK WAY
E/W CALLE REAL

15 MIN COUNTS — 12:00 PM TO 2:00 PM

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	27	0	34	23	56	0	0	0	0	0	37	67	244
1215-1230	35	0	34	28	53	0	0	0	0	0	34	45	229
1230-1245	32	0	25	22	51	0	0	0	0	0	44	55	229
1245-100	38	0	28	22	53	0	0	0	0	0	53	53	247
100-115	39	0	38	20	51	0	0	0	0	0	33	40	221
115-130	36	0	42	21	41	0	0	0	0	0	41	42	223
130-145	39	0	40	20	50	0	0	0	0	0	58	51	258
145-200	41	0	26	19	53	0	0	0	0	0	69	51	259

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	132	0	121	95	213	0	0	0	0	0	168	220	949
1215-115	144	0	125	92	208	0	0	0	0	0	164	193	926
1230-130	145	0	133	85	196	0	0	0	0	0	171	190	920
1245-145	152	0	148	83	195	0	0	0	0	0	185	186	949
100-200	155	0	146	80	195	0	0	0	0	0	201	184	961

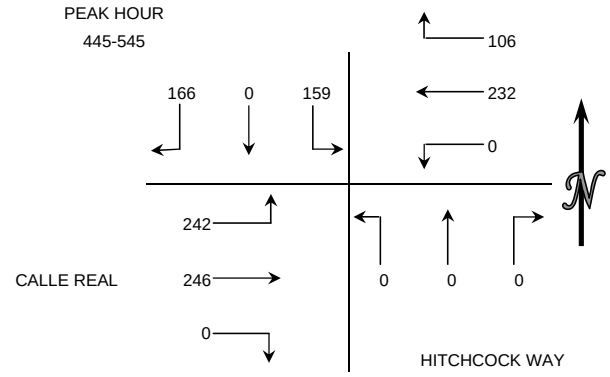


15 MIN COUNTS — 4:00 PM TO 6:00 PM

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	48	0	38	22	66	0	0	0	0	0	53	53	280
415-430	35	0	36	17	53	0	0	0	0	0	58	51	250
430-445	24	0	30	29	49	0	0	0	0	0	62	65	259
445-500	39	0	29	27	54	0	0	0	0	0	55	68	272
500-515	40	0	46	32	60	0	0	0	0	0	69	60	307
515-530	43	0	43	24	57	0	0	0	0	0	68	56	291
530-545	44	0	41	23	61	0	0	0	0	0	54	58	281
545-600	41	0	28	26	43	0	0	0	0	0	55	48	241

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	146	0	133	95	222	0	0	0	0	0	228	237	1061
415-515	138	0	141	105	216	0	0	0	0	0	244	244	1088
430-530	146	0	148	112	220	0	0	0	0	0	254	249	1129
445-545	166	0	159	106	232	0	0	0	0	0	246	242	1151
500-600	168	0	158	105	221	0	0	0	0	0	246	222	1120



City Traffic Counters
626.256.4171

File Name : StateOntare
Site Code : 00000000
Start Date : 02/19/2003
Page No : 1

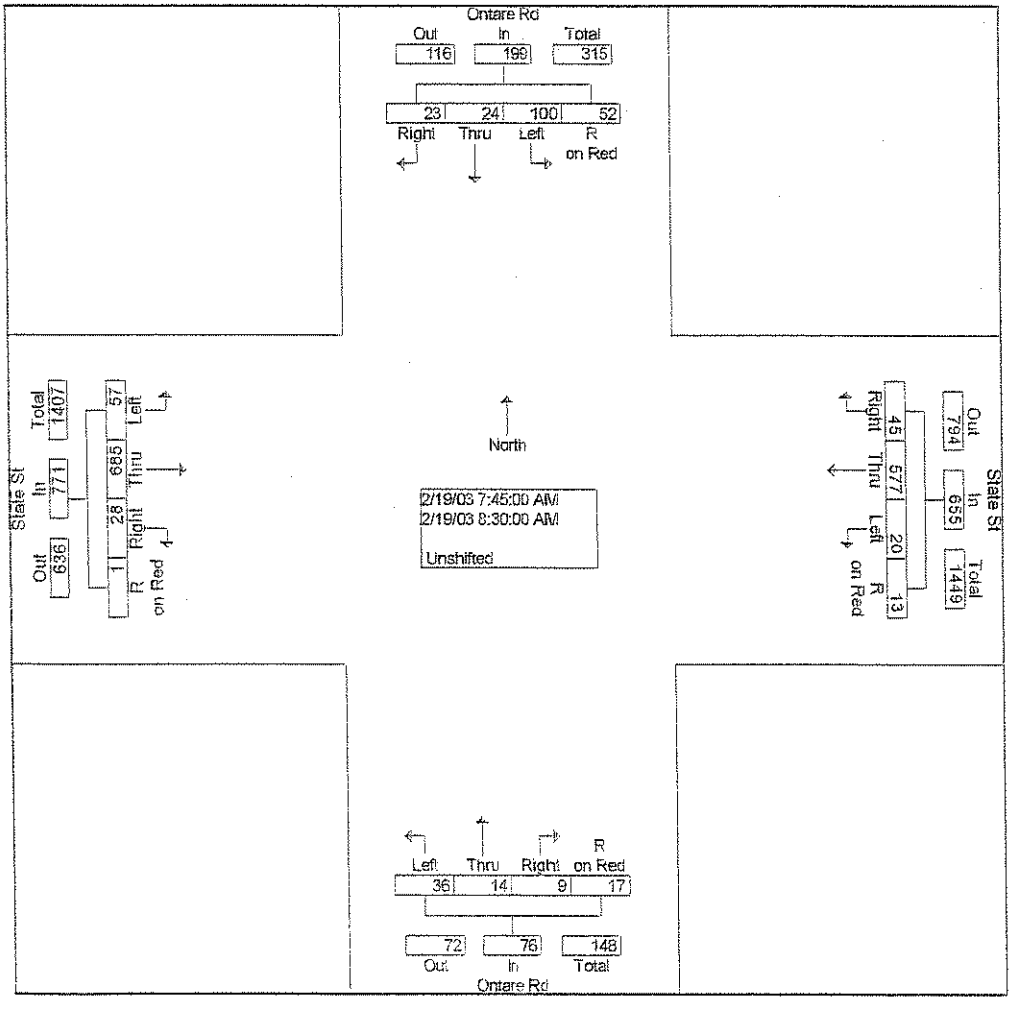
Groups Printed- Unshifted

	Ontare Rd Southbound				State St Westbound				Ontare Rd Northbound				State St Eastbound				
Start Time	Left	Thru	Right	R on Red	Left	Thru	Right	R on Red	Left	Thru	Right	R on Red	Left	Thru	Right	R on Red	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	22	4	6	3	2	66	6	3	1	2	0	3	13	62	7	2	202
07:15 AM	17	7	7	9	4	81	6	2	10	3	1	4	10	80	5	0	246
07:30 AM	26	9	3	11	4	113	11	2	11	4	4	7	9	108	6	2	330
07:45 AM	23	9	4	9	7	162	15	3	16	4	5	7	14	174	6	0	458
Total	88	29	20	32	17	422	38	10	38	13	10	21	46	424	24	4	1236
08:00 AM	25	5	10	15	4	184	10	3	10	3	2	3	13	186	9	0	482
08:15 AM	29	5	7	10	6	130	11	3	6	5	1	6	14	159	6	1	399
08:30 AM	23	5	2	18	3	101	9	4	4	2	1	1	16	166	7	0	362
08:45 AM	39	6	7	12	5	154	16	3	11	4	7	6	14	144	7	0	435
Total	116	21	26	55	18	569	46	13	31	14	11	16	57	655	29	1	1678
Grand Total	204	50	46	87	35	991	84	23	69	27	21	37	103	1079	53	5	2914
Apprch %	52.7	12.9	11.9	22.5	3.1	87.5	7.4	2.0	44.8	17.5	13.6	24.0	8.3	87.0	4.3	0.4	
Total %	7.0	1.7	1.6	3.0	1.2	34.0	2.9	0.8	2.4	0.9	0.7	1.3	3.5	37.0	1.8	0.2	

City Traffic Counters
626.256.4171

File Name : StateOntare
Site Code : 00000000
Start Date : 02/19/2003
Page No : 2

	Ontare Rd Southbound					State St Westbound					Ontare Rd Northbound					State St Eastbound					
Start Time	Left	Thru	Right	R on Red	App. Total	Left	Thru	Right	R on Red	App. Total	Left	Thru	Right	R on Red	App. Total	Left	Thru	Right	R on Red	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:45 AM																				
Volume	100	24	23	52	199	20	577	45	13	655	36	14	9	17	76	57	685	28	1	771	1701
Percent	50.3	12.1	11.6	26.1		3.1	88.1	6.9	2.0		47.4	18.4	11.8	22.4		7.4	88.8	3.6	0.1		
08:00 Volume	25	5	10	15	55	4	184	10	3	201	10	3	2	3	18	13	186	9	0	208	482
Peak Factor																					0.882
High Int.	08:00 AM					08:00 AM					07:45 AM					08:00 AM					
Volume	25	5	10	15	55	4	184	10	3	201	16	4	5	7	32	13	186	9	0	208	
Peak Factor					0.905					0.815					0.594					0.927	



INTERSECTION TURNING MOVEMENT COUNT - CITY OF SANTA BARBARA

LOCATION:	E_W Street	State Street
	N_S Street	Ontate Street
TIME:		4:00-6:00pm
DATE:		11/21/2008
DAY OF WEEK:		Wednesday
OBSERVERS:		Foley - Sisler
WEATHER:		Clear
ROAD CONDITIONS:		Dry
HOLIDAY/EVENTS:		None

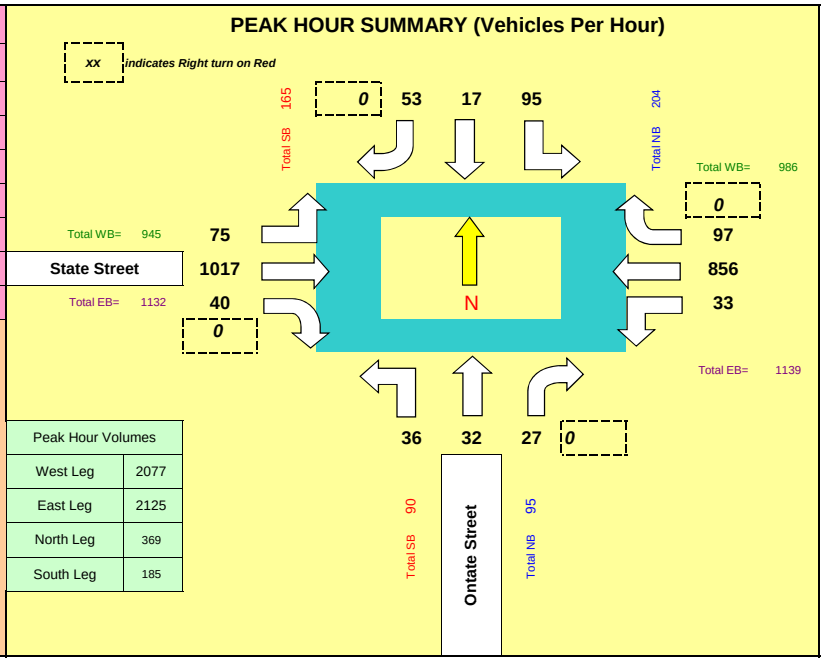
Observed Any Traffic Patterns or Concerns ???

1 Sunset, Evening headlights

2 Gas Station on NW Corner mini-mart open but closed for gas

3

PEAK HOUR SUMMARY (Vehicles Per Hour)



Peak Hour Volumes	
West Leg	2077
East Leg	2125
North Leg	369
South Leg	185

NB Ontare = 1x Shared left &Thu, 1x Right
EB State= 1 x left, 1 x thru, 1 x shared thru/right
SB Ontare = 1x right, 1x shared left/thru
WB State= 1x left, 1 x thru, 1x shared thru/right

peak hour period

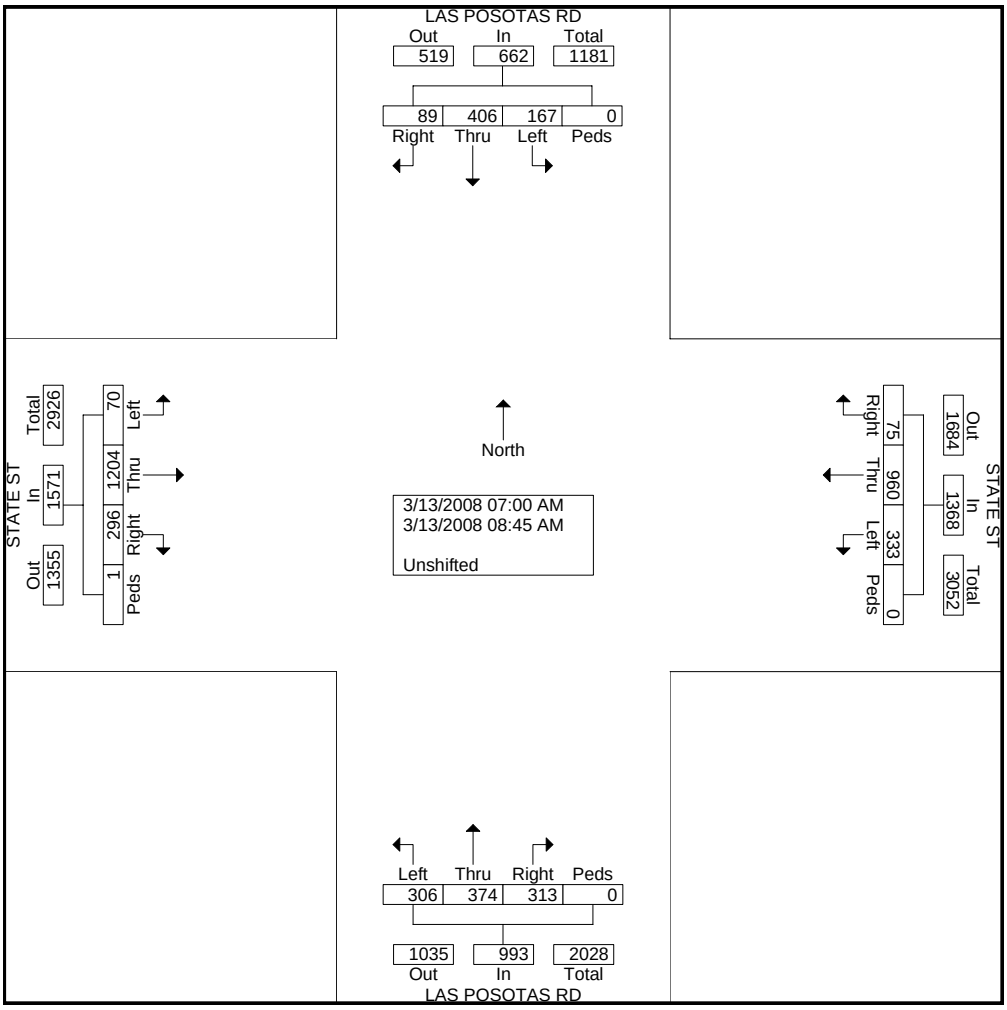
15 MINUTES COUNT DATA

* RR: Right turn on Red		EASTBOUND				WESTBOUND				NORTHBOUND				SOUTHBOUND				TOTAL
15 Min.Periods	Starting Time	LEFT	THRU	RIGHT	RR*	LEFT	THRU	RIGHT	RR*	LEFT	THRU	RIGHT	RR*	LEFT	THRU	RIGHT	RR*	
1st Period	4:00-4:15	16	213	8	NA	7	180	20	NA	6	8	6	NA	15	1	17	NA	497
2nd Period	4:15-4:30	12	251	13	NA	9	214	14	NA	8	8	2	NA	29	8	17	NA	585
3rd Period	4:30-4:45	21	249	7	NA	6	209	33	NA	9	4	1	NA	22	6	10	NA	577
4th Period	4:45-5:00	26	252	7	NA	14	208	31	NA	6	6	11	NA	18	5	15	NA	599
5	5:00-5:15	19	236	12	NA	7	196	24	NA	10	10	4	NA	27	5	11	NA	561
6	5:15-5:30	10	264	8	NA	7	257	18	NA	10	10	6	NA	25	5	11	NA	631
7	5:30-5:45	20	265	13	NA	5	195	24	NA	10	6	6	NA	25	2	16	NA	587
8	5:45-6:00	24	201	7	NA	6	175	25	NA	7	1	5	NA	17	5	12	NA	485
PEAK HOUR TOTAL		75	1017	40	0	33	856	97	0	36	32	27	0	95	17	53	0	2378

File Name : #44 LASPOSOTAS&STATE_AM
Site Code : 00000000
Start Date : 3/13/2008
Page No : 1

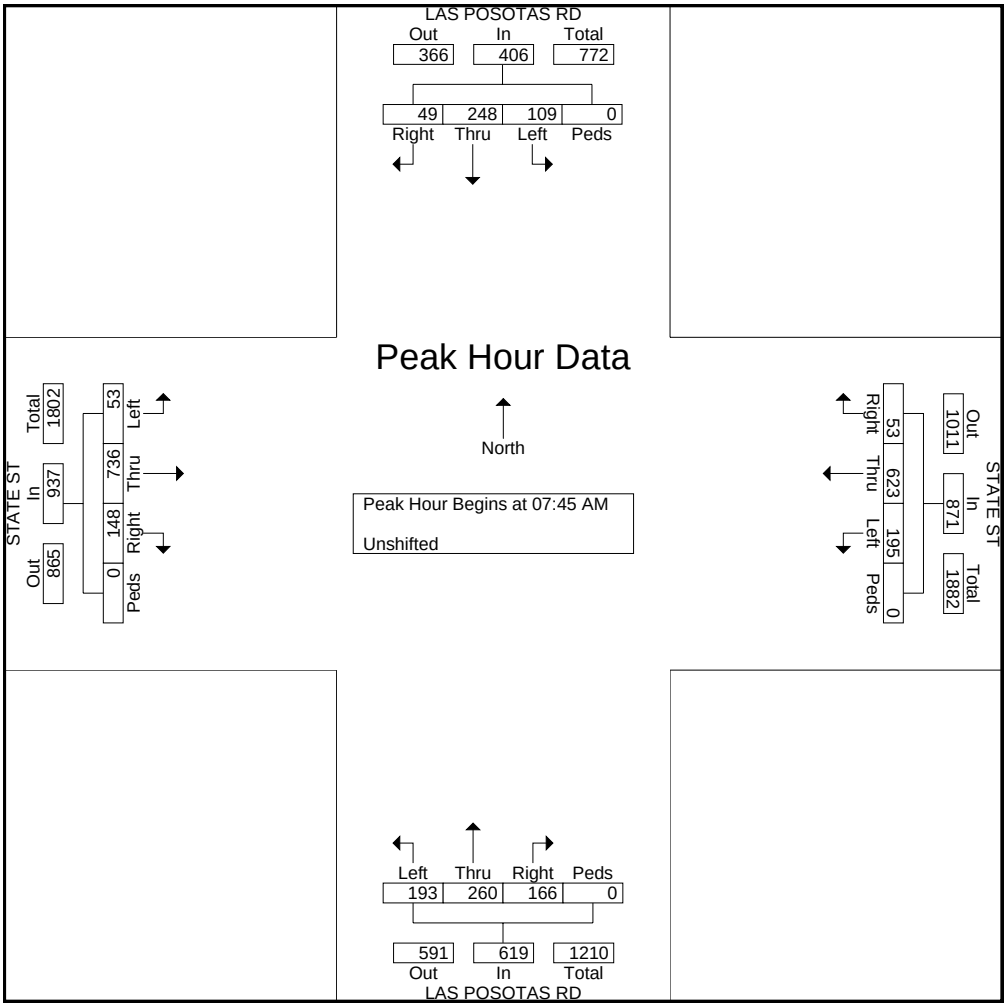
Groups Printed- Unshifted

	LAS POSOTAS RD Southbound				STATE ST Westbound				LAS POSOTAS RD Northbound				STATE ST Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00 AM	6	21	10	0	12	51	1	0	23	16	25	0	2	64	25	0	256
07:15 AM	10	22	4	0	26	68	8	0	28	18	26	0	1	79	40	0	330
07:30 AM	19	42	9	0	50	84	8	0	25	34	33	0	4	128	42	0	478
07:45 AM	22	59	9	0	54	169	13	0	36	56	47	0	14	203	36	0	718
Total	57	144	32	0	142	372	30	0	112	124	131	0	21	474	143	0	1782
08:00 AM	30	68	18	0	49	171	14	0	45	79	39	0	12	150	34	0	709
08:15 AM	24	73	14	0	42	153	17	0	62	60	41	0	14	204	42	0	746
08:30 AM	33	48	8	0	50	130	9	0	50	65	39	0	13	179	36	0	660
08:45 AM	23	73	17	0	50	134	5	0	37	46	63	0	10	197	41	1	697
Total	110	262	57	0	191	588	45	0	194	250	182	0	49	730	153	1	2812
Grand Total	167	406	89	0	333	960	75	0	306	374	313	0	70	1204	296	1	4594
Apprch %	25.2	61.3	13.4	0	24.3	70.2	5.5	0	30.8	37.7	31.5	0	4.5	76.6	18.8	0.1	
Total %	3.6	8.8	1.9	0	7.2	20.9	1.6	0	6.7	8.1	6.8	0	1.5	26.2	6.4	0	



File Name : #44 LASPOSOTAS&STATE_AM
Site Code : 00000000
Start Date : 3/13/2008
Page No : 2

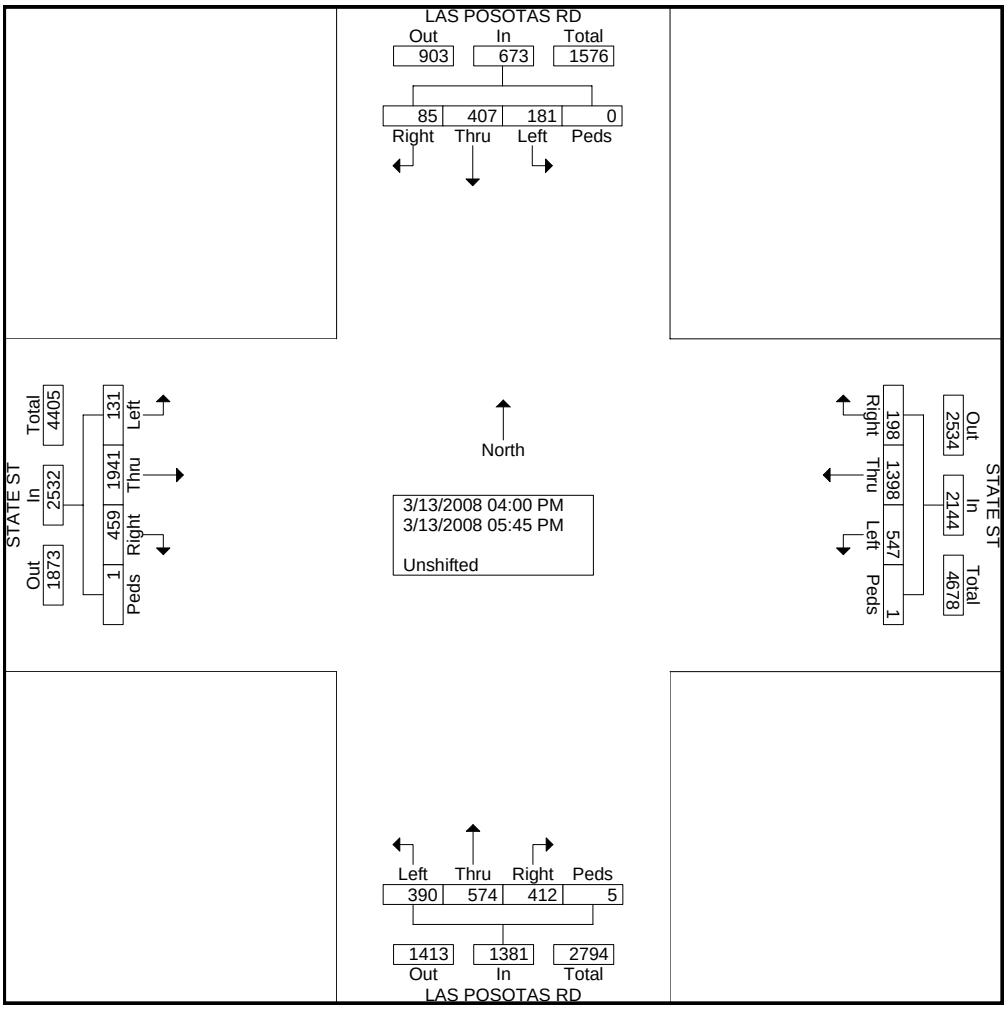
	LAS POSOTAS RD Southbound					STATE ST Westbound					LAS POSOTAS RD Northbound					STATE ST Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	22	59	9	0	90	**54**	**169**	**13**	**0**	**236**	36	56	**47**	**0**	**139**	**14**	**203**	**36**	**0**	**253**	**718**
08:00 AM	**30**	**68**	**18**	**0**	**116**		**171**					**79**			**163**						
08:15 AM	24	**73**	14	0	111	42	153	**17**	**0**	**212**	**62**	**60**	**41**	**0**	**163**	**14**	**204**	**42**	**0**	**260**	**746**
08:30 AM	**33**	**48**	**8**	**0**	**89**	**50**	**130**	**9**	**0**	**189**	**50**	**65**	**39**	**0**	**154**	**13**	**179**	**36**	**0**	**228**	**660**
Total Volume																					
% App. Total	26.8	61.1	12.1	0		22.4	71.5	6.1	0		31.2	42	26.8	0		5.7	78.5	15.8	0		
PHF	.826	.849	.681	.000	.875	.903	.911	.779	.000	.923	.778	.823	.883	.000	.949	.946	.902	.881	.000	.901	.949



File Name : #44 LASPOSOTAS&STATE_PM
Site Code : 00000000
Start Date : 3/13/2008
Page No : 1

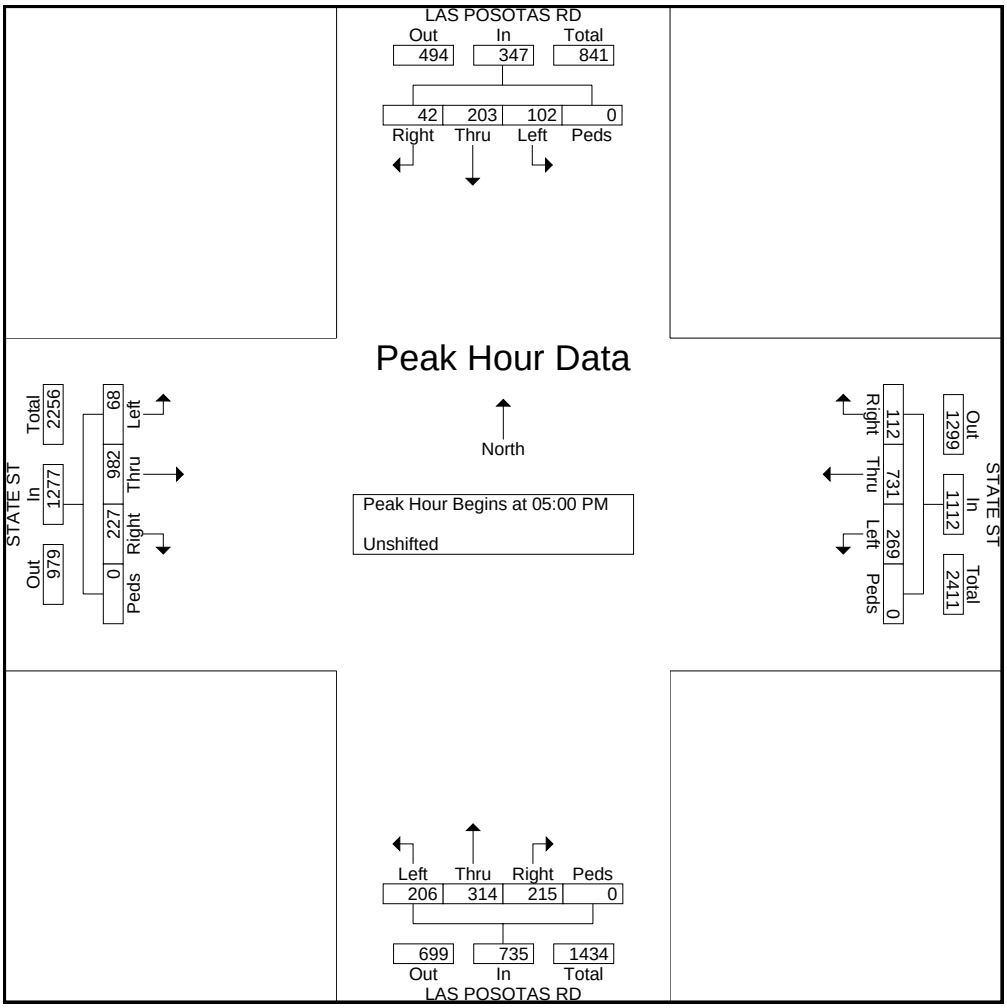
Groups Printed- Unshifted

	LAS POSOTAS RD Southbound				STATE ST Westbound				LAS POSOTAS RD Northbound				STATE ST Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
04:00 PM	20	41	11	0	75	160	16	0	45	60	52	5	11	221	60	0	777
04:15 PM	16	62	10	0	68	151	20	0	41	72	41	0	16	241	56	0	794
04:30 PM	19	49	11	0	82	195	32	1	44	60	57	0	20	238	59	0	867
04:45 PM	24	52	11	0	53	161	18	0	54	68	47	0	16	259	57	1	821
Total	79	204	43	0	278	667	86	1	184	260	197	5	63	959	232	1	3259
05:00 PM	29	64	10	0	69	129	25	0	41	73	58	0	22	187	82	0	789
05:15 PM	22	50	7	0	62	238	44	0	49	61	49	0	11	261	50	0	904
05:30 PM	27	43	11	0	67	213	18	0	59	81	53	0	21	275	37	0	905
05:45 PM	24	46	14	0	71	151	25	0	57	99	55	0	14	259	58	0	873
Total	102	203	42	0	269	731	112	0	206	314	215	0	68	982	227	0	3471
Grand Total	181	407	85	0	547	1398	198	1	390	574	412	5	131	1941	459	1	6730
Apprch %	26.9	60.5	12.6	0	25.5	65.2	9.2	0	28.2	41.6	29.8	0.4	5.2	76.7	18.1	0	
Total %	2.7	6	1.3	0	8.1	20.8	2.9	0	5.8	8.5	6.1	0.1	1.9	28.8	6.8	0	



File Name : #44 LASPOSOTAS&STATE_PM
Site Code : 00000000
Start Date : 3/13/2008
Page No : 2

	LAS POSOTAS RD Southbound					STATE ST Westbound					LAS POSOTAS RD Northbound					STATE ST Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**29**	**64**	10	0	**103**	69	129	25	0	223	41	73	**58**	**0**	**172**	**22**	**187**	**82**	**0**	**291**	**789**
05:15 PM	**22**	**50**	**7**	**0**	**79**	**62**	**238**	**44**	**0**	**344**											
05:30 PM	27	43	11	0	81	67	213	18	0	298	**59**	**81**	**53**	**0**	**193**	**21**	**275**	37	0	**333**	**905**
05:45 PM	24	46	**14**	**0**	**84**	**71**	**151**	**25**	**0**	**247**	**57**	**99**	55	0	**211**	14	259	58	0	331	873
Total Volume	102	203	42	0	347	269	731	112	0	1112	206	314	215	0	735	68	982	227	0	1277	3471
% App. Total	29.4	58.5	12.1	0		24.2	65.7	10.1	0		28	42.7	29.3	0		5.3	76.9	17.8	0		
PHF	.879	.793	.750	.000	.842	.947	.768	.636	.000	.808	.873	.793	.927	.000	.871	.773	.893	.692	.000	.959	.959



City Traffic Counters
626.256.4171

File Name : SRhope
Site Code : 00000000
Start Date : 11/18/2008
Page No : 1

Groups Printed- 1 - Unshifted

	Hope Ave Southbound			San Remo Dr Westbound			Hope Ave Northbound			San Remo Dr Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	2	23	0	17	0	2	0	10	5	0	0	0	59
07:15 AM	2	29	0	15	0	2	0	11	5	0	0	0	64
07:30 AM	10	39	0	44	0	2	0	12	8	0	0	0	115
07:45 AM	6	55	0	32	0	5	0	14	19	0	0	0	131
Total	20	146	0	108	0	11	0	47	37	0	0	0	369
08:00 AM	6	38	0	28	0	8	0	36	15	0	0	0	131
08:15 AM	1	69	0	32	0	15	0	48	16	0	0	0	181
08:30 AM	7	63	0	28	0	5	0	26	21	0	0	0	150
08:45 AM	4	45	0	29	0	3	0	23	17	0	0	0	121
Total	18	215	0	117	0	31	0	133	69	0	0	0	583
04:00 PM	5	41	0	21	0	2	0	58	26	0	0	0	153
04:15 PM	7	37	0	27	0	7	0	42	35	0	0	0	155
04:30 PM	5	35	0	20	0	8	0	40	38	0	0	0	146
04:45 PM	1	30	0	18	0	6	0	59	37	0	0	0	151
Total	18	143	0	86	0	23	0	199	136	0	0	0	605
05:00 PM	4	36	0	24	0	6	0	59	41	0	0	0	170
05:15 PM	2	21	0	19	0	5	0	52	42	0	0	0	141
05:30 PM	5	27	0	20	0	10	0	51	38	0	0	0	151
05:45 PM	5	25	0	17	0	2	0	45	34	0	0	0	128
Total	16	109	0	80	0	23	0	207	155	0	0	0	590
Grand Total	72	613	0	391	0	88	0	586	397	0	0	0	2147
Apprch %	10.5	89.5	0.0	81.6	0.0	18.4	0.0	59.6	40.4	0.0	0.0	0.0	
Total %	3.4	28.6	0.0	18.2	0.0	4.1	0.0	27.3	18.5	0.0	0.0	0.0	

City Traffic Counters
626.256.4171

File Name : SRhope
Site Code : 00000000
Start Date : 11/18/2008
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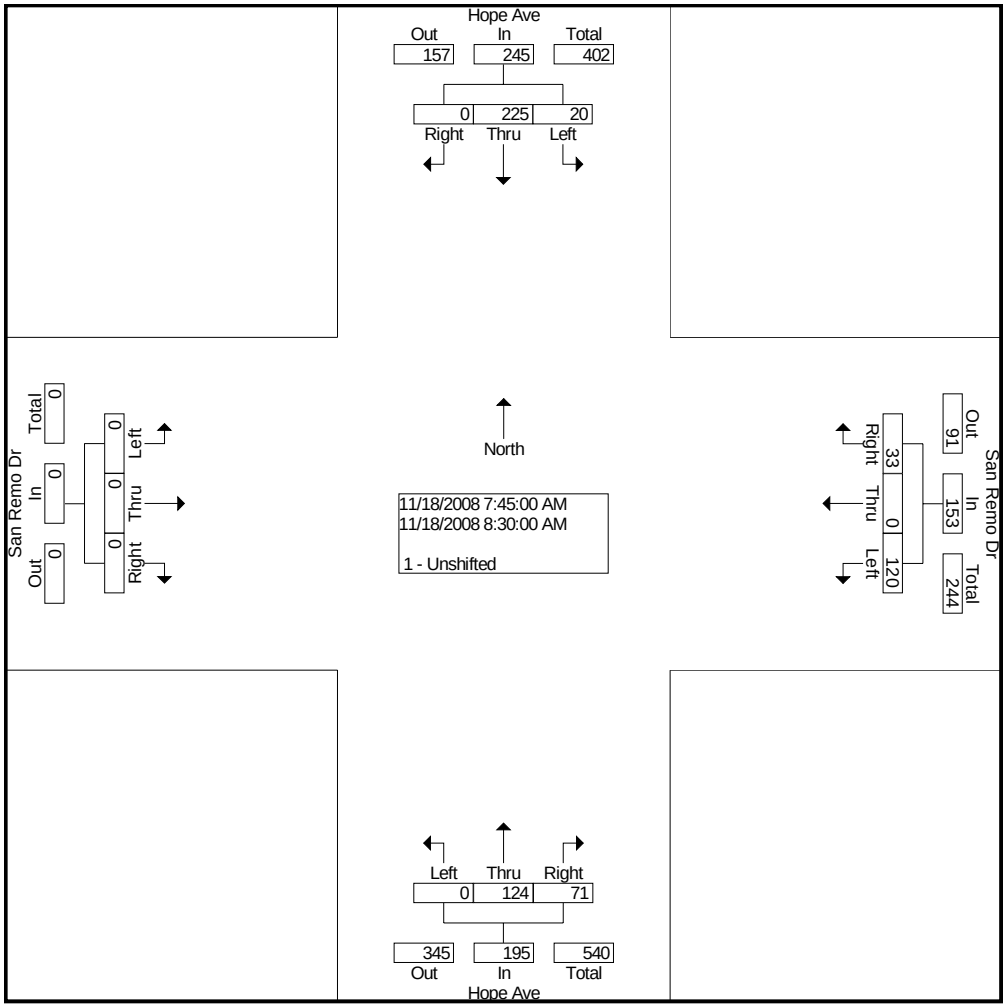
	Hope Ave Southbound				San Remo Dr Westbound				Hope Ave Northbound				San Remo Dr Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 12:30 PM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	20	225	0	245	120	0	33	153	0	124	71	195	0	0	0	0	593
Percent	8.2	91.8	0.0		78.4	0.0	21.6		0.0	63.6	36.4		0.0	0.0	0.0		
08:15 Volume	1	69	0	70	32	0	15	47	0	48	16	64	0	0	0	0	181
Peak Factor																	0.819
High Int.	08:15 AM				08:15 AM				08:15 AM				6:45:00 AM				
Volume	1	69	0	70	32	0	15	47	0	48	16	64					
Peak Factor				0.875				0.814				0.762					



City Traffic Counters
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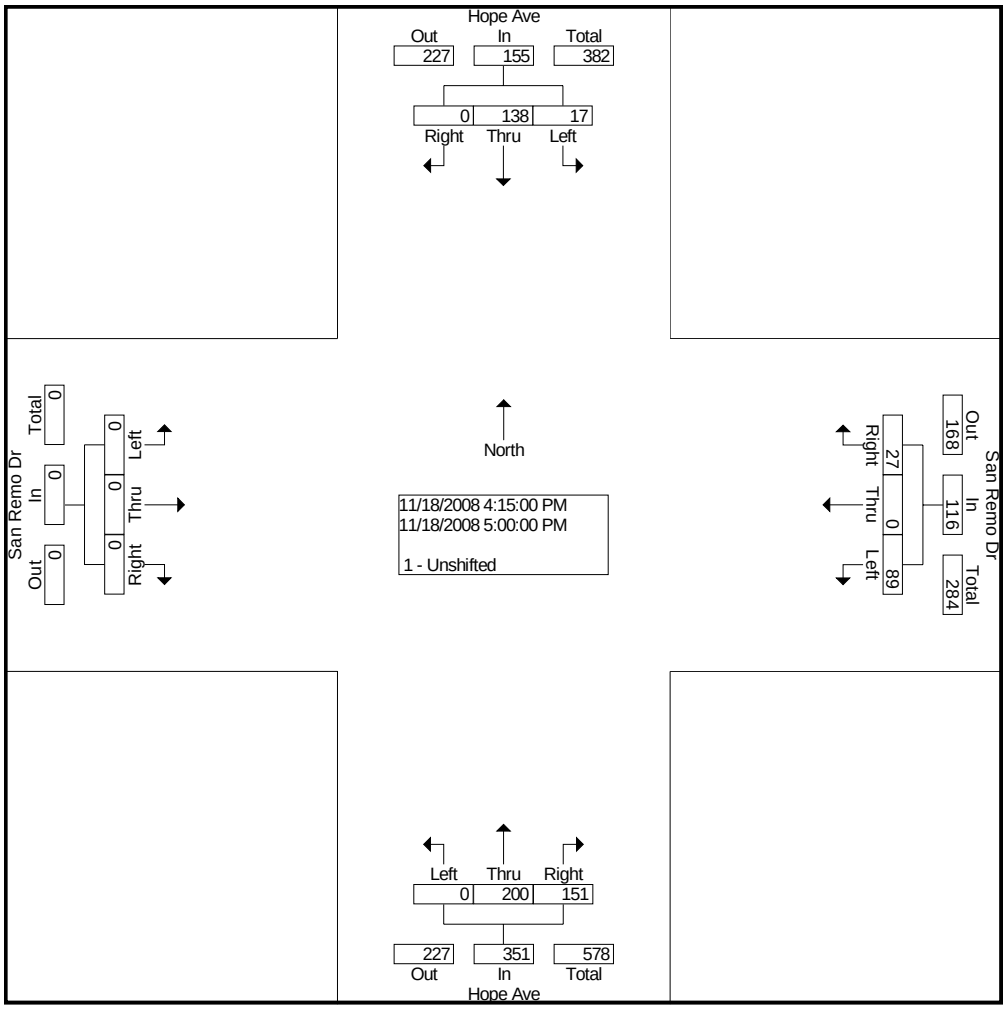
File Name : SRhope
Site Code : 00000000
Start Date : 11/18/2008
Page No : 3

	Hope Ave Southbound				San Remo Dr Westbound				Hope Ave Northbound				San Remo Dr Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:45 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:15 PM																
Volume	17	138	0	155	89	0	27	116	0	200	151	351	0	0	0	0	622
Percent	11.0	89.0	0.0		76.7	0.0	23.3		0.0	57.0	43.0		0.0	0.0	0.0		
05:00 Volume	4	36	0	40	24	0	6	30	0	59	41	100	0	0	0	0	170
Peak Factor																	0.915
High Int.	04:15 PM				04:15 PM				05:00 PM								
Volume	7	37	0	44	27	0	7	34	0	59	41	100					
Peak Factor				0.881				0.853				0.878					



City Traffic Counters
626.256.4171

File Name : SRgrove
Site Code : 00000000
Start Date : 11/18/2008
Page No : 1

Groups Printed- 1 - Unshifted

	Grove Ln Southbound			San Remo Dr Westbound			Grove Ln Northbound			San Remo Dr Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	11	0	8	0	2	2	0	0	0	2	7	0	32
07:15 AM	7	0	8	0	4	1	0	0	0	2	9	0	31
07:30 AM	10	0	23	0	11	3	0	0	0	7	15	0	69
07:45 AM	6	0	12	0	14	5	0	0	0	2	26	0	65
Total	34	0	51	0	31	11	0	0	0	13	57	0	197
08:00 AM	11	0	22	0	10	3	0	0	0	11	12	0	69
08:15 AM	16	0	19	0	14	7	0	0	0	9	10	0	75
08:30 AM	9	0	14	0	11	5	0	0	0	9	23	0	71
08:45 AM	19	0	15	0	6	6	0	0	0	9	13	0	68
Total	55	0	70	0	41	21	0	0	0	38	58	0	283
04:00 PM	5	0	17	0	18	11	0	0	0	7	23	0	81
04:15 PM	0	0	12	0	24	9	0	0	0	20	26	0	91
04:30 PM	13	0	7	0	18	4	0	0	0	17	18	0	77
04:45 PM	8	0	11	0	9	5	0	0	0	15	21	0	69
Total	26	0	47	0	69	29	0	0	0	59	88	0	318
05:00 PM	5	0	9	0	16	15	0	0	0	14	27	0	86
05:15 PM	9	0	13	0	9	8	0	0	0	21	14	0	74
05:30 PM	8	0	14	0	20	9	0	0	0	12	26	0	89
05:45 PM	9	0	5	0	11	7	0	0	0	18	12	0	62
Total	31	0	41	0	56	39	0	0	0	65	79	0	311
Grand Total	146	0	209	0	197	100	0	0	0	175	282	0	1109
Apprch %	41.1	0.0	58.9	0.0	66.3	33.7	0.0	0.0	0.0	38.3	61.7	0.0	
Total %	13.2	0.0	18.8	0.0	17.8	9.0	0.0	0.0	0.0	15.8	25.4	0.0	

City Traffic Counters
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File Name : SRgrove
Site Code : 00000000
Start Date : 11/18/2008
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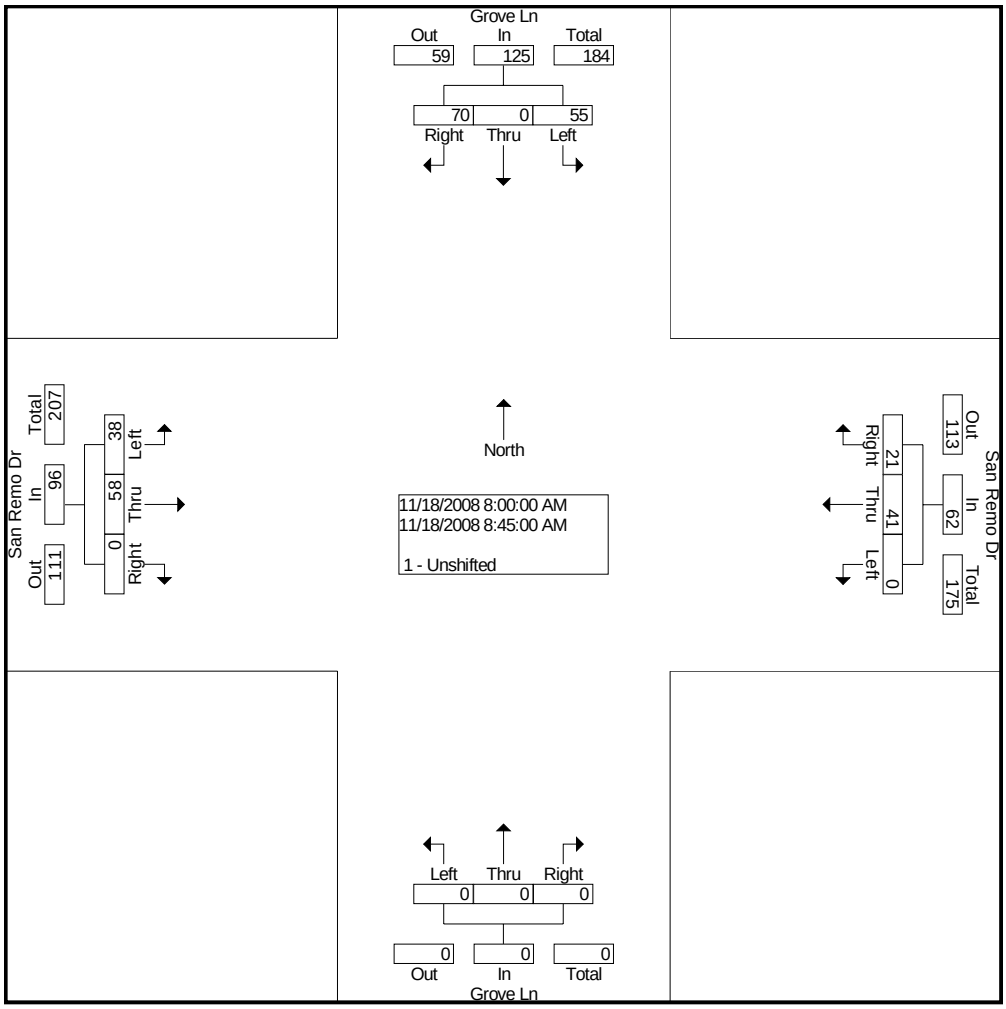
	Grove Ln Southbound				San Remo Dr Westbound				Grove Ln Northbound				San Remo Dr Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 12:30 PM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	55	0	70	125	0	41	21	62	0	0	0	0	38	58	0	96	283
Percent	44.0	0.0	56.0		0.0	66.1	33.9		0.0	0.0	0.0		39.6	60.4	0.0		
08:15 Volume	16	0	19	35	0	14	7	21	0	0	0	0	9	10	0	19	75
Peak Factor																	0.943
High Int.	08:15 AM				08:15 AM				6:45:00 AM				08:30 AM				
Volume	16	0	19	35	0	14	7	21	0	0	0	0	9	23	0	32	
Peak Factor				0.893				0.738								0.750	



City Traffic Counters
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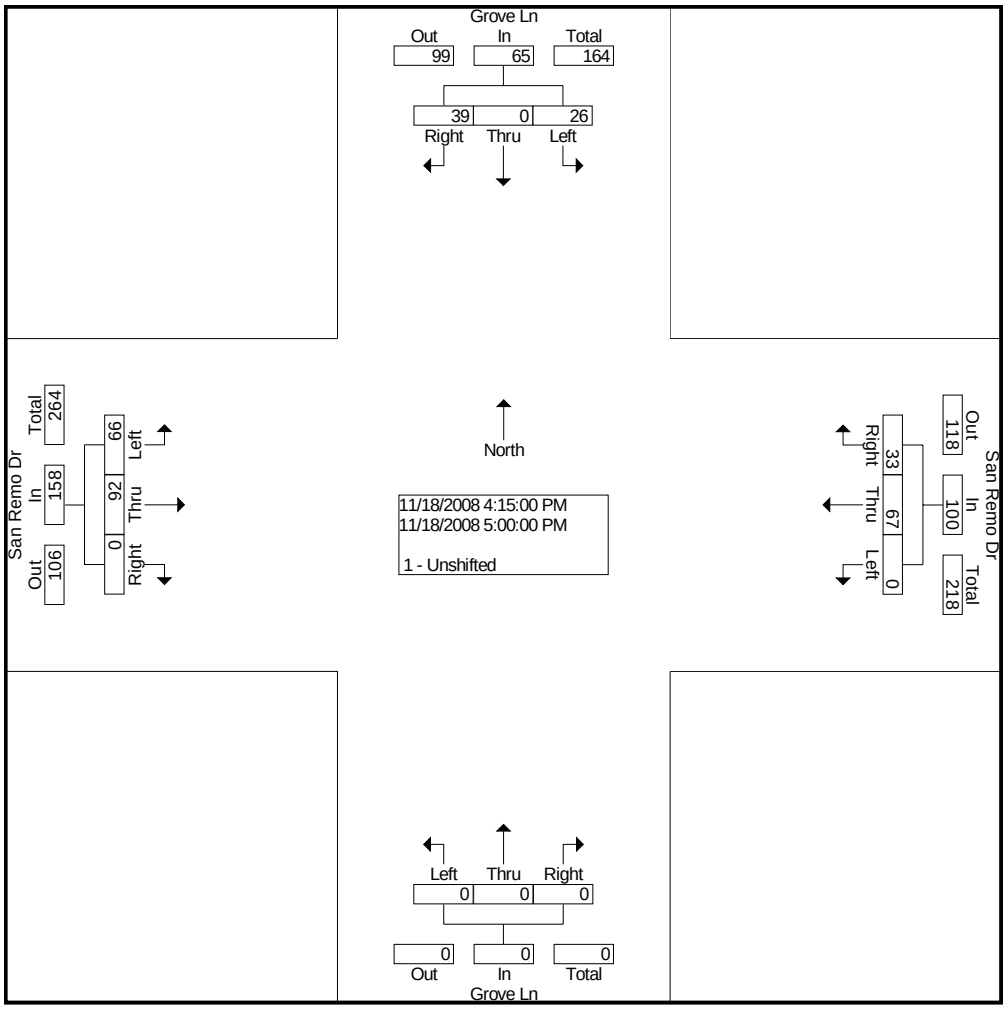
File Name : SRgrove
Site Code : 00000000
Start Date : 11/18/2008
Page No : 3

	Grove Ln Southbound				San Remo Dr Westbound				Grove Ln Northbound				San Remo Dr Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:45 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:15 PM																
Volume	26	0	39	65	0	67	33	100	0	0	0	0	66	92	0	158	323
Percent	40.0	0.0	60.0		0.0	67.0	33.0		0.0	0.0	0.0		41.8	58.2	0.0		
04:15 Volume	0	0	12	12	0	24	9	33	0	0	0	0	20	26	0	46	91
Peak Factor																	0.887
High Int.	04:30 PM				04:15 PM								04:15 PM				
Volume	13	0	7	20	0	24	9	33	0	0	0	0	20	26	0	46	
Peak Factor				0.813				0.758								0.859	



City Traffic Counters
626.256.4171

File Name : SRontare
Site Code : 00000000
Start Date : 11/18/2008
Page No : 1

Groups Printed- 1 - Unshifted

	Ontare Rd Southbound			San Remo Dr Westbound			Ontare Rd Northbound			San Remo Dr Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	8	2	0	0	0	1	2	0	1	0	13	27
07:15 AM	0	18	2	0	0	0	4	5	0	1	0	15	45
07:30 AM	0	15	6	0	0	0	2	7	0	2	0	20	52
07:45 AM	0	28	3	0	0	0	8	12	0	5	0	24	80
Total	0	69	13	0	0	0	15	26	0	9	0	72	204
08:00 AM	0	22	3	0	0	0	8	15	0	3	0	20	71
08:15 AM	0	10	4	0	0	0	4	16	0	1	0	23	58
08:30 AM	0	24	4	0	0	0	9	15	0	2	0	26	80
08:45 AM	0	27	2	0	0	0	9	16	0	1	0	22	77
Total	0	83	13	0	0	0	30	62	0	7	0	91	286
04:00 PM	0	25	3	0	0	0	27	29	0	5	0	19	108
04:15 PM	0	24	5	0	0	0	25	24	0	5	0	25	108
04:30 PM	0	23	2	0	0	0	14	25	0	3	0	24	91
04:45 PM	0	18	4	0	0	0	11	18	0	4	0	18	73
Total	0	90	14	0	0	0	77	96	0	17	0	86	380
05:00 PM	0	25	2	0	0	0	33	31	0	7	0	27	125
05:15 PM	0	34	4	0	0	0	16	17	0	3	0	20	94
05:30 PM	0	31	5	0	0	0	28	18	0	7	0	21	110
05:45 PM	0	23	0	0	0	0	21	24	0	1	0	25	94
Total	0	113	11	0	0	0	98	90	0	18	0	93	423
Grand Total	0	355	51	0	0	0	220	274	0	51	0	342	1293
Apprch %	0.0	87.4	12.6	0.0	0.0	0.0	44.5	55.5	0.0	13.0	0.0	87.0	
Total %	0.0	27.5	3.9	0.0	0.0	0.0	17.0	21.2	0.0	3.9	0.0	26.5	

City Traffic Counters
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File Name : SRontare
Site Code : 00000000
Start Date : 11/18/2008
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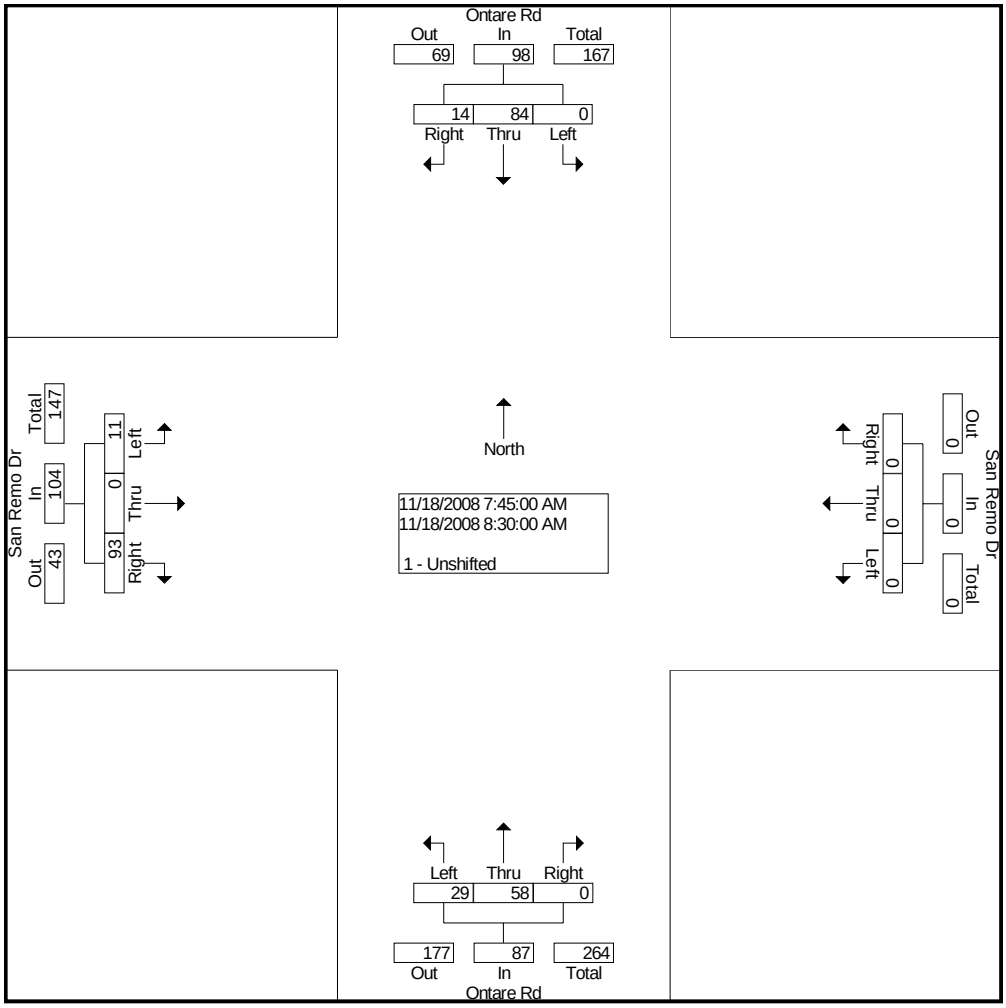
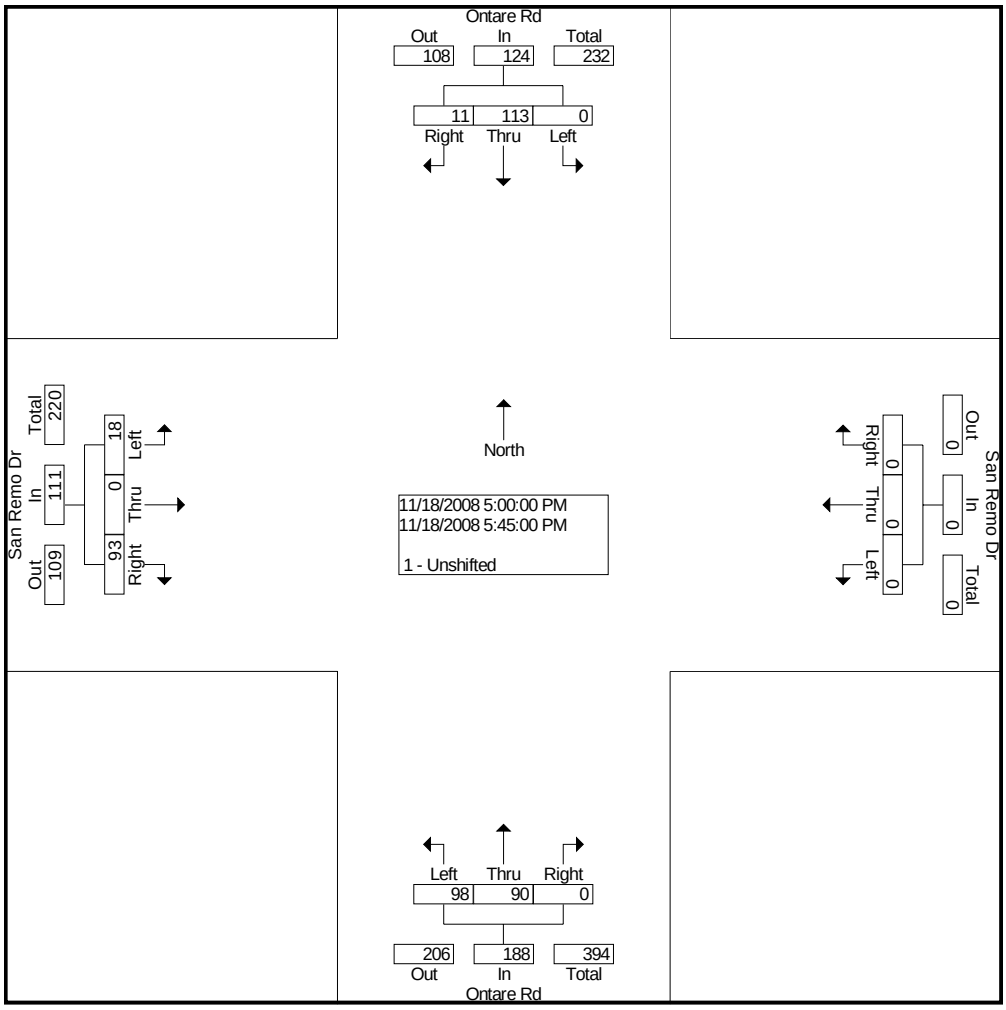
	Ontare Rd Southbound				San Remo Dr Westbound				Ontare Rd Northbound				San Remo Dr Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 12:30 PM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	0	84	14	98	0	0	0	0	29	58	0	87	11	0	93	104	289
Percent	0.0	85.7	14.3		0.0	0.0	0.0		33.3	66.7	0.0		10.6	0.0	89.4		
08:30 Volume	0	24	4	28	0	0	0	0	9	15	0	24	2	0	26	28	80
Peak Factor																	0.903
High Int.	07:45 AM				6:45:00 AM				08:30 AM				07:45 AM				
Volume	0	28	3	31	0	0	0	0	9	15	0	24	5	0	24	29	
Peak Factor				0.790								0.906				0.897	



City Traffic Counters
626.256.4171

File Name : SRontare
Site Code : 00000000
Start Date : 11/18/2008
Page No : 3

	Ontare Rd Southbound				San Remo Dr Westbound				Ontare Rd Northbound				San Remo Dr Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:45 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	0	113	11	124	0	0	0	0	98	90	0	188	18	0	93	111	423
Percent	0.0	91.1	8.9		0.0	0.0	0.0		52.1	47.9	0.0		16.2	0.0	83.8		
05:00 Volume	0	25	2	27	0	0	0	0	33	31	0	64	7	0	27	34	125
Peak Factor																	0.846
High Int.	05:15 PM								05:00 PM				05:00 PM				
Volume	0	34	4	38	0	0	0	0	33	31	0	64	7	0	27	34	
Peak Factor				0.816								0.734				0.816	



Existing Conditions Year 2008 Capacity Analysis

J08-1648 Sandman Inn EIR
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 La Cumbre Road at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.600
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.5
Optimal Cycle:	40	Level Of Service:	A

Street Name:	La Cumbre Road						State Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1 1 0 1			1 0 1 1 0			1 0 2 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	152	325	130	174	447	129	93	386	72	95	533	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	325	130	174	447	129	93	386	72	95	533	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	325	130	174	447	129	93	386	72	95	533	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	325	130	174	447	129	93	386	72	95	533	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	325	130	174	447	129	93	386	72	95	533	76
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.55	0.45	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2483	717	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.08	0.11	0.18	0.18	0.06	0.12	0.05	0.06	0.17	0.05
Crit Moves:	****				****		****				****	
Green/Cycle:	0.17	0.24	0.24	0.26	0.32	0.32	0.10	0.27	0.27	0.13	0.30	0.30
Volume/Cap:	0.56	0.42	0.34	0.42	0.56	0.56	0.56	0.44	0.17	0.44	0.56	0.16
Delay/Veh:	31.1	25.0	24.5	24.3	22.1	23.6	35.8	23.5	21.4	31.7	23.2	19.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.1	25.0	24.5	24.3	22.1	23.6	35.8	23.5	21.4	31.7	23.2	19.8
DesignQueue:	7	7	6	7	11	11	5	8	3	5	11	3

Note: Queue reported is the number of cars per lane.

J08-1648 Sandman Inn EIR
Existing
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 La Cumbre Road at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.695
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	La Cumbre Road							State Street					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L - T - R			L - T - R			L - T - R			L - T - R			
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1 1 1 0 1			1 0 1 1 0			1 0 2 0 1			1 0 2 0 1			
Volume Module: >> Count Date: 14 Jun 2006 << 4:30-5:30													
Base Vol:	292	263	218	187	258	100	132	763	176	166	722	77	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	292	263	218	187	258	100	132	763	176	166	722	77	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	292	263	218	187	258	100	132	763	176	166	722	77	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	292	263	218	187	258	100	132	763	176	166	722	77	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	292	263	218	187	258	100	132	763	176	166	722	77	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.58	1.42	1.00	1.00	1.44	0.56	1.00	2.00	1.00	1.00	2.00	1.00	
Final Sat.:	2525	2275	1600	1600	2306	894	1600	3200	1600	1600	3200	1600	
Capacity Analysis Module:													
Vol/Sat:	0.12	0.12	0.14	0.12	0.11	0.11	0.08	0.24	0.11	0.10	0.23	0.05	
Crit Moves:			****	****				****		****			

J08-1648 Sandman Inn EIR
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #8 Hope Ave at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.511
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	19.2
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Hope Ave						State Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0 1		1 0 1	0 1		1 0 1	1 0		1 0 2	0 1	
Volume Module:												
Base Vol:	80	161	104	53	170	48	54	601	49	83	628	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	161	104	53	170	48	54	601	49	83	628	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	161	104	53	170	48	54	601	49	83	628	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	161	104	53	170	48	54	601	49	83	628	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	161	104	53	170	48	54	601	49	83	628	26
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.85	0.15	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	2959	241	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.07	0.03	0.11	0.03	0.03	0.20	0.20	0.05	0.20	0.02
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.26	0.26	0.08	0.23	0.23	0.08	0.44	0.44	0.11	0.48	0.48
Volume/Cap:	0.46	0.39	0.25	0.39	0.46	0.13	0.41	0.46	0.46	0.46	0.41	0.03
Delay/Veh:	33.5	23.9	22.8	34.3	26.0	23.4	34.8	15.1	17.1	33.2	13.3	10.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.5	23.9	22.8	34.3	26.0	23.4	34.8	15.1	17.1	33.2	13.3	10.7
DesignQueue:	4	7	4	3	7	2	3	11	11	4	10	1

Note: Queue reported is the number of cars per lane.

J08-1648 Sandman Inn EIR
Existing
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #8 Hope Ave at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.660
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Street Name:	Hope Ave						State Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0 1		1 0 1	0 1		1 0 1	1 0		1 0 2	0 1	
Volume Module:												
Base Vol:	78	257	128	116	131	70	146	825	38	72	754	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	257	128	116	131	70	146	825	38	72	754	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	257	128	116	131	70	146	825	38	72	754	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	257	128	116	131	70	146	825	38	72	754	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	257	128	116	131	70	146	825	38	72	754	72
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.91	0.09	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3059	141	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.08	0.07	0.08	0.04	0.09	0.27	0.27	0.05	0.24	0.05
Crit Moves:		****		****			****				****	

J08-1648 Sandman Inn EIR
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #20 Hope Ave at Calle Real

Cycle (sec):	100	Critical Vol./Cap.(X):	0.556
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.6
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Hope Ave									Calle Real							
Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase					Split Phase					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	0	1	1	1	0	0	1	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	407	194		77		83	103		78		155	167		155		95	140		53	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	407	194		77		83	103		78		155	167		155		95	140		53	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	407	194		77		83	103		78		155	167		155		95	140		53	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	407	194		77		83	103		78		155	167		155		95	140		53	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
FinalVolume:	407	194		77		83	103		78		155	167		155		95	140		53	
Saturation Flow Module:																				
Sat/Lane:	1600	1600		1600		1600	1600		1600		1600	1600		1600		1600	1600		1600	
Adjustment:	0.80	0.80		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	1.35	0.65		1.00		1.00	1.00		1.00		1.00	1.04		0.96		1.00	1.45		0.55	
Final Sat.:	1734	826		1600		1600	1600		1600		1600	1660		1540		1600	2321		879	
Capacity Analysis Module:																				
Vol/Sat:	0.23	0.23		0.05		0.05	0.06		0.05		0.10	0.10		0.10		0.06	0.06		0.06	
Crit Moves:		****					****				****						****			
Green/Cycle:	0.46	0.46		0.46		0.13	0.13		0.13		0.19	0.19		0.19		0.12	0.12		0.12	
Volume/Cap:	0.51	0.51		0.10		0.41	0.51		0.38		0.51	0.52		0.52		0.52	0.51		0.51	
Delay/Veh:	15.0	15.4		11.7		31.7	33.1		31.5		29.1	28.9		29.0		34.1	33.1		35.1	
Delay Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
AdjDel/Veh:	15.0	15.4		11.7		31.7	33.1		31.5		29.1	28.9		29.0		34.1	33.1		35.1	
DesignQueue:	9	9		2		4	5		4		7	7		7		5	5		5	

Note: Queue reported is the number of cars per lane.

J08-1648 Sandman Inn EIR
Existing
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #20 Hope Ave at Calle Real

Cycle (sec):	100	Critical Vol./Cap.(X):	0.722
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	C

Street Name:	Hope Ave							Calle Real					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1 1	0 0	1	1 1	0 0	1	1 0	1 1	0	1 0	1 1	0	
Volume Module: >> Count Date: 22 Jun 2006 << 4:45-5:45													
Base Vol:	398	277	109	127	167	141	158	314	156	172	183	56	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	398	277	109	127	167	141	158	314	156	172	183	56	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	398	277	109	127	167	141	158	314	156	172	183	56	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	398	277	109	127	167	141	158	314	156	172	183	56	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	398	277	109	127	167	141	158	314	156	172	183	56	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	0.80	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.18	0.82	1.00	1.00	1.00	1.00	1.00	1.34	0.66	1.00	1.53	0.47	
Final Sat.:	1509	1051	1600	1600	1600	1600	1600	2138	1062	1600	2450	750	
Capacity Analysis Module:													
Vol/Sat:	0.26	0.26	0.07	0.08	0.10	0.09	0.10	0.15	0.15	0.11	0.07	0.07	
Crit Moves:	****				****			****		****			

J08-1648 Sandman Inn EIR
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #9 Hitchcock Way at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.517
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.0
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Hitchcock Way						State Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 0	0 1		0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	46	14	156	11	4	2	13	636	87	139	638	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	14	156	11	4	2	13	636	87	139	638	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	14	156	11	4	2	13	636	87	139	638	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	14	156	11	4	2	13	636	87	139	638	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	14	156	11	4	2	13	636	87	139	638	20
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.77	0.23	1.00	0.65	0.23	0.12	1.00	1.76	0.24	1.00	1.94	0.06
Final Sat.:	1227	373	1600	1035	376	188	1600	2815	385	1600	3103	97
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.10	0.01	0.01	0.01	0.01	0.23	0.23	0.09	0.21	0.21
Crit Moves:			****	****				****		****		
Green/Cycle:	0.16	0.21	0.21	0.01	0.06	0.06	0.03	0.49	0.49	0.19	0.65	0.65
Volume/Cap:	0.17	0.18	0.46	0.46	0.17	0.17	0.32	0.46	0.46	0.46	0.32	0.32
Delay/Veh:	27.7	25.1	27.4	50.3	34.7	35.1	38.3	13.3	14.4	28.7	6.0	6.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.7	25.1	27.4	50.3	34.7	35.1	38.3	13.3	14.4	28.7	6.0	6.9
DesignQueue:	3	3	7	1	1	1	1	11	11	6	7	7

Note: Queue reported is the number of cars per lane.

J08-1648 Sandman Inn EIR
Existing
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #9 Hitchcock Way at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.670
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Street Name:	Hitchcock Way						State Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module: >> Count Date: 1 Jan 2000 <<												
Base Vol:	98	17	203	54	32	35	51	887	113	193	810	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	17	203	54	32	35	51	887	113	193	810	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	17	203	54	32	35	51	887	113	193	810	23
Reduct Vol:	0	0	30	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	17	173	54	32	35	51	887	113	193	810	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	17	173	54	32	35	51	887	113	193	810	23
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.85	0.15	1.00	0.45	0.26	0.29	1.00	1.77	0.23	1.00	1.94	0.06
Final Sat.:	1363	237	1600	714	423	463	1600	2838	362	1600	3112	88
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.11	0.03	0.08	0.08	0.03	0.31	0.31	0.12	0.26	0.26
Crit Moves:	****				****			****		****		

J08-1648 Sandman Inn EIR
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #21 Hitchcock Way at Calle Real

Cycle (sec):	100	Critical Vol./Cap.(X):	0.427
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.3
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Hitchcock Way									Calle Real							
Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase					Split Phase					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Volume Module:																				
Base Vol:	0	0	0	103	0	77	239	132	0	0	246	115								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	0	0	0	103	0	77	239	132	0	0	246	115								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	0	0	0	103	0	77	239	132	0	0	246	115								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	0	0	0	103	0	77	239	132	0	0	246	115								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
FinalVolume:	0	0	0	103	0	77	239	132	0	0	246	115								
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.36	0.64								
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	2181	1019								
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.05	0.15	0.04	0.00	0.00	0.11	0.11								
Crit Moves:				****			****				****									
Green/Cycle:	0.00	0.00	0.00	0.18	0.00	0.18	0.41	0.72	0.00	0.00	0.31	0.31								
Volume/Cap:	0.00	0.00	0.00	0.36	0.00	0.27	0.36	0.06	0.00	0.00	0.36	0.36								
Delay/Veh:	0.0	0.0	0.0	28.2	0.0	27.5	15.8	3.1	0.0	0.0	20.8	20.9								
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
AdjDel/Veh:	0.0	0.0	0.0	28.2	0.0	27.5	15.8	3.1	0.0	0.0	20.8	20.9								
DesignQueue:	0	0	0	5	0	4	8	1	0	0	7	7								

Note: Queue reported is the number of cars per lane.

J08-1648 Sandman Inn EIR
Existing
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #21 Hitchcock Way at Calle Real

Cycle (sec):	100	Critical Vol./Cap.(X):	0.461
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Hitchcock Way							Calle Real					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 0 0 0 0			1 0 0 0 1			1 0 2 0 0			0 0 1 1 0			
Volume Module: >> Count Date: 22 Jun 2006 << 4:45-5:45													
Base Vol:	0	0	0	159	0	166	242	246	0	0	232	106	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	0	0	159	0	166	242	246	0	0	232	106	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	0	0	159	0	166	242	246	0	0	232	106	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	159	0	166	242	246	0	0	232	106	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	0	0	0	159	0	166	242	246	0	0	232	106	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.37	0.63	
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	2196	1004	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.10	0.15	0.08	0.00	0.00	0.11	0.11	
Crit Moves:						****	****				****		

J08-1648 Sandman Inn EIR
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #10 Ontare Road at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.430
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.2
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Ontare Road						State Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 0	0 1		0 1 0	0 1		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	36	14	9	100	24	23	57	685	28	20	577	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	14	9	100	24	23	57	685	28	20	577	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	14	9	100	24	23	57	685	28	20	577	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	14	9	100	24	23	57	685	28	20	577	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	14	9	100	24	23	57	685	28	20	577	45
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.72	0.28	1.00	0.81	0.19	1.00	1.00	1.92	0.08	1.00	1.86	0.14
Final Sat.:	1152	448	1600	1290	310	1600	1600	3074	126	1600	2968	232
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.01	0.06	0.08	0.01	0.04	0.22	0.22	0.01	0.19	0.19
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.09	0.09	0.18	0.21	0.21	0.10	0.59	0.59	0.03	0.53	0.53
Volume/Cap:	0.37	0.34	0.06	0.34	0.37	0.07	0.37	0.38	0.38	0.38	0.37	0.37
Delay/Veh:	36.2	34.8	32.0	27.9	27.5	24.3	33.2	8.2	9.7	38.5	10.6	11.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.2	34.8	32.0	27.9	27.5	24.3	33.2	8.2	9.7	38.5	10.6	11.4
DesignQueue:	3	3	0	6	6	1	3	8	8	1	8	8

Note: Queue reported is the number of cars per lane.

J08-1648 Sandman Inn EIR
Existing
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #10 Ontare Road at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.553
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Ontare Road							State Street					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	1 1	0	1 0	1 1	0	
Volume Module: >> Count Date: 1 Jan 2000 <<													
Base Vol:	36	32	27	95	17	53	75	1017	40	33	856	97	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	36	32	27	95	17	53	75	1017	40	33	856	97	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	36	32	27	95	17	53	75	1017	40	33	856	97	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	36	32	27	95	17	53	75	1017	40	33	856	97	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	36	32	27	95	17	53	75	1017	40	33	856	97	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.53	0.47	1.00	0.85	0.15	1.00	1.00	1.92	0.08	1.00	1.80	0.20	
Final Sat.:	847	753	1600	1357	243	1600	1600	3079	121	1600	2874	326	
Capacity Analysis Module:													
Vol/Sat:	0.02	0.04	0.02	0.06	0.07	0.03	0.05	0.33	0.33	0.02	0.30	0.30	
Crit Moves:		****		****				****		****			

J08-1648 Sandman Inn EIR
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #12 Las Positas Road/San Roque Road at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.637
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.4
Optimal Cycle:	43	Level Of Service:	B

Street Name:	Las Positas Road/San Roque Road						State Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 1	0 1		1 0 1	1 0		1 0 2	0 1		2 0 2	0 1	
Volume Module:												
Base Vol:	193	260	166	109	248	49	53	736	148	195	623	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	260	166	109	248	49	53	736	148	195	623	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	260	166	109	248	49	53	736	148	195	623	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	260	166	109	248	49	53	736	148	195	623	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	260	166	109	248	49	53	736	148	195	623	53
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.67	0.33	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2560	1600	1600	1600	2672	528	1600	3200	1600	2560	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.10	0.07	0.09	0.09	0.03	0.23	0.09	0.08	0.19	0.03
Crit Moves:		****		****				****		****		
Green/Cycle:	0.17	0.27	0.27	0.11	0.21	0.21	0.07	0.39	0.39	0.13	0.44	0.44
Volume/Cap:	0.44	0.60	0.38	0.60	0.44	0.44	0.44	0.60	0.24	0.60	0.44	0.08
Delay/Veh:	28.9	26.0	23.0	36.1	26.6	28.0	35.8	19.5	16.1	33.8	15.2	12.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.9	26.0	23.0	36.1	26.6	28.0	35.8	19.5	16.1	33.8	15.2	12.5
DesignQueue:	4	11	7	5	7	7	3	13	5	5	10	2

Note: Queue reported is the number of cars per lane.

J08-1648 Sandman Inn EIR
Existing
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #12 Las Positas Road/San Roque Road at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.772
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	C

Street Name:	Las Positas Road/San Roque Road												State Street											
Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	2	0	1	0	1		1	0	1	1	0		1	0	2	0	1		2	0	2	0	1	
Volume Module:																								
Base Vol:	206	314		215		102	203		42			68	982		227			269	731		112			
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			
Initial Bse:	206	314		215		102	203		42			68	982		227			269	731		112			
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			
PHF Volume:	206	314		215		102	203		42			68	982		227			269	731		112			
Reduct Vol:	0	0		0		0	0		0			0	0		0			0	0		0			
Reduced Vol:	206	314		215		102	203		42			68	982		227			269	731		112			
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			
FinalVolume:	206	314		215		102	203		42			68	982		227			269	731		112			
Saturation Flow Module:																								
Sat/Lane:	1600	1600		1600		1600	1600		1600			1600	1600		1600			1600	1600		1600			
Adjustment:	0.80	1.00		1.00		1.00	1.00		1.00			1.00	1.00		1.00			0.80	1.00		1.00			
Lanes:	2.00	1.00		1.00		1.00	1.66		0.34			1.00	2.00		1.00			2.00	2.00		1.00			
Final Sat.:	2560	1600		1600		1600	2651		549			1600	3200		1600			2560	3200		1600			
Capacity Analysis Module:																								
Vol/Sat:	0.08	0.20		0.13		0.06	0.08		0.08			0.04	0.31		0.14			0.11	0.23		0.07			
Crit Moves:		****				****							****					****						

J08-1648 Sandman Inn EIR
Existing
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #96 Hope Ave at San Remo Dr

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: B[12.5]

Street Name:	Hope Ave									San Remo Dr								
Approach:	North Bound					South Bound					East Bound					West Bound		
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0	124		71		20	225		0		0		0		0	120		0		33
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0	124		71		20	225		0		0		0		0	120		0		33
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0	124		71		20	225		0		0		0		0	120		0		33
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	0	124		71		20	225		0		0		0		0	120		0		33
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		xxxxx		xxxx		xxxxx	6.4		6.5		6.2
FollowUpTim:	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		xxxxx		xxxx		xxxxx	3.5		4.0		3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		195	xxxx		xxxxx		xxxx		xxxx		xxxxx	425		425		160
Potent Cap.:	xxxx	xxxx		xxxxx		1390	xxxx		xxxxx		xxxx		xxxx		xxxxx	590		525		891
Move Cap.:	xxxx	xxxx		xxxxx		1390	xxxx		xxxxx		xxxx		xxxx		xxxxx	584		517		891
Volume/Cap:	xxxx	xxxx		xxxx		0.01	xxxx		xxxx		xxxx		xxxx		xxxx	0.21		0.00		0.04
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.0	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		7.6	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
LOS by Move:	*	*		*		A	*		*		*		*		*	*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		631		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx		0.0	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		0.9		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx		7.6	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		12.5		xxxxx
Shared LOS:	*	*		*		A	*		*		*		*		*	*		B		*
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					12.5				
ApproachLOS:	*					*					*					B				

Note: Queue reported is the number of cars per lane.

J08-1648 Sandman Inn EIR
Existing
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #96 Hope Ave at San Remo Dr

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: B[12.4]

Street Name:	Hope Ave									San Remo Dr								
Approach:	North Bound					South Bound					East Bound					West Bound		
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0	200	151			17	138				0	0	0			89	0	27		
Growth Adj:	1.00	1.00	1.00			1.00	1.00				1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	0	200	151			17	138				0	0	0			89	0	27		
User Adj:	1.00	1.00	1.00			1.00	1.00				1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00				1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	0	200	151			17	138				0	0	0			89	0	27		
Reduct Vol:	0	0	0			0	0				0	0	0			0	0	0		
FinalVolume:	0	200	151			17	138				0	0	0			89	0	27		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx			xxxxx	xxxx	xxxxx			6.4	6.5	6.2		
FollowUpTim:	xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx			xxxxx	xxxx	xxxxx			3.5	4.0	3.3		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx			351	xxxx	xxxxx			xxxx	xxxx	xxxxx			448	448	276		
Potent Cap.:	xxxx	xxxx	xxxxx			1219	xxxx	xxxxx			xxxx	xxxx	xxxxx			573	509	768		
Move Cap.:	xxxx	xxxx	xxxxx			1219	xxxx	xxxxx			xxxx	xxxx	xxxxx			566	502	768		
Volume/Cap:	xxxx	xxxx	xxxx			0.01	xxxx	xxxx			xxxx	xxxx	xxxx			0.16	0.00	0.04		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			0.0	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx			8.0	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	*			A	*	*			*	*	*			*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	603	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			0.0	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	0.7	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			8.0	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	12.4	xxxxx		
Shared LOS:	*	*	*			A	*	*			*	*	*			*	B	*		
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					12.4				
ApproachLOS:	*					*					*					B				

Note: Queue reported is the number of cars per lane.

J08-1648 Sandman Inn EIR
Existing
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #98 Grove Ln at San Remo Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.142
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service: A

Street Name:	Grove Ln						San Remo Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	55	0	70	38	58	0	0	41	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	55	0	70	38	58	0	0	41	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	55	0	70	38	58	0	0	41	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	55	0	70	38	58	0	0	41	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	55	0	70	38	58	0	0	41	21
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.44	0.00	0.56	0.40	0.60	0.00	0.00	0.66	0.34
Final Sat.:	0	0	0	386	0	491	323	494	0	0	570	292
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.14	xxxx	0.14	0.12	0.12	xxxx	xxxx	0.07	0.07
Crit Moves:				****			****				****	

J08-1648 Sandman Inn EIR
Existing
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #98 Grove Ln at San Remo Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.188
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.8
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Grove Ln						San Remo Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	26	0	39	66	92	0	0	67	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	26	0	39	66	92	0	0	67	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	26	0	39	66	92	0	0	67	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	26	0	39	66	92	0	0	67	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	26	0	39	66	92	0	0	67	33
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.40	0.00	0.60	0.42	0.58	0.00	0.00	0.67	0.33
Final Sat.:	0	0	0	330	0	496	351	490	0	0	592	292
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.08	xxxx	0.08	0.19	0.19	xxxx	xxxx	0.11	0.11
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	7.5	0.0	7.5	8.2	8.2	0.0	0.0	7.5	7.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.5	0.0	7.5	8.2	8.2	0.0	0.0	7.5	7.5
LOS by Move:	*	*	*	A	*	A	A	A	*	*	A	A
ApproachDel:	xxxxxx			7.5			8.2			7.5		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			7.5			8.2			7.5		
LOS by Appr:	*			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.2	0.2	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

J08-1648 Sandman Inn EIR
Existing
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #97 Ontare Rd at San Remo Dr

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: A[9.3]

Street Name:	Ontare Rd								San Remo Dr							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	1!	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	29	58		0		0	84		14		11		0		93		0		0	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	29	58		0		0	84		14		11		0		93		0		0	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	29	58		0		0	84		14		11		0		93		0		0	
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0	
FinalVolume:	29	58		0		0	84		14		11		0		93		0		0	
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					6.4		6.5		6.2	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx					3.5		4.0		3.3	xxxxx	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	98	xxxx	xxxxx	xxxx	xxxx	xxxxx					207		207		91	xxxx	xxxx	xxxxx		
Potent Cap.:	1508	xxxx	xxxxx	xxxx	xxxx	xxxxx					786		693		972	xxxx	xxxx	xxxxx		
Move Cap.:	1508	xxxx	xxxxx	xxxx	xxxx	xxxxx					774		680		972	xxxx	xxxx	xxxxx		
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx					0.01		0.00		0.10	xxxx	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx					xxxx		xxxx		xxxxx	xxxx	xxxx	xxxxx		
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx		xxxx		xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	A	*		*		*	*		*		*		*		*	*		*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					xxxx		947		xxxxx	xxxx	xxxx	xxxxx		
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx		0.4		xxxxx	xxxxx	xxxx	xxxxx		
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx		9.3		xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	A	*		*		*	*		*		*		A		*	*		*		
ApproachDel:	xxxxxx			xxxxxx							9.3				xxxxxx					
ApproachLOS:	*			*							A				*					

Note: Queue reported is the number of cars per lane.

J08-1648 Sandman Inn EIR
Existing
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #97 Ontare Rd at San Remo Dr

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: A[9.9]

Street Name:	Ontare Rd								San Remo Dr							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	1!	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	98	90		0	0	113		11			18		0		93	0		0		0
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	98	90		0	0	113		11			18		0		93	0		0		0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	98	90		0	0	113		11			18		0		93	0		0		0
Reduct Vol:	0	0		0	0	0		0			0		0		0	0		0		0
FinalVolume:	98	90		0	0	113		11			18		0		93	0		0		0
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					6.4		6.5		6.2	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx					3.5		4.0		3.3	xxxxx	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	124	xxxx	xxxxx	xxxx	xxxx	xxxxx					405		405		119	xxxx	xxxx	xxxxx		
Potent Cap.:	1475	xxxx	xxxxx	xxxx	xxxx	xxxxx					606		538		939	xxxx	xxxx	xxxxx		
Move Cap.:	1475	xxxx	xxxxx	xxxx	xxxx	xxxxx					574		500		939	xxxx	xxxx	xxxxx		
Volume/Cap:	0.07	xxxx	xxxx	xxxx	xxxx	xxxx					0.03		0.00		0.10	xxxx	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx					xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Control Del:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
LOS by Move:	A	*		*	*	*					*	*	*			*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					xxxx		851	xxxxx		xxxx	xxxx	xxxxx		
SharedQueue:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx		0.4	xxxxx		xxxxx	xxxx	xxxxx		
Shrd ConDel:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx		9.9	xxxxx		xxxxx	xxxx	xxxxx		
Shared LOS:	A	*		*	*	*					*		A		*	*	*	*		
ApproachDel:	xxxxxx			xxxxxx							9.9					xxxxxx				
ApproachLOS:	*			*							A					*				

Note: Queue reported is the number of cars per lane.

Future Year With Project Capacity Analysis
Project-Specific Impacts

J08-1648 Sandman Inn EIR
Existing + Ambient + Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 La Cumbre Road at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.612
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	B

Street Name:	La Cumbre Road						State Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1 1 0 1			1 0 1 1 0			1 0 2 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	152	325	130	174	447	129	93	386	72	95	533	76
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	155	332	133	177	456	132	95	394	73	97	544	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	8	0	0	9	0
Initial Fut:	155	332	133	177	456	132	95	402	73	97	553	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	332	133	177	456	132	95	402	73	97	553	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	332	133	177	456	132	95	402	73	97	553	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	332	133	177	456	132	95	402	73	97	553	78
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.55	0.45	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2483	717	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.08	0.11	0.18	0.18	0.06	0.13	0.05	0.06	0.17	0.05
Crit Moves:	****				****		****				****	

J08-1648 Sandman Inn EIR
Existing + Ambient + Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 La Cumbre Road at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.711
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Street Name:	La Cumbre Road							State Street					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L - T - R			L - T - R			L - T - R			L - T - R			
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1 1 0 1			1 0 1 1 0			1 0 2 0 1			1 0 2 0 1			
Volume Module: >> Count Date: 14 Jun 2006 << 4:30-5:30													
Base Vol:	292	263	218	187	258	100	132	763	176	166	722	77
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	298	268	222	191	263	102	135	778	180	169	736	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	11	0	0	12	0
Initial Fut:	298	268	222	191	263	102	135	789	180	169	748	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	298	268	222	191	263	102	135	789	180	169	748	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	268	222	191	263	102	135	789	180	169	748	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	298	268	222	191	263	102	135	789	180	169	748	79
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.58	1.42	1.00	1.00	1.44	0.56	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2525	2275	1600	1600	2306	894	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.14	0.12	0.11	0.11	0.08	0.25	0.11	0.11	0.23	0.05
Crit Moves:			****	****				****		****		

J08-1648 Sandman Inn EIR
Existing + Ambient + Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Hope Ave at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.524
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Hope Ave						State Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0 1		1 0 1	0 1		1 0 1	1 0		1 0 2	0 1	
Volume Module:												
Base Vol:	80	161	104	53	170	48	54	601	49	83	628	26
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	82	164	106	54	173	49	55	613	50	85	641	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	7	1	7	0	4	9	-3
Initial Fut:	82	164	106	54	173	56	56	620	50	89	650	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	164	106	54	173	56	56	620	50	89	650	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	164	106	54	173	56	56	620	50	89	650	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	164	106	54	173	56	56	620	50	89	650	24
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.85	0.15	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	2961	239	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.07	0.03	0.11	0.03	0.04	0.21	0.21	0.06	0.20	0.01
Crit Moves:	****				****			****		****		

J08-1648 Sandman Inn EIR
Existing + Ambient + Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Hope Ave at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.678
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Street Name:	Hope Ave						State Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0 1		1 0 1	0 1		1 0 1	1 0		1 0 2	0 1	
Volume Module:												
Base Vol:	78	257	128	116	131	70	146	825	38	72	754	72
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	80	262	131	118	134	71	149	842	39	73	769	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	3	7	4	0	4	9	-3
Initial Fut:	80	262	131	118	134	74	156	846	39	77	778	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	262	131	118	134	74	156	846	39	77	778	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	262	131	118	134	74	156	846	39	77	778	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	262	131	118	134	74	156	846	39	77	778	70
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.91	0.09	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3060	140	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.08	0.07	0.08	0.05	0.10	0.28	0.28	0.05	0.24	0.04
Crit Moves:		****		****			****				****	

J08-1648 Sandman Inn EIR
Existing + Ambient + Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #20 Hope Ave at Calle Real

Cycle (sec):	100	Critical Vol./Cap.(X):	0.567
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Hope Ave						Calle Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1 0	0 1		1 1 0	0 1		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	407	194	77	83	103	78	155	167	155	95	140	53
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	415	198	79	85	105	80	158	170	158	97	143	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	4	0	3	2	0	5	0	0	0	0
Initial Fut:	415	198	83	85	108	82	158	175	158	97	143	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	415	198	83	85	108	82	158	175	158	97	143	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	415	198	83	85	108	82	158	175	158	97	143	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	415	198	83	85	108	82	158	175	158	97	143	54
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.35	0.65	1.00	1.00	1.00	1.00	1.00	1.05	0.95	1.00	1.45	0.55
Final Sat.:	1734	826	1600	1600	1600	1600	1600	1683	1517	1600	2321	879
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.05	0.05	0.07	0.05	0.10	0.10	0.10	0.06	0.06	0.06
Crit Moves:		****			****		****				****	

J08-1648 Sandman Inn EIR
Existing + Ambient + Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #20 Hope Ave at Calle Real

Cycle (sec):	100	Critical Vol./Cap.(X):	0.736
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	C

Street Name:	Hope Ave							Calle Real					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1 1	0 0	1	1 1	0 0	1	1 0	1 1	0	1 0	1 1	0	
Volume Module: >> Count Date: 22 Jun 2006 << 4:45-5:45													
Base Vol:	398	277	109	127	167	141	158	314	156	172	183	56	
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Initial Bse:	406	283	111	130	170	144	161	320	159	175	187	57	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	2	2	0	0	0	0	-2	0	
Initial Fut:	406	283	111	130	172	146	161	320	159	175	185	57	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	406	283	111	130	172	146	161	320	159	175	185	57	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	406	283	111	130	172	146	161	320	159	175	185	57	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	406	283	111	130	172	146	161	320	159	175	185	57	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	0.80	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.18	0.82	1.00	1.00	1.00	1.00	1.00	1.34	0.66	1.00	1.53	0.47	
Final Sat.:	1509	1051	1600	1600	1600	1600	1600	2138	1062	1600	2444	756	
Capacity Analysis Module:													
Vol/Sat:	0.27	0.27	0.07	0.08	0.11	0.09	0.10	0.15	0.15	0.11	0.08	0.08	
Crit Moves:	****				****			****		****			

J08-1648 Sandman Inn EIR
Existing + Ambient + Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Hitchcock Way at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.525
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Hitchcock Way						State Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	46	14	156	11	4	2	13	636	87	139	638	20
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	47	14	159	11	4	2	13	649	89	142	651	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	8	0	0	0	0	7	0	-13	10	0
Initial Fut:	47	14	167	11	4	2	13	656	89	129	661	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	14	167	11	4	2	13	656	89	129	661	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	14	167	11	4	2	13	656	89	129	661	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	14	167	11	4	2	13	656	89	129	661	20
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.77	0.23	1.00	0.65	0.23	0.12	1.00	1.76	0.24	1.00	1.94	0.06
Final Sat.:	1227	373	1600	1035	376	188	1600	2819	381	1600	3104	96
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.10	0.01	0.01	0.01	0.01	0.23	0.23	0.08	0.21	0.21
Crit Moves:			****	****				****		****		

J08-1648 Sandman Inn EIR
Existing + Ambient + Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Hitchcock Way at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.675
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Street Name:	Hitchcock Way						State Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 0	0 1		0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module: >> Count Date: 20 Jun 2006 << 4:30-5:30PM												
Base Vol:	98	17	203	54	32	35	51	887	113	193	810	23
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	100	17	207	55	33	36	52	905	115	197	826	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	-7	0	0	0	0	4	0	-12	10	0
Initial Fut:	100	17	200	55	33	36	52	909	115	185	836	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	17	200	55	33	36	52	909	115	185	836	23
Reduct Vol:	0	0	30	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	17	170	55	33	36	52	909	115	185	836	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	17	170	55	33	36	52	909	115	185	836	23
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.85	0.15	1.00	0.45	0.26	0.29	1.00	1.77	0.23	1.00	1.95	0.05
Final Sat.:	1363	237	1600	714	423	463	1600	2840	360	1600	3113	87
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.11	0.03	0.08	0.08	0.03	0.32	0.32	0.12	0.27	0.27
Crit Moves:	****				****			****		****		

J08-1648 Sandman Inn EIR
Existing + Ambient + Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #21 Hitchcock Way at Calle Real

Cycle (sec):	100	Critical Vol./Cap.(X):	0.438
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Hitchcock Way									Calle Real							
Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase					Split Phase					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Volume Module:																				
Base Vol:	0	0	0	103	0	77	239	132	0	0	246	115								
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02								
Initial Bse:	0	0	0	105	0	79	244	135	0	0	251	117								
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
PasserByVol:	0	0	0	-1	0	0	9	0	0	0	0	0								
Initial Fut:	0	0	0	104	0	79	253	135	0	0	251	117								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	0	0	0	104	0	79	253	135	0	0	251	117								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	0	0	0	104	0	79	253	135	0	0	251	117								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
FinalVolume:	0	0	0	104	0	79	253	135	0	0	251	117								
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.36	0.64								
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	2181	1019								
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.05	0.16	0.04	0.00	0.00	0.12	0.12								
Crit Moves:				****			****				****									

J08-1648 Sandman Inn EIR
Existing + Ambient + Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #21 Hitchcock Way at Calle Real

Cycle (sec):	100	Critical Vol./Cap.(X):	0.467
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Hitchcock Way							Calle Real					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 0 0 0 0			1 0 0 0 1			1 0 2 0 0			0 0 1 1 0			
Volume Module: >> Count Date: 22 Jun 2006 << 4:45-5:45													
Base Vol:	0	0	0	159	0	166	242	246	0	0	232	106	
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Initial Bse:	0	0	0	162	0	169	247	251	0	0	237	108	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	-3	0	-2	0	0	0	0	0	0	
Initial Fut:	0	0	0	159	0	167	247	251	0	0	237	108	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	0	0	159	0	167	247	251	0	0	237	108	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	159	0	167	247	251	0	0	237	108	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	0	0	0	159	0	167	247	251	0	0	237	108	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.37	0.63	
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	2196	1004	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.10	0.15	0.08	0.00	0.00	0.11	0.11	
Crit Moves:						****	****				****		

J08-1648 Sandman Inn EIR
Existing + Ambient + Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Ontare Road at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.443
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Ontare Road						State Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	36	14	9	100	24	23	57	685	28	20	577	45
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	37	14	9	102	24	23	58	699	29	20	589	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	3	0	-2	15	-3	-3	0	4	1
Initial Fut:	37	14	9	105	24	21	73	696	26	20	593	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	14	9	105	24	21	73	696	26	20	593	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	14	9	105	24	21	73	696	26	20	593	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	14	9	105	24	21	73	696	26	20	593	47
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.72	0.28	1.00	0.81	0.19	1.00	1.00	1.93	0.07	1.00	1.85	0.15
Final Sat.:	1152	448	1600	1297	303	1600	1600	3087	113	1600	2965	235
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.01	0.07	0.08	0.01	0.05	0.23	0.23	0.01	0.20	0.20
Crit Moves:		****		****			****				****	

J08-1648 Sandman Inn EIR
Existing + Ambient + Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Ontare Road at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.562
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Ontare Road						State Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 0	0 1		0 1 0	0 1		1 0 1	1 0		1 0 1	1 0	
Volume Module: >> Count Date: 22 Jun 2006 << 4:30-5:30												
Base Vol:	36	32	27	95	17	53	75	1017	40	33	856	97
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	37	33	28	97	17	54	77	1037	41	34	873	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	2	0	-6	-3	-1	-2	0	-1	3
Initial Fut:	37	33	28	99	17	48	74	1036	39	34	872	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	33	28	99	17	48	74	1036	39	34	872	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	33	28	99	17	48	74	1036	39	34	872	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	33	28	99	17	48	74	1036	39	34	872	102
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.53	0.47	1.00	0.85	0.15	1.00	1.00	1.93	0.07	1.00	1.79	0.21
Final Sat.:	847	753	1600	1361	239	1600	1600	3085	115	1600	2865	335
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.02	0.06	0.07	0.03	0.05	0.34	0.34	0.02	0.30	0.30
Crit Moves:		****		****				****		****		

J08-1648 Sandman Inn EIR
Existing + Ambient + Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Las Positas Road/San Roque Road at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.648
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Las Positas Road/San Roque Road						State Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 1	0 1		1 0 1	1 0		1 0 2	0 1		2 0 2	0 1	
Volume Module:												
Base Vol:	193	260	166	109	248	49	53	736	148	195	623	53
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	197	265	169	111	253	50	54	751	151	199	635	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	3	-3	0	5	0
Initial Fut:	197	265	169	111	253	50	54	754	148	199	640	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	265	169	111	253	50	54	754	148	199	640	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	265	169	111	253	50	54	754	148	199	640	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	197	265	169	111	253	50	54	754	148	199	640	54
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.67	0.33	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2560	1600	1600	1600	2672	528	1600	3200	1600	2560	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.17	0.11	0.07	0.09	0.09	0.03	0.24	0.09	0.08	0.20	0.03
Crit Moves:		****		****				****		****		

J08-1648 Sandman Inn EIR
Existing + Ambient + Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Las Positas Road/San Roque Road at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.786
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	C

Street Name:	Las Positas Road/San Roque Road						State Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 1	0 1		1 0 1	1 0		1 0 2	0 1		2 0 2	0 1	
Volume Module:												
Base Vol:	206	314	215	102	203	42	68	982	227	269	731	112
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	210	320	219	104	207	43	69	1002	232	274	746	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	2	-1	0	2	0
Initial Fut:	210	320	219	104	207	43	69	1004	231	274	748	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	320	219	104	207	43	69	1004	231	274	748	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	320	219	104	207	43	69	1004	231	274	748	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	320	219	104	207	43	69	1004	231	274	748	114
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.66	0.34	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2560	1600	1600	1600	2651	549	1600	3200	1600	2560	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.14	0.07	0.08	0.08	0.04	0.31	0.14	0.11	0.23	0.07
Crit Moves:		****		****				****		****		

J08-1648 Sandman Inn EIR
Existing + Ambient + Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Las Positas Road/San Roque Road at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.773
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	C

Street Name:	Las Positas Road/San Roque Road						State Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 1	0 1		1 0 1	1 0		1 0 2	0 1		2 0 2	0 1	
Volume Module:												
Base Vol:	206	314	215	102	203	42	68	982	227	269	731	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	206	314	215	102	203	42	68	982	227	269	731	112
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	2	-1	0	2	0
Initial Fut:	206	314	215	102	203	42	68	984	226	269	733	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	206	314	215	102	203	42	68	984	226	269	733	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	314	215	102	203	42	68	984	226	269	733	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	206	314	215	102	203	42	68	984	226	269	733	112
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.66	0.34	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2560	1600	1600	1600	2651	549	1600	3200	1600	2560	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.13	0.06	0.08	0.08	0.04	0.31	0.14	0.11	0.23	0.07
Crit Moves:		****		****				****		****		

J08-1648 Sandman Inn EIR
Existing + Ambient + Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #96 Hope Ave at San Remo Dr

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: B[12.8]

Street Name:	Hope Ave									San Remo Dr								
Approach:	North Bound					South Bound				East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0	124		71		20	225		0		0		0		0	120		0		33
Growth Adj:	1.02	1.02		1.02		1.02	1.02		1.02		1.02		1.02		1.02	1.02		1.02		1.02
Initial Bse:	0	126		72		20	230		0		0		0		0	122		0		34
Added Vol:	0	0		0		0	0		0		0		0		0	0		0		0
PasserByVol:	0	0		1		0	0		0		0		0		0	7		0		0
Initial Fut:	0	126		73		20	230		0		0		0		0	129		0		34
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0	126		73		20	230		0		0		0		0	129		0		34
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	0	126		73		20	230		0		0		0		0	129		0		34
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		xxxxx		xxxx		xxxxx	6.4		6.5		6.2
FollowUpTim:	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		xxxxx		xxxx		xxxxx	3.5		4.0		3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		200	xxxx		xxxxx		xxxx		xxxx		xxxxx	433		433		163
Potent Cap.:	xxxx	xxxx		xxxxx		1384	xxxx		xxxxx		xxxx		xxxx		xxxxx	583		518		887
Move Cap.:	xxxx	xxxx		xxxxx		1384	xxxx		xxxxx		xxxx		xxxx		xxxxx	577		511		887
Volume/Cap:	xxxx	xxxx		xxxx		0.01	xxxx		xxxx		xxxx		xxxx		xxxx	0.22		0.00		0.04
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.0	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		7.6	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
LOS by Move:	*	*		*		A	*		*		*		*		*	*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		621		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx		0.0	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		1.0		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx		7.6	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		12.8		xxxxx
Shared LOS:	*	*		*		A	*		*		*		*		*	*		B		*
ApproachDel:	xxxxxx					xxxxxx					xxxxxx							12.8		
ApproachLOS:	*					*					*							B		

Note: Queue reported is the number of cars per lane.

J08-1648 Sandman Inn EIR
Existing + Ambient + Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #96 Hope Ave at San Remo Dr

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: B[12.6]

Street Name:	Hope Ave									San Remo Dr								
Approach:	North Bound					South Bound				East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0	200		151		17	138		0		0		0		0	89		0		27
Growth Adj:	1.02	1.02		1.02		1.02	1.02		1.02		1.02		1.02		1.02	1.02		1.02		1.02
Initial Bse:	0	204		154		17	141		0		0		0		0	91		0		28
Added Vol:	0	0		0		0	0		0		0		0		0	0		0		0
PasserByVol:	0	0		7		0	0		0		0		0		0	3		0		0
Initial Fut:	0	204		161		17	141		0		0		0		0	94		0		28
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0	204		161		17	141		0		0		0		0	94		0		28
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	0	204		161		17	141		0		0		0		0	94		0		28
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		xxxxx		xxxx		xxxxx	6.4		6.5		6.2
FollowUpTim:	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		xxxxx		xxxx		xxxxx	3.5		4.0		3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		365	xxxx		xxxxx		xxxx		xxxx		xxxxx	460		460		285
Potent Cap.:	xxxx	xxxx		xxxxx		1205	xxxx		xxxxx		xxxx		xxxx		xxxxx	563		501		759
Move Cap.:	xxxx	xxxx		xxxxx		1205	xxxx		xxxxx		xxxx		xxxx		xxxxx	557		494		759
Volume/Cap:	xxxx	xxxx		xxxx		0.01	xxxx		xxxx		xxxx		xxxx		xxxx	0.17		0.00		0.04
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.0	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		8.0	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
LOS by Move:	*	*		*		A	*		*		*		*		*	*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		593		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx		0.0	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		0.8		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx		8.0	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		12.6		xxxxx
Shared LOS:	*	*		*		A	*		*		*		*		*	*		B		*
ApproachDel:	xxxxxx					xxxxxx					xxxxxx							12.6		
ApproachLOS:	*					*					*							B		

Note: Queue reported is the number of cars per lane.

J08-1648 Sandman Inn EIR
Existing + Ambient + Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #102 T&C Access at San Remo Dr.

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: A[9.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	94	0	0	111	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	0	0	96	0	0	113	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	7	0	3	0	0	0	0	0	1	1	0	0
Initial Fut:	7	0	3	0	0	0	0	96	1	1	113	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	3	0	0	0	0	96	1	1	113	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	0	3	0	0	0	0	96	1	1	113	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	212	212	96	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	97	xxxx	xxxxx
Potent Cap.:	781	689	965	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1509	xxxx	xxxxx
Move Cap.:	781	689	965	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1509	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	828	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		9.4		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

Note: Queue reported is the number of cars per lane.

J08-1648 Sandman Inn EIR
Existing + Ambient + Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #102 T&C Access at San Remo Dr.

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[9.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	168	0	0	106	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	0	0	171	0	0	108	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	3	0	2	0	0	0	0	0	7	3	0	0
Initial Fut:	3	0	2	0	0	0	0	171	7	3	108	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	2	0	0	0	0	171	7	3	108	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	0	2	0	0	0	0	171	7	3	108	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	289	289	175	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	178	xxxx	xxxxx
Potent Cap.:	706	624	874	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1410	xxxx	xxxxx
Move Cap.:	705	623	874	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1410	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	764	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		9.7		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

Note: Queue reported is the number of cars per lane.

J08-1648 Sandman Inn EIR
Existing + Ambient + Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #98 Grove Ln at San Remo Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.146
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.7
Optimal Cycle: 0 Level Of Service: A

Street Name:	Grove Ln						San Remo Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	55	0	70	38	58	0	0	41	21
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	56	0	71	39	59	0	0	42	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	3	0	0	1	0
Initial Fut:	0	0	0	56	0	71	39	62	0	0	43	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	56	0	71	39	62	0	0	43	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	56	0	71	39	62	0	0	43	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	56	0	71	39	62	0	0	43	21
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.44	0.00	0.56	0.38	0.62	0.00	0.00	0.67	0.33
Final Sat.:	0	0	0	384	0	489	313	503	0	0	573	286
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.15	xxxx	0.15	0.12	0.12	xxxx	xxxx	0.07	0.07
Crit Moves:				****				****				****
Delay/Veh:	0.0	0.0	0.0	7.7	0.0	7.7	7.9	7.9	0.0	0.0	7.4	7.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.7	0.0	7.7	7.9	7.9	0.0	0.0	7.4	7.4
LOS by Move:	*	*	*	A	*	A	A	A	*	*	A	A
ApproachDel:	xxxxxx			7.7			7.9			7.4		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			7.7			7.9			7.4		
LOS by Appr:	*			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1

J08-1648 Sandman Inn EIR
Existing + Ambient + Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #98 Grove Ln at San Remo Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.194
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.9
Optimal Cycle: 0 Level Of Service: A

Street Name:	Grove Ln						San Remo Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	26	0	39	66	92	0	0	67	33
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	27	0	40	67	94	0	0	68	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	2	0	0	3	0
Initial Fut:	0	0	0	27	0	40	67	96	0	0	71	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	27	0	40	67	96	0	0	71	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	27	0	40	67	96	0	0	71	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	27	0	40	67	96	0	0	71	34
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.40	0.00	0.60	0.41	0.59	0.00	0.00	0.68	0.32
Final Sat.:	0	0	0	328	0	492	346	493	0	0	598	282
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.08	xxxx	0.08	0.19	0.19	xxxx	xxxx	0.12	0.12
Crit Moves:				****			****				****	
Delay/Veh:	0.0	0.0	0.0	7.5	0.0	7.5	8.2	8.2	0.0	0.0	7.5	7.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.5	0.0	7.5	8.2	8.2	0.0	0.0	7.5	7.5
LOS by Move:	*	*	*	A	*	A	A	A	*	*	A	A
ApproachDel:	xxxxxx			7.5			8.2			7.5		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			7.5			8.2			7.5		
LOS by Appr:	*			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.2	0.2	0.1	0.1	0.1

J08-1648 Sandman Inn EIR
Existing + Ambient + Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #97 Ontare Rd at San Remo Dr

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: A[9.3]

Street Name:	Ontare Rd								San Remo Dr							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0 1	0 0	0		0 0	0 1	0		0 0	1! 0	0		0 0	0 0	0	
Volume Module:																
Base Vol:	29	58	0	0	84	14	11	0	93	0	0	0				
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02				
Initial Bse:	30	59	0	0	86	14	11	0	95	0	0	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	1	0	0	0	0	0	0	0	3	0	0	0				
Initial Fut:	31	59	0	0	86	14	11	0	98	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	31	59	0	0	86	14	11	0	98	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	31	59	0	0	86	14	11	0	98	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	100	xxxx	xxxxx	xxxx	xxxx	xxxxx	213	213	93	xxxx	xxxx	xxxxx				
Potent Cap.:	1505	xxxx	xxxxx	xxxx	xxxx	xxxxx	780	688	970	xxxx	xxxx	xxxxx				
Move Cap.:	1505	xxxx	xxxxx	xxxx	xxxx	xxxxx	767	674	970	xxxx	xxxx	xxxxx				
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.10	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	944	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.3	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			9.3			xxxxxx						
ApproachLOS:	*			*			A			*						

Note: Queue reported is the number of cars per lane.

J08-1648 Sandman Inn EIR
Existing + Ambient + Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #97 Ontare Rd at San Remo Dr

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: A[9.9]

Street Name:	Ontare Rd								San Remo Dr							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	1!	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	98	90	0	0	113	11	18	0	93	0	0	0								
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02								
Initial Bse:	100	92	0	0	115	11	18	0	95	0	0	0								
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
PasserByVol:	3	0	0	0	0	0	0	0	2	0	0	0								
Initial Fut:	103	92	0	0	115	11	18	0	97	0	0	0								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	103	92	0	0	115	11	18	0	97	0	0	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	103	92	0	0	115	11	18	0	97	0	0	0								
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx								
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	126	xxxx	xxxxx	xxxx	xxxx	xxxxx	419	419	121	xxxx	xxxx	xxxxx								
Potent Cap.:	1472	xxxx	xxxxx	xxxx	xxxx	xxxxx	595	529	936	xxxx	xxxx	xxxxx								
Move Cap.:	1472	xxxx	xxxxx	xxxx	xxxx	xxxxx	561	489	936	xxxx	xxxx	xxxxx								
Volume/Cap:	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.10	xxxx	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	846	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.9	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*								
ApproachDel:	xxxxxx			xxxxxx				9.9			xxxxxx									
ApproachLOS:	*			*				A			*									

Note: Queue reported is the number of cars per lane.

Future Year Without Project Capacity Analysis
Cumulative Impacts

J08-1648 Sandman Inn EIR
Existing + Ambient + Cumulatives
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 La Cumbre Road at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.615
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	B

Street Name:	La Cumbre Road						State Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1 1 0 1			1 0 1 1 0			1 0 2 0 1			1 0 2 0 1		
Volume Module:												
Base Vol:	152	325	130	174	447	129	93	386	72	95	533	76
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	155	332	133	177	456	132	95	394	73	97	544	78
Added Vol:	4	6	0	0	3	0	2	-2	3	2	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	338	133	177	459	132	97	392	76	99	546	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	338	133	177	459	132	97	392	76	99	546	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	338	133	177	459	132	97	392	76	99	546	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	338	133	177	459	132	97	392	76	99	546	78
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.55	0.45	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2487	713	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.08	0.11	0.18	0.18	0.06	0.12	0.05	0.06	0.17	0.05
Crit Moves:	****				****		****				****	

J08-1648 Sandman Inn EIR
Existing + Ambient + Cumulatives
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 La Cumbre Road at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.717
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	C

Street Name:	La Cumbre Road							State Street					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L - T - R			L - T - R			L - T - R			L - T - R			
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1 1 1 0 1			1 0 1 1 0			1 0 2 0 1			1 0 2 0 1			
Volume Module: >> Count Date: 14 Jun 2006 << 4:30-5:30													
Base Vol:	292	263	218	187	258	100	132	763	176	166	722	77	
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Initial Bse:	298	268	222	191	263	102	135	778	180	169	736	79	
Added Vol:	7	6	2	0	8	0	4	18	2	5	12	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	305	274	224	191	271	102	139	796	182	174	748	79	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	305	274	224	191	271	102	139	796	182	174	748	79	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	305	274	224	191	271	102	139	796	182	174	748	79	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	305	274	224	191	271	102	139	796	182	174	748	79	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.58	1.42	1.00	1.00	1.45	0.55	1.00	2.00	1.00	1.00	2.00	1.00	
Final Sat.:	2527	2273	1600	1600	2325	875	1600	3200	1600	1600	3200	1600	
Capacity Analysis Module:													
Vol/Sat:	0.12	0.12	0.14	0.12	0.12	0.12	0.09	0.25	0.11	0.11	0.23	0.05	
Crit Moves:			****	****				****		****			

J08-1648 Sandman Inn EIR
Existing + Ambient + Cumulatives
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Hope Ave at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.520
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Hope Ave						State Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0 1		1 0 1	0 1		1 0 1	1 0		1 0 2	0 1	
Volume Module:												
Base Vol:	80	161	104	53	170	48	54	601	49	83	628	26
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	82	164	106	54	173	49	55	613	50	85	641	27
Added Vol:	1	0	-3	-1	0	0	0	-1	0	0	1	-1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	164	103	53	173	49	55	612	50	85	642	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	164	103	53	173	49	55	612	50	85	642	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	164	103	53	173	49	55	612	50	85	642	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	164	103	53	173	49	55	612	50	85	642	26
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.85	0.15	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	2958	242	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.06	0.03	0.11	0.03	0.03	0.21	0.21	0.05	0.20	0.02
Crit Moves:	****				****			****		****		

J08-1648 Sandman Inn EIR
Existing + Ambient + Cumulatives
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Hope Ave at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.668
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Street Name:	Hope Ave						State Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0 1		1 0 1	0 1		1 0 1	1 0		1 0 2	0 1	
Volume Module:												
Base Vol:	78	257	128	116	131	70	146	825	38	72	754	72
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	80	262	131	118	134	71	149	842	39	73	769	73
Added Vol:	2	-2	18	8	-1	0	0	20	-1	-1	10	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	260	149	126	133	71	149	862	38	72	779	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	260	149	126	133	71	149	862	38	72	779	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	260	149	126	133	71	149	862	38	72	779	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	260	149	126	133	71	149	862	38	72	779	78
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.92	0.08	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3066	134	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.09	0.08	0.08	0.04	0.09	0.28	0.28	0.05	0.24	0.05
Crit Moves:		****		****				****		****		

J08-1648 Sandman Inn EIR
Existing + Ambient + Cumulatives
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #20 Hope Ave at Calle Real

Cycle (sec):	100	Critical Vol./Cap.(X):	0.575
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Hope Ave						Calle Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1 0	0 1		1 1 0	0 1		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	407	194	77	83	103	78	155	167	155	95	140	53
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	415	198	79	85	105	80	158	170	158	97	143	54
Added Vol:	3	-2	0	0	1	1	-1	0	0	9	0	-1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	418	196	79	85	106	81	157	170	158	106	143	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	418	196	79	85	106	81	157	170	158	106	143	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	418	196	79	85	106	81	157	170	158	106	143	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	418	196	79	85	106	81	157	170	158	106	143	53
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.36	0.64	1.00	1.00	1.00	1.00	1.00	1.04	0.96	1.00	1.46	0.54
Final Sat.:	1743	817	1600	1600	1600	1600	1600	1660	1540	1600	2333	867
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.05	0.05	0.07	0.05	0.10	0.10	0.10	0.07	0.06	0.06
Crit Moves:	****				****			****		****		

J08-1648 Sandman Inn EIR
Existing + Ambient + Cumulatives
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #20 Hope Ave at Calle Real

Cycle (sec):	100	Critical Vol./Cap.(X):	0.754
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	C

Street Name:	Hope Ave							Calle Real					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1 1	0 0	1	1 1	0 0	1	1 0	1 1	0	1 0	1 1	0	
Volume Module: >> Count Date: 22 Jun 2006 << 4:45-5:45													
Base Vol:	398	277	109	127	167	141	158	314	156	172	183	56	
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Initial Bse:	406	283	111	130	170	144	161	320	159	175	187	57	
Added Vol:	9	16	0	-1	-2	-4	0	1	0	16	20	2	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	415	299	111	129	168	140	161	321	159	191	207	59	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	415	299	111	129	168	140	161	321	159	191	207	59	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	415	299	111	129	168	140	161	321	159	191	207	59	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	415	299	111	129	168	140	161	321	159	191	207	59	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	0.80	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.16	0.84	1.00	1.00	1.00	1.00	1.00	1.34	0.66	1.00	1.56	0.44	
Final Sat.:	1489	1071	1600	1600	1600	1600	1600	2140	1060	1600	2488	712	
Capacity Analysis Module:													
Vol/Sat:	0.28	0.28	0.07	0.08	0.11	0.09	0.10	0.15	0.15	0.12	0.08	0.08	
Crit Moves:		****			****			****		****			

J08-1648 Sandman Inn EIR
Existing + Ambient + Cumulatives
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Hitchcock Way at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.525
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Hitchcock Way						State Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	46	14	156	11	4	2	13	636	87	139	638	20
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	47	14	159	11	4	2	13	649	89	142	651	20
Added Vol:	-1	0	0	0	0	0	0	1	0	-1	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	14	159	11	4	2	13	650	89	141	652	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	14	159	11	4	2	13	650	89	141	652	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	14	159	11	4	2	13	650	89	141	652	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	14	159	11	4	2	13	650	89	141	652	20
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.76	0.24	1.00	0.65	0.23	0.12	1.00	1.76	0.24	1.00	1.94	0.06
Final Sat.:	1220	380	1600	1035	376	188	1600	2815	385	1600	3103	97
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.10	0.01	0.01	0.01	0.01	0.23	0.23	0.09	0.21	0.21
Crit Moves:			****	****				****		****		

J08-1648 Sandman Inn EIR
Existing + Ambient + Cumulatives
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Hitchcock Way at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.696
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	B

Street Name:	Hitchcock Way							State Street					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 1	0 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0	
Volume Module: >> Count Date: 20 Jun 2006 << 4:30-5:30PM													
Base Vol:	98	17	203	54	32	35	51	887	113	193	810	23	
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Initial Bse:	100	17	207	55	33	36	52	905	115	197	826	23	
Added Vol:	10	0	3	0	0	0	0	11	0	8	3	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	110	17	210	55	33	36	52	916	115	205	829	23	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	110	17	210	55	33	36	52	916	115	205	829	23	
Reduct Vol:	0	0	30	0	0	0	0	0	0	0	0	0	
Reduced Vol:	110	17	180	55	33	36	52	916	115	205	829	23	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	110	17	180	55	33	36	52	916	115	205	829	23	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.86	0.14	1.00	0.45	0.26	0.29	1.00	1.78	0.22	1.00	1.94	0.06	
Final Sat.:	1382	218	1600	714	423	463	1600	2842	358	1600	3112	88	
Capacity Analysis Module:													
Vol/Sat:	0.07	0.08	0.11	0.03	0.08	0.08	0.03	0.32	0.32	0.13	0.27	0.27	
Crit Moves:	****				****			****		****			

J08-1648 Sandman Inn EIR
Existing + Ambient + Cumulatives
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #21 Hitchcock Way at Calle Real

Cycle (sec):	100	Critical Vol./Cap.(X):	0.437
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Hitchcock Way									Calle Real							
Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase					Split Phase					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Volume Module:																				
Base Vol:	0	0	0	103	0	77	239	132	0	0	246	115								
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02								
Initial Bse:	0	0	0	105	0	79	244	135	0	0	251	117								
Added Vol:	0	0	0	0	0	-4	0	0	0	0	13	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	0	0	0	105	0	75	244	135	0	0	264	117								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	0	0	0	105	0	75	244	135	0	0	264	117								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	0	0	0	105	0	75	244	135	0	0	264	117								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
FinalVolume:	0	0	0	105	0	75	244	135	0	0	264	117								
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.38	0.62								
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	2215	985								
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.05	0.15	0.04	0.00	0.00	0.12	0.12								
Crit Moves:				****			****				****									

J08-1648 Sandman Inn EIR
Existing + Ambient + Cumulatives
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #21 Hitchcock Way at Calle Real

Cycle (sec):	100	Critical Vol./Cap.(X):	0.488
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Hitchcock Way							Calle Real					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 0 0 0 0			1 0 0 0 1			1 0 2 0 0			0 0 1 1 0			
Volume Module: >> Count Date: 22 Jun 2006 << 4:45-5:45													
Base Vol:	0	0	0	159	0	166	242	246	0	0	232	106	
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Initial Bse:	0	0	0	162	0	169	247	251	0	0	237	108	
Added Vol:	0	0	0	3	0	28	0	0	0	0	10	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	0	0	165	0	197	247	251	0	0	247	108	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	0	0	165	0	197	247	251	0	0	247	108	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	165	0	197	247	251	0	0	247	108	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	0	0	0	165	0	197	247	251	0	0	247	108	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.39	0.61	
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	2225	975	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.12	0.15	0.08	0.00	0.00	0.11	0.11	
Crit Moves:						****	****				****		

J08-1648 Sandman Inn EIR
Existing + Ambient + Cumulatives
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Ontare Road at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.437
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Ontare Road						State Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 0	0 1		0 1 0	0 1		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	36	14	9	100	24	23	57	685	28	20	577	45
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	37	14	9	102	24	23	58	699	29	20	589	46
Added Vol:	0	0	0	0	0	0	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	14	9	102	24	23	58	700	29	20	589	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	14	9	102	24	23	58	700	29	20	589	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	14	9	102	24	23	58	700	29	20	589	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	14	9	102	24	23	58	700	29	20	589	46
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.72	0.28	1.00	0.81	0.19	1.00	1.00	1.92	0.08	1.00	1.86	0.14
Final Sat.:	1152	448	1600	1290	310	1600	1600	3075	125	1600	2968	232
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.01	0.06	0.08	0.01	0.04	0.23	0.23	0.01	0.20	0.20
Crit Moves:	****				****		****				****	

J08-1648 Sandman Inn EIR
Existing + Ambient + Cumulatives
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Ontare Road at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.566
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Ontare Road							State Street					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R	
Control:	Permitted			Permitted			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	1 1	0	1 0	1 1	0	
Volume Module: >> Count Date: 22 Jun 2006 << 4:30-5:30													
Base Vol:	36	32	27	95	17	53	75	1017	40	33	856	97	
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Initial Bse:	37	33	28	97	17	54	77	1037	41	34	873	99	
Added Vol:	0	0	0	0	0	0	0	14	0	0	11	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	37	33	28	97	17	54	77	1051	41	34	884	99	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	37	33	28	97	17	54	77	1051	41	34	884	99	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	37	33	28	97	17	54	77	1051	41	34	884	99	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	37	33	28	97	17	54	77	1051	41	34	884	99	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.53	0.47	1.00	0.85	0.15	1.00	1.00	1.93	0.07	1.00	1.80	0.20	
Final Sat.:	847	753	1600	1357	243	1600	1600	3080	120	1600	2878	322	
Capacity Analysis Module:													
Vol/Sat:	0.02	0.04	0.02	0.06	0.07	0.03	0.05	0.34	0.34	0.02	0.31	0.31	
Crit Moves:		****		****				****		****			

J08-1648 Sandman Inn EIR
Existing + Ambient + Cumulatives
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Las Positas Road/San Roque Road at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.656
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Street Name:	Las Positas Road/San Roque Road						State Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 1	0 1		1 0 1	1 0		1 0 2	0 1		2 0 2	0 1	
Volume Module:												
Base Vol:	193	260	166	109	248	49	53	736	148	195	623	53
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	197	265	169	111	253	50	54	751	151	199	635	54
Added Vol:	0	13	8	0	5	0	0	0	0	0	-1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	278	177	111	258	50	54	751	151	199	634	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	278	177	111	258	50	54	751	151	199	634	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	278	177	111	258	50	54	751	151	199	634	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	197	278	177	111	258	50	54	751	151	199	634	54
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.68	0.32	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2560	1600	1600	1600	2681	519	1600	3200	1600	2560	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.17	0.11	0.07	0.10	0.10	0.03	0.23	0.09	0.08	0.20	0.03
Crit Moves:		****		****				****		****		

J08-1648 Sandman Inn EIR
Existing + Ambient + Cumulatives
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Las Positas Road/San Roque Road at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.794
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	C

Street Name:	Las Positas Road/San Roque Road						State Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 1	0 1		1 0 1	1 0		1 0 2	0 1		2 0 2	0 1	
Volume Module:												
Base Vol:	206	314	215	102	203	42	68	982	227	269	731	112
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	210	320	219	104	207	43	69	1002	232	274	746	114
Added Vol:	0	10	4	0	9	0	3	7	0	0	8	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	330	223	104	216	43	72	1009	232	274	754	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	330	223	104	216	43	72	1009	232	274	754	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	330	223	104	216	43	72	1009	232	274	754	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	330	223	104	216	43	72	1009	232	274	754	115
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.67	0.33	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2560	1600	1600	1600	2670	530	1600	3200	1600	2560	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.14	0.07	0.08	0.08	0.05	0.32	0.14	0.11	0.24	0.07
Crit Moves:		****		****				****		****		

J08-1648 Sandman Inn EIR
Existing + Ambient + Cumulatives
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #96 Hope Ave at San Remo Dr

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: B[12.7]

Street Name:	Hope Ave									San Remo Dr								
Approach:	North Bound					South Bound				East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0	124		71		20	225		0		0		0		0	120		0		33
Growth Adj:	1.02	1.02		1.02		1.02	1.02		1.02		1.02		1.02		1.02	1.02		1.02		1.02
Initial Bse:	0	126		72		20	230		0		0		0		0	122		0		34
Added Vol:	0	0		0		0	-2		0		0		0		0	0		0		0
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0
Initial Fut:	0	126		72		20	228		0		0		0		0	122		0		34
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0	126		72		20	228		0		0		0		0	122		0		34
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	0	126		72		20	228		0		0		0		0	122		0		34
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		xxxxx		xxxx		xxxxx	6.4		6.5		6.2
FollowUpTim:	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		xxxxx		xxxx		xxxxx	3.5		4.0		3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		199	xxxx		xxxxx		xxxx		xxxx		xxxxx	431		431		163
Potent Cap.:	xxxx	xxxx		xxxxx		1386	xxxx		xxxxx		xxxx		xxxx		xxxxx	585		520		887
Move Cap.:	xxxx	xxxx		xxxxx		1386	xxxx		xxxxx		xxxx		xxxx		xxxxx	579		512		887
Volume/Cap:	xxxx	xxxx		xxxx		0.01	xxxx		xxxx		xxxx		xxxx		xxxx	0.21		0.00		0.04
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.0	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		7.6	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
LOS by Move:	*	*		*		A	*		*		*		*		*	*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		625		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx		0.0	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		1.0		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx		7.6	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		12.7		xxxxx
Shared LOS:	*	*		*		A	*		*		*		*		*	*		B		*
ApproachDel:	xxxxxx					xxxxxx					xxxxxx							12.7		
ApproachLOS:	*					*					*							B		

Note: Queue reported is the number of cars per lane.

J08-1648 Sandman Inn EIR
Existing + Ambient + Cumulatives
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #96 Hope Ave at San Remo Dr

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: B[12.6]

Street Name:	Hope Ave									San Remo Dr								
Approach:	North Bound					South Bound					East Bound					West Bound		
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0	200		151		17	138		0		0		0		0	89		0		27
Growth Adj:	1.02	1.02		1.02		1.02	1.02		1.02		1.02		1.02		1.02	1.02		1.02		1.02
Initial Bse:	0	204		154		17	141		0		0		0		0	91		0		28
Added Vol:	0	3		0		0	6		0		0		0		0	0		0		0
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0
Initial Fut:	0	207		154		17	147		0		0		0		0	91		0		28
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0	207		154		17	147		0		0		0		0	91		0		28
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	0	207		154		17	147		0		0		0		0	91		0		28
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		xxxxx		xxxx		xxxxx	6.4		6.5		6.2
FollowUpTim:	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		xxxxx		xxxx		xxxxx	3.5		4.0		3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		361	xxxx		xxxxx		xxxx		xxxx		xxxxx	465		465		284
Potent Cap.:	xxxx	xxxx		xxxxx		1209	xxxx		xxxxx		xxxx		xxxx		xxxxx	559		497		760
Move Cap.:	xxxx	xxxx		xxxxx		1209	xxxx		xxxxx		xxxx		xxxx		xxxxx	553		490		760
Volume/Cap:	xxxx	xxxx		xxxx		0.01	xxxx		xxxx		xxxx		xxxx		xxxx	0.16		0.00		0.04
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.0	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		8.0	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
LOS by Move:	*	*		*		A	*		*		*		*		*	*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		590		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx		0.0	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		0.7		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx		8.0	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		12.6		xxxxx
Shared LOS:	*	*		*		A	*		*		*		*		*	*		B		*
ApproachDel:	xxxxxx					xxxxxx					xxxxxx							12.6		
ApproachLOS:	*					*					*							B		

Note: Queue reported is the number of cars per lane.

J08-1648 Sandman Inn EIR
Existing + Ambient + Cumulatives
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #98 Grove Ln at San Remo Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.146
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.7
Optimal Cycle: 0 Level Of Service: A

Street Name:	Grove Ln						San Remo Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	55	0	70	38	58	0	0	41	21
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	56	0	71	39	59	0	0	42	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	56	0	71	39	59	0	0	42	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	56	0	71	39	59	0	0	42	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	56	0	71	39	59	0	0	42	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	56	0	71	39	59	0	0	42	21
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.44	0.00	0.56	0.40	0.60	0.00	0.00	0.66	0.34
Final Sat.:	0	0	0	385	0	491	323	493	0	0	569	291
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.15	xxxx	0.15	0.12	0.12	xxxx	xxxx	0.07	0.07
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	7.6	0.0	7.6	7.9	7.9	0.0	0.0	7.4	7.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.6	0.0	7.6	7.9	7.9	0.0	0.0	7.4	7.4
LOS by Move:	*	*	*	A	*	A	A	A	*	*	A	A
ApproachDel:	xxxxxx			7.6			7.9			7.4		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			7.6			7.9			7.4		
LOS by Appr:	*			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1

J08-1648 Sandman Inn EIR
Existing + Ambient + Cumulatives
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #98 Grove Ln at San Remo Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.192
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.8
Optimal Cycle: 0 Level Of Service: A

Street Name:	Grove Ln						San Remo Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	26	0	39	66	92	0	0	67	33
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	27	0	40	67	94	0	0	68	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	27	0	40	67	94	0	0	68	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	27	0	40	67	94	0	0	68	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	27	0	40	67	94	0	0	68	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	27	0	40	67	94	0	0	68	34
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.40	0.00	0.60	0.42	0.58	0.00	0.00	0.67	0.33
Final Sat.:	0	0	0	330	0	494	351	489	0	0	591	291
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.08	xxxx	0.08	0.19	0.19	xxxx	xxxx	0.12	0.12
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	7.5	0.0	7.5	8.2	8.2	0.0	0.0	7.5	7.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.5	0.0	7.5	8.2	8.2	0.0	0.0	7.5	7.5
LOS by Move:	*	*	*	A	*	A	A	A	*	*	A	A
ApproachDel:	xxxxxx			7.5			8.2			7.5		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			7.5			8.2			7.5		
LOS by Appr:	*			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.2	0.2	0.1	0.1	0.1

J08-1648 Sandman Inn EIR
Existing + Ambient + Cumulatives
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #97 Ontare Rd at San Remo Dr

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: A[9.3]

Street Name:	Ontare Rd								San Remo Dr							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0 1	0	0	0	0	0	0	1 0	0	0	1!	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	29	58	0	0	84	14	11	0	93	0	0	0				
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02				
Initial Bse:	30	59	0	0	86	14	11	0	95	0	0	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	30	59	0	0	86	14	11	0	95	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	30	59	0	0	86	14	11	0	95	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	30	59	0	0	86	14	11	0	95	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	100	xxxx	xxxxx	xxxx	xxxx	xxxxx	211	211	93	xxxx	xxxx	xxxxx				
Potent Cap.:	1505	xxxx	xxxxx	xxxx	xxxx	xxxxx	782	690	970	xxxx	xxxx	xxxxx				
Move Cap.:	1505	xxxx	xxxxx	xxxx	xxxx	xxxxx	770	676	970	xxxx	xxxx	xxxxx				
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.10	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	944	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.3	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			9.3			xxxxxx						
ApproachLOS:	*			*			A			*						

Note: Queue reported is the number of cars per lane.

J08-1648 Sandman Inn EIR
Existing + Ambient + Cumulatives
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #97 Ontare Rd at San Remo Dr

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: A[9.9]

Street Name:	Ontare Rd								San Remo Dr							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	1!	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	98	90	0	0	113	11	18	0	93	0	0	0								
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02								
Initial Bse:	100	92	0	0	115	11	18	0	95	0	0	0								
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	100	92	0	0	115	11	18	0	95	0	0	0								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	100	92	0	0	115	11	18	0	95	0	0	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	100	92	0	0	115	11	18	0	95	0	0	0								
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx								
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	126	xxxx	xxxxx	xxxx	xxxx	xxxxx	413	413	121	xxxx	xxxx	xxxxx								
Potent Cap.:	1472	xxxx	xxxxx	xxxx	xxxx	xxxxx	600	533	936	xxxx	xxxx	xxxxx								
Move Cap.:	1472	xxxx	xxxxx	xxxx	xxxx	xxxxx	567	494	936	xxxx	xxxx	xxxxx								
Volume/Cap:	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.10	xxxx	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	846	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.9	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*								
ApproachDel:	xxxxxx			xxxxxx				9.9			xxxxxx									
ApproachLOS:	*			*				A			*									

Note: Queue reported is the number of cars per lane.

Future Year With Project Capacity Analysis
Cumulative Impacts

J08-1648 Sandman Inn EIR
E + A + C + P
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 La Cumbre Road at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.618
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	B

Street Name:	La Cumbre Road						State Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1 1	0 1		1 0 1	1 0		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	152	325	130	174	447	129	93	386	72	95	533	76
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	155	332	133	177	456	132	95	394	73	97	544	78
Added Vol:	4	6	0	0	3	0	2	-2	3	2	2	0
PasserByVol:	0	0	0	0	0	0	0	8	0	0	9	0
Initial Fut:	159	338	133	177	459	132	97	400	76	99	555	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	338	133	177	459	132	97	400	76	99	555	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	338	133	177	459	132	97	400	76	99	555	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	338	133	177	459	132	97	400	76	99	555	78
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.55	0.45	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2487	713	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.08	0.11	0.18	0.18	0.06	0.12	0.05	0.06	0.17	0.05
Crit Moves:	****				****		****				****	

J08-1648 Sandman Inn EIR
E + A + C + P
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 La Cumbre Road at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.721
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	C

Street Name:	La Cumbre Road							State Street					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L - T - R			L - T - R			L - T - R			L - T - R			
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1 1 1 0 1			1 0 1 1 0			1 0 2 0 1			1 0 2 0 1			
Volume Module: >> Count Date: 14 Jun 2006 << 4:30-5:30													
Base Vol:	292	263	218	187	258	100	132	763	176	166	722	77	
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Initial Bse:	298	268	222	191	263	102	135	778	180	169	736	79	
Added Vol:	7	6	2	0	8	0	4	18	2	5	12	0	
PasserByVol:	0	0	0	0	0	0	0	11	0	0	12	0	
Initial Fut:	305	274	224	191	271	102	139	807	182	174	760	79	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	305	274	224	191	271	102	139	807	182	174	760	79	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	305	274	224	191	271	102	139	807	182	174	760	79	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	305	274	224	191	271	102	139	807	182	174	760	79	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.58	1.42	1.00	1.00	1.45	0.55	1.00	2.00	1.00	1.00	2.00	1.00	
Final Sat.:	2527	2273	1600	1600	2325	875	1600	3200	1600	1600	3200	1600	
Capacity Analysis Module:													
Vol/Sat:	0.12	0.12	0.14	0.12	0.12	0.12	0.09	0.25	0.11	0.11	0.24	0.05	
Crit Moves:			****	****				****		****			

J08-1648 Sandman Inn EIR
E + A + C + P
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Hope Ave at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.524
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Hope Ave						State Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0 1		1 0 1	0 1		1 0 1	1 0		1 0 2	0 1	
Volume Module:												
Base Vol:	80	161	104	53	170	48	54	601	49	83	628	26
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	82	164	106	54	173	49	55	613	50	85	641	27
Added Vol:	1	0	-3	-1	0	0	0	-1	0	0	1	-1
PasserByVol:	0	0	0	0	0	7	1	7	0	4	9	-3
Initial Fut:	83	164	103	53	173	56	56	619	50	89	651	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	164	103	53	173	56	56	619	50	89	651	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	164	103	53	173	56	56	619	50	89	651	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	164	103	53	173	56	56	619	50	89	651	23
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.85	0.15	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	2961	239	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.06	0.03	0.11	0.03	0.04	0.21	0.21	0.06	0.20	0.01
Crit Moves:	****				****			****		****		

J08-1648 Sandman Inn EIR
E + A + C + P
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Hope Ave at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.685
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Hope Ave						State Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0 1		1 0 1	0 1		1 0 1	1 0		1 0 2	0 1	
Volume Module:												
Base Vol:	78	257	128	116	131	70	146	825	38	72	754	72
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	80	262	131	118	134	71	149	842	39	73	769	73
Added Vol:	2	-2	18	8	-1	0	0	20	-1	-1	10	5
PasserByVol:	0	0	0	0	0	3	7	4	0	4	9	-3
Initial Fut:	82	260	149	126	133	74	156	866	38	76	788	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	260	149	126	133	74	156	866	38	76	788	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	260	149	126	133	74	156	866	38	76	788	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	260	149	126	133	74	156	866	38	76	788	75
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.92	0.08	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3066	134	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.09	0.08	0.08	0.05	0.10	0.28	0.28	0.05	0.25	0.05
Crit Moves:		****		****			****				****	

J08-1648 Sandman Inn EIR
E + A + C + P
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #20 Hope Ave at Calle Real

Cycle (sec):	100	Critical Vol./Cap.(X):	0.578
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Hope Ave						Calle Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1 0	0 1		1 1 0	0 1		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	407	194	77	83	103	78	155	167	155	95	140	53
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	415	198	79	85	105	80	158	170	158	97	143	54
Added Vol:	3	-2	0	0	1	1	-1	0	0	9	0	-1
PasserByVol:	0	0	4	0	3	2	0	5	0	0	0	0
Initial Fut:	418	196	83	85	109	83	157	175	158	106	143	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	418	196	83	85	109	83	157	175	158	106	143	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	418	196	83	85	109	83	157	175	158	106	143	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	418	196	83	85	109	83	157	175	158	106	143	53
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.36	0.64	1.00	1.00	1.00	1.00	1.00	1.05	0.95	1.00	1.46	0.54
Final Sat.:	1743	817	1600	1600	1600	1600	1600	1683	1517	1600	2333	867
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.05	0.05	0.07	0.05	0.10	0.10	0.10	0.07	0.06	0.06
Crit Moves:	****				****			****		****		

J08-1648 Sandman Inn EIR
E + A + C + P
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #20 Hope Ave at Calle Real

Cycle (sec):	100	Critical Vol./Cap.(X):	0.755
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	C

Street Name:	Hope Ave							Calle Real					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1 1	0 0	1	1 1	0 0	1	1 0	1 1	0	1 0	1 1	0	
Volume Module: >> Count Date: 22 Jun 2006 << 4:45-5:45													
Base Vol:	398	277	109	127	167	141	158	314	156	172	183	56	
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Initial Bse:	406	283	111	130	170	144	161	320	159	175	187	57	
Added Vol:	9	16	0	-1	-2	-4	0	1	0	16	20	2	
PasserByVol:	0	0	0	0	2	2	0	0	0	0	-2	0	
Initial Fut:	415	299	111	129	170	142	161	321	159	191	205	59	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	415	299	111	129	170	142	161	321	159	191	205	59	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	415	299	111	129	170	142	161	321	159	191	205	59	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	415	299	111	129	170	142	161	321	159	191	205	59	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	0.80	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.16	0.84	1.00	1.00	1.00	1.00	1.00	1.34	0.66	1.00	1.55	0.45	
Final Sat.:	1489	1071	1600	1600	1600	1600	1600	2140	1060	1600	2483	717	
Capacity Analysis Module:													
Vol/Sat:	0.28	0.28	0.07	0.08	0.11	0.09	0.10	0.15	0.15	0.12	0.08	0.08	
Crit Moves:		****			****			****		****			

J08-1648 Sandman Inn EIR
E + A + C + P
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Hitchcock Way at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.524
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Hitchcock Way						State Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	46	14	156	11	4	2	13	636	87	139	638	20
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	47	14	159	11	4	2	13	649	89	142	651	20
Added Vol:	-1	0	0	0	0	0	0	1	0	-1	1	0
PasserByVol:	0	0	8	0	0	0	0	7	0	-13	10	0
Initial Fut:	46	14	167	11	4	2	13	657	89	128	662	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	14	167	11	4	2	13	657	89	128	662	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	14	167	11	4	2	13	657	89	128	662	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	14	167	11	4	2	13	657	89	128	662	20
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.76	0.24	1.00	0.65	0.23	0.12	1.00	1.76	0.24	1.00	1.94	0.06
Final Sat.:	1220	380	1600	1035	376	188	1600	2819	381	1600	3104	96
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.10	0.01	0.01	0.01	0.01	0.23	0.23	0.08	0.21	0.21
Crit Moves:			****	****				****		****		

J08-1648 Sandman Inn EIR
E + A + C + P
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Hitchcock Way at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.690
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	Hitchcock Way							State Street					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 1	0 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0	
Volume Module: >> Count Date: 20 Jun 2006 << 4:30-5:30PM													
Base Vol:	98	17	203	54	32	35	51	887	113	193	810	23	
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Initial Bse:	100	17	207	55	33	36	52	905	115	197	826	23	
Added Vol:	10	0	3	0	0	0	0	11	0	8	3	0	
PasserByVol:	0	0	-7	0	0	0	0	4	0	-12	10	0	
Initial Fut:	110	17	203	55	33	36	52	920	115	193	839	23	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	110	17	203	55	33	36	52	920	115	193	839	23	
Reduct Vol:	0	0	30	0	0	0	0	0	0	0	0	0	
Reduced Vol:	110	17	173	55	33	36	52	920	115	193	839	23	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	110	17	173	55	33	36	52	920	115	193	839	23	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.86	0.14	1.00	0.45	0.26	0.29	1.00	1.78	0.22	1.00	1.95	0.05	
Final Sat.:	1382	218	1600	714	423	463	1600	2844	356	1600	3113	87	
Capacity Analysis Module:													
Vol/Sat:	0.07	0.08	0.11	0.03	0.08	0.08	0.03	0.32	0.32	0.12	0.27	0.27	
Crit Moves:	****				****			****		****			

J08-1648 Sandman Inn EIR
E + A + C + P
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #21 Hitchcock Way at Calle Real

Cycle (sec):	100	Critical Vol./Cap.(X):	0.442
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Hitchcock Way								Calle Real					
Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R		
Control:	Split Phase			Split Phase			Protected			Protected				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	2 0	0	0 0	1 1	0		
Volume Module:														
Base Vol:	0	0	0	103	0	77	239	132	0	0	246	115		
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02		
Initial Bse:	0	0	0	105	0	79	244	135	0	0	251	117		
Added Vol:	0	0	0	0	0	-4	0	0	0	0	13	0		
PasserByVol:	0	0	0	-1	0	0	9	0	0	0	0	0		
Initial Fut:	0	0	0	104	0	75	253	135	0	0	264	117		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	0	0	0	104	0	75	253	135	0	0	264	117		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	0	0	0	104	0	75	253	135	0	0	264	117		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	0	0	0	104	0	75	253	135	0	0	264	117		
Saturation Flow Module:														
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.38	0.62		
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	2215	985		
Capacity Analysis Module:														
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.05	0.16	0.04	0.00	0.00	0.12	0.12		
Crit Moves:				****			****				****			

J08-1648 Sandman Inn EIR
E + A + C + P
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #21 Hitchcock Way at Calle Real

Cycle (sec):	100	Critical Vol./Cap.(X):	0.487
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Hitchcock Way			Calle Real			
Approach:	North Bound	South Bound	East Bound	West Bound			
Movement:	L - T - R	L - T - R	L - T - R	L - T - R			
Control:	Split Phase	Split Phase	Protected	Protected			
Rights:	Include	Include	Include	Include			
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0			
Lanes:	0 0 0 0 0	1 0 0 0 1	1 0 2 0 0	0 0 1 1 0			
Volume Module: >> Count Date: 22 Jun 2006 << 4:45-5:45							
Base Vol:	0 0 0	159 0 166	242 246 0	0 232 106			
Growth Adj:	1.02 1.02 1.02	1.02 1.02 1.02	1.02 1.02 1.02	1.02 1.02 1.02			
Initial Bse:	0 0 0	162 0 169	247 251 0	0 237 108			
Added Vol:	0 0 0	3 0 28	0 0 0	0 10 0			
PasserByVol:	0 0 0	-3 0 -2	0 0 0	0 0 0			
Initial Fut:	0 0 0	162 0 195	247 251 0	0 247 108			
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00			
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00			
PHF Volume:	0 0 0	162 0 195	247 251 0	0 247 108			
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0			
Reduced Vol:	0 0 0	162 0 195	247 251 0	0 247 108			
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00			
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00			
FinalVolume:	0 0 0	162 0 195	247 251 0	0 247 108			
Saturation Flow Module:							
Sat/Lane:	1600 1600 1600	1600 1600 1600	1600 1600 1600	1600 1600 1600			
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00			
Lanes:	0.00 0.00 0.00	1.00 0.00 1.00	1.00 2.00 0.00	0.00 1.39 0.61			
Final Sat.:	0 0 0	1600 0 1600	1600 3200 0	0 2225 975			
Capacity Analysis Module:							
Vol/Sat:	0.00 0.00 0.00	0.10 0.00 0.12	0.15 0.08 0.00	0.00 0.11 0.11			
Crit Moves:		****	****	****			

J08-1648 Sandman Inn EIR
E + A + C + P
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Ontare Road at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.443
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Ontare Road						State Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 0	0 1		0 1 0	0 1		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	36	14	9	100	24	23	57	685	28	20	577	45
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	37	14	9	102	24	23	58	699	29	20	589	46
Added Vol:	0	0	0	0	0	0	0	1	0	0	0	0
PasserByVol:	0	0	0	3	0	-2	15	-3	-3	0	4	1
Initial Fut:	37	14	9	105	24	21	73	697	26	20	593	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	14	9	105	24	21	73	697	26	20	593	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	14	9	105	24	21	73	697	26	20	593	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	14	9	105	24	21	73	697	26	20	593	47
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.72	0.28	1.00	0.81	0.19	1.00	1.00	1.93	0.07	1.00	1.85	0.15
Final Sat.:	1152	448	1600	1297	303	1600	1600	3087	113	1600	2965	235
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.01	0.07	0.08	0.01	0.05	0.23	0.23	0.01	0.20	0.20
Crit Moves:		****		****			****				****	

J08-1648 Sandman Inn EIR
E + A + C + P
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Ontare Road at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.567
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Ontare Road							State Street					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	1 1	0	1 0	1 1	0	
Volume Module: >> Count Date: 22 Jun 2006 << 4:30-5:30													
Base Vol:	36	32	27	95	17	53	75	1017	40	33	856	97	
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Initial Bse:	37	33	28	97	17	54	77	1037	41	34	873	99	
Added Vol:	0	0	0	0	0	0	0	14	0	0	11	0	
PasserByVol:	0	0	0	2	0	-6	-3	-1	-2	0	-1	3	
Initial Fut:	37	33	28	99	17	48	74	1050	39	34	883	102	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	37	33	28	99	17	48	74	1050	39	34	883	102	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	37	33	28	99	17	48	74	1050	39	34	883	102	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	37	33	28	99	17	48	74	1050	39	34	883	102	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.53	0.47	1.00	0.85	0.15	1.00	1.00	1.93	0.07	1.00	1.79	0.21	
Final Sat.:	847	753	1600	1361	239	1600	1600	3086	114	1600	2869	331	
Capacity Analysis Module:													
Vol/Sat:	0.02	0.04	0.02	0.06	0.07	0.03	0.05	0.34	0.34	0.02	0.31	0.31	
Crit Moves:		****		****				****		****			

J08-1648 Sandman Inn EIR
E + A + C + P
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Las Positas Road/San Roque Road at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.657
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Street Name:	Las Positas Road/San Roque Road						State Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 1	0 1		1 0 1	1 0		1 0 2	0 1		2 0 2	0 1	
Volume Module:												
Base Vol:	193	260	166	109	248	49	53	736	148	195	623	53
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	197	265	169	111	253	50	54	751	151	199	635	54
Added Vol:	0	13	8	0	5	0	0	0	0	0	-1	0
PasserByVol:	0	0	0	0	0	0	0	3	-3	0	5	0
Initial Fut:	197	278	177	111	258	50	54	754	148	199	639	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	278	177	111	258	50	54	754	148	199	639	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	278	177	111	258	50	54	754	148	199	639	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	197	278	177	111	258	50	54	754	148	199	639	54
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.68	0.32	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2560	1600	1600	1600	2681	519	1600	3200	1600	2560	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.17	0.11	0.07	0.10	0.10	0.03	0.24	0.09	0.08	0.20	0.03
Crit Moves:		****		****				****		****		

J08-1648 Sandman Inn EIR
E + A + C + P
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Las Positas Road/San Roque Road at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.794
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	C

Street Name:	Las Positas Road/San Roque Road						State Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 1	0 1		1 0 1	1 0		1 0 2	0 1		2 0 2	0 1	
Volume Module:												
Base Vol:	206	314	215	102	203	42	68	982	227	269	731	112
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	210	320	219	104	207	43	69	1002	232	274	746	114
Added Vol:	0	10	4	0	9	0	3	7	0	0	8	1
PasserByVol:	0	0	0	0	0	0	0	2	-1	0	2	0
Initial Fut:	210	330	223	104	216	43	72	1011	231	274	756	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	330	223	104	216	43	72	1011	231	274	756	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	330	223	104	216	43	72	1011	231	274	756	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	330	223	104	216	43	72	1011	231	274	756	115
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.67	0.33	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2560	1600	1600	1600	2670	530	1600	3200	1600	2560	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.14	0.07	0.08	0.08	0.05	0.32	0.14	0.11	0.24	0.07
Crit Moves:		****		****				****		****		

J08-1648 Sandman Inn EIR
E + A + C + P
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #96 Hope Ave at San Remo Dr

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: B[12.8]

Street Name:	Hope Ave									San Remo Dr								
Approach:	North Bound					South Bound					East Bound					West Bound		
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0	124		71		20	225		0		0		0		0	120		0		33
Growth Adj:	1.02	1.02		1.02		1.02	1.02		1.02		1.02		1.02		1.02	1.02		1.02		1.02
Initial Bse:	0	126		72		20	230		0		0		0		0	122		0		34
Added Vol:	0	0		0		0	-2		0		0		0		0	0		0		0
PasserByVol:	0	0		1		0	0		0		0		0		0	7		0		0
Initial Fut:	0	126		73		20	228		0		0		0		0	129		0		34
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0	126		73		20	228		0		0		0		0	129		0		34
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	0	126		73		20	228		0		0		0		0	129		0		34
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		xxxxx		xxxx		xxxxx	6.4		6.5		6.2
FollowUpTim:	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		xxxxx		xxxx		xxxxx	3.5		4.0		3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		200	xxxx		xxxxx		xxxx		xxxx		xxxxx	431		431		163
Potent Cap.:	xxxx	xxxx		xxxxx		1384	xxxx		xxxxx		xxxx		xxxx		xxxxx	585		520		887
Move Cap.:	xxxx	xxxx		xxxxx		1384	xxxx		xxxxx		xxxx		xxxx		xxxxx	578		512		887
Volume/Cap:	xxxx	xxxx		xxxx		0.01	xxxx		xxxx		xxxx		xxxx		xxxx	0.22		0.00		0.04
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.0	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		7.6	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
LOS by Move:	*	*		*		A	*		*		*		*		*	*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		623		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx		0.0	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		1.0		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx		7.6	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		12.8		xxxxx
Shared LOS:	*	*		*		A	*		*		*		*		*	*		B		*
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					12.8				
ApproachLOS:	*					*					*					B				

Note: Queue reported is the number of cars per lane.

J08-1648 Sandman Inn EIR
E + A + C + P
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #96 Hope Ave at San Remo Dr

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: B[12.7]

Street Name:	Hope Ave									San Remo Dr								
Approach:	North Bound					South Bound					East Bound					West Bound		
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0	200		151		17	138		0		0		0		0	89		0		27
Growth Adj:	1.02	1.02		1.02		1.02	1.02		1.02		1.02		1.02		1.02	1.02		1.02		1.02
Initial Bse:	0	204		154		17	141		0		0		0		0	91		0		28
Added Vol:	0	3		0		0	6		0		0		0		0	0		0		0
PasserByVol:	0	0		7		0	0		0		0		0		0	3		0		0
Initial Fut:	0	207		161		17	147		0		0		0		0	94		0		28
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0	207		161		17	147		0		0		0		0	94		0		28
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	0	207		161		17	147		0		0		0		0	94		0		28
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		xxxxx		xxxx		xxxxx	6.4		6.5		6.2
FollowUpTim:	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		xxxxx		xxxx		xxxxx	3.5		4.0		3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		368	xxxx		xxxxx		xxxx		xxxx		xxxxx	469		469		288
Potent Cap.:	xxxx	xxxx		xxxxx		1202	xxxx		xxxxx		xxxx		xxxx		xxxxx	556		495		756
Move Cap.:	xxxx	xxxx		xxxxx		1202	xxxx		xxxxx		xxxx		xxxx		xxxxx	550		488		756
Volume/Cap:	xxxx	xxxx		xxxx		0.01	xxxx		xxxx		xxxx		xxxx		xxxx	0.17		0.00		0.04
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.0	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		8.0	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
LOS by Move:	*	*		*		A	*		*		*		*		*	*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		587		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx		0.0	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		0.8		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx		8.0	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		12.7		xxxxx
Shared LOS:	*	*		*		A	*		*		*		*		*	*		B		*
ApproachDel:	xxxxxx					xxxxxx					xxxxxx							12.7		
ApproachLOS:	*					*					*							B		

Note: Queue reported is the number of cars per lane.

J08-1648 Sandman Inn EIR
E + A + C + P
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #102 T&C Access at San Remo Dr.

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: A[9.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	94	0	0	111	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	0	0	96	0	0	113	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	7	0	3	0	0	0	0	0	1	1	0	0
Initial Fut:	7	0	3	0	0	0	0	96	1	1	113	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	3	0	0	0	0	96	1	1	113	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	0	3	0	0	0	0	96	1	1	113	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	212	212	96	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	97	xxxx	xxxxx
Potent Cap.:	781	689	965	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1509	xxxx	xxxxx
Move Cap.:	781	689	965	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1509	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	828	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		9.4		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

Note: Queue reported is the number of cars per lane.

J08-1648 Sandman Inn EIR
E + A + C + P
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #102 T&C Access at San Remo Dr.

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[9.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	168	0	0	106	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	0	0	171	0	0	108	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	3	0	2	0	0	0	0	0	7	3	0	0
Initial Fut:	3	0	2	0	0	0	0	171	7	3	108	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	2	0	0	0	0	171	7	3	108	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	0	2	0	0	0	0	171	7	3	108	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	289	289	175	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	178	xxxx	xxxxx
Potent Cap.:	706	624	874	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1410	xxxx	xxxxx
Move Cap.:	705	623	874	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1410	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	764	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		9.7		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

Note: Queue reported is the number of cars per lane.

J08-1648 Sandman Inn EIR
E + A + C + P
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #98 Grove Ln at San Remo Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.146
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.7
Optimal Cycle: 0 Level Of Service: A

Street Name:	Grove Ln						San Remo Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	55	0	70	38	58	0	0	41	21
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	56	0	71	39	59	0	0	42	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	3	0	0	1	0
Initial Fut:	0	0	0	56	0	71	39	62	0	0	43	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	56	0	71	39	62	0	0	43	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	56	0	71	39	62	0	0	43	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	56	0	71	39	62	0	0	43	21
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.44	0.00	0.56	0.38	0.62	0.00	0.00	0.67	0.33
Final Sat.:	0	0	0	384	0	489	313	503	0	0	573	286
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.15	xxxx	0.15	0.12	0.12	xxxx	xxxx	0.07	0.07
Crit Moves:				****				****				****
Delay/Veh:	0.0	0.0	0.0	7.7	0.0	7.7	7.9	7.9	0.0	0.0	7.4	7.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.7	0.0	7.7	7.9	7.9	0.0	0.0	7.4	7.4
LOS by Move:	*	*	*	A	*	A	A	A	*	*	A	A
ApproachDel:	xxxxxx			7.7			7.9			7.4		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			7.7			7.9			7.4		
LOS by Appr:	*			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1

J08-1648 Sandman Inn EIR
E + A + C + P
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #98 Grove Ln at San Remo Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.194
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 7.9
Optimal Cycle: 0 Level Of Service: A

Street Name:	Grove Ln						San Remo Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	26	0	39	66	92	0	0	67	33
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	27	0	40	67	94	0	0	68	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	2	0	0	3	0
Initial Fut:	0	0	0	27	0	40	67	96	0	0	71	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	27	0	40	67	96	0	0	71	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	27	0	40	67	96	0	0	71	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	27	0	40	67	96	0	0	71	34
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.40	0.00	0.60	0.41	0.59	0.00	0.00	0.68	0.32
Final Sat.:	0	0	0	328	0	492	346	493	0	0	598	282
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.08	xxxx	0.08	0.19	0.19	xxxx	xxxx	0.12	0.12
Crit Moves:				****			****				****	
Delay/Veh:	0.0	0.0	0.0	7.5	0.0	7.5	8.2	8.2	0.0	0.0	7.5	7.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.5	0.0	7.5	8.2	8.2	0.0	0.0	7.5	7.5
LOS by Move:	*	*	*	A	*	A	A	A	*	*	A	A
ApproachDel:	xxxxxx			7.5			8.2			7.5		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			7.5			8.2			7.5		
LOS by Appr:	*			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.2	0.2	0.1	0.1	0.1

J08-1648 Sandman Inn EIR
E + A + C + P
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #97 Ontare Rd at San Remo Dr

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: A[9.3]

Street Name:	Ontare Rd								San Remo Dr							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	1!	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	29	58		0	0	84		14			11		0		93	0		0		0
Growth Adj:	1.02	1.02		1.02	1.02	1.02		1.02			1.02		1.02		1.02	1.02		1.02		1.02
Initial Bse:	30	59		0	0	86		14			11		0		95	0		0		0
Added Vol:	0	0		0	0	0		0			0		0		0	0		0		0
PasserByVol:	1	0		0	0	0		0			0		0		3	0		0		0
Initial Fut:	31	59		0	0	86		14			11		0		98	0		0		0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00			1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00			1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	31	59		0	0	86		14			11		0		98	0		0		0
Reduct Vol:	0	0		0	0	0		0			0		0		0	0		0		0
FinalVolume:	31	59		0	0	86		14			11		0		98	0		0		0
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					6.4		6.5		6.2	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx					3.5		4.0		3.3	xxxxx	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	100	xxxx	xxxxx	xxxx	xxxx	xxxxx					213		213		93	xxxx	xxxx	xxxxx		
Potent Cap.:	1505	xxxx	xxxxx	xxxx	xxxx	xxxxx					780		688		970	xxxx	xxxx	xxxxx		
Move Cap.:	1505	xxxx	xxxxx	xxxx	xxxx	xxxxx					767		674		970	xxxx	xxxx	xxxxx		
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx					0.01		0.00		0.10	xxxx	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx					xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
LOS by Move:	A	*	*	*	*	*					*	*	*			*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx					xxxx		944		xxxxx	xxxx	xxxx	xxxxx		
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx		0.4		xxxxx	xxxxx	xxxx	xxxxx		
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx		9.3		xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	A	*	*	*	*	*					*		A		*	*	*	*		
ApproachDel:	xxxxxx			xxxxxx							9.3					xxxxxx				
ApproachLOS:	*			*							A					*				

Note: Queue reported is the number of cars per lane.

J08-1648 Sandman Inn EIR
E + A + C + P
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #97 Ontare Rd at San Remo Dr

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: A[9.9]

Street Name:	Ontare Rd								San Remo Dr							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	1!	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	98	90	0	0	113	11	18	0	93	0	0	0								
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02								
Initial Bse:	100	92	0	0	115	11	18	0	95	0	0	0								
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
PasserByVol:	3	0	0	0	0	0	0	0	2	0	0	0								
Initial Fut:	103	92	0	0	115	11	18	0	97	0	0	0								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	103	92	0	0	115	11	18	0	97	0	0	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	103	92	0	0	115	11	18	0	97	0	0	0								
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx								
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	126	xxxx	xxxxx	xxxx	xxxx	xxxxx	419	419	121	xxxx	xxxx	xxxxx								
Potent Cap.:	1472	xxxx	xxxxx	xxxx	xxxx	xxxxx	595	529	936	xxxx	xxxx	xxxxx								
Move Cap.:	1472	xxxx	xxxxx	xxxx	xxxx	xxxxx	561	489	936	xxxx	xxxx	xxxxx								
Volume/Cap:	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.10	xxxx	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	846	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.9	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*								
ApproachDel:	xxxxxx			xxxxxx				9.9			xxxxxx									
ApproachLOS:	*			*				A			*									

Note: Queue reported is the number of cars per lane.

Future Year Capacity Analysis
Construction Impacts

J08-1648 Sandman Inn EIR
Future Year Construction Scenario
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 La Cumbre Road at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.605
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	B

Street Name:	La Cumbre Road						State Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1 1	0 1		1 0 1	1 0		1 0 2	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	152	325	130	174	447	129	93	386	72	95	533	76
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	154	330	132	177	454	131	94	392	73	96	541	77
Added Vol:	0	0	-13	0	0	0	0	7	0	0	-8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	330	119	177	454	131	94	399	73	96	533	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	154	330	119	177	454	131	94	399	73	96	533	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	330	119	177	454	131	94	399	73	96	533	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	330	119	177	454	131	94	399	73	96	533	77
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.55	0.45	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2483	717	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.07	0.11	0.18	0.18	0.06	0.12	0.05	0.06	0.17	0.05
Crit Moves:	****				****		****				****	

J08-1648 Sandman Inn EIR
Future Year Construction Scenario
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 La Cumbre Road at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.695
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	La Cumbre Road							State Street					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L - T - R			L - T - R			L - T - R			L - T - R			
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1 1 1 0 1			1 0 1 1 0			1 0 2 0 1			1 0 2 0 1			
Volume Module: >> Count Date: 14 Jun 2006 << 4:30-5:30													
Base Vol:	292	263	218	187	258	100	132	763	176	166	722	77	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	296	267	221	190	262	101	134	774	179	168	733	78	
Added Vol:	7	7	-31	0	9	0	6	24	2	6	4	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	303	274	190	190	271	101	140	798	181	174	737	78	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	303	274	190	190	271	101	140	798	181	174	737	78	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	303	274	190	190	271	101	140	798	181	174	737	78	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	303	274	190	190	271	102	140	798	181	174	737	78	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.58	1.42	1.00	1.00	1.45	0.55	1.00	2.00	1.00	1.00	2.00	1.00	
Final Sat.:	2522	2278	1600	1600	2328	872	1600	3200	1600	1600	3200	1600	
Capacity Analysis Module:													
Vol/Sat:	0.12	0.12	0.12	0.12	0.12	0.12	0.09	0.25	0.11	0.11	0.23	0.05	
Crit Moves:	****				****			****		****			

J08-1648 Sandman Inn EIR
Future Year Construction Scenario
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Hope Ave at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.529
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Hope Ave						State Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0 1		1 0 1	0 1		1 0 1	1 0		1 0 2	0 1	
Volume Module:												
Base Vol:	80	161	104	53	170	48	54	601	49	83	628	26
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	81	163	106	54	173	49	55	610	50	84	637	26
Added Vol:	0	0	7	3	0	7	1	-8	0	23	-15	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	163	113	57	173	56	56	602	50	107	622	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	163	113	57	173	56	56	602	50	107	622	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	163	113	57	173	56	56	602	50	107	622	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	163	113	57	173	56	56	602	50	107	622	27
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.85	0.15	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	2956	244	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.07	0.04	0.11	0.03	0.03	0.20	0.20	0.07	0.19	0.02
Crit Moves:	****				****			****		****		

J08-1648 Sandman Inn EIR
Future Year Construction Scenario
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Hope Ave at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.676
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Street Name:	Hope Ave						State Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0 1		1 0 1	0 1		1 0 1	1 0		1 0 2	0 1	
Volume Module:												
Base Vol:	78	257	128	116	131	70	146	825	38	72	754	72
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	79	261	130	118	133	71	148	837	39	73	765	73
Added Vol:	3	-2	18	8	-1	3	7	-13	-1	21	-3	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	259	148	126	132	74	155	824	38	94	762	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	259	148	126	132	74	155	824	38	94	762	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	259	148	126	132	74	155	824	38	94	762	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	259	148	126	132	74	155	824	38	94	762	78
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.91	0.09	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3061	139	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.09	0.08	0.08	0.05	0.10	0.27	0.27	0.06	0.24	0.05
Crit Moves:		****		****			****				****	

J08-1648 Sandman Inn EIR
Future Year Construction Scenario
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #20 Hope Ave at Calle Real

Cycle (sec):	100	Critical Vol./Cap.(X):	0.572
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Hope Ave						Calle Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1 0	0 1		1 1 0	0 1		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	407	194	77	83	103	78	155	167	155	95	140	53
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	413	197	78	84	105	79	157	170	157	96	142	54
Added Vol:	0	5	0	15	8	0	1	0	0	2	4	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	413	202	78	99	113	79	158	170	157	98	146	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	413	202	78	99	113	79	158	170	157	98	146	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	413	202	78	99	113	79	158	170	157	98	146	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	413	202	78	99	113	79	158	170	157	98	146	55
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.34	0.66	1.00	1.00	1.00	1.00	1.00	1.04	0.96	1.00	1.45	0.55
Final Sat.:	1720	840	1600	1600	1600	1600	1600	1660	1540	1600	2327	873
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.05	0.06	0.07	0.05	0.10	0.10	0.10	0.06	0.06	0.06
Crit Moves:	****				****		****				****	

J08-1648 Sandman Inn EIR
Future Year Construction Scenario
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #20 Hope Ave at Calle Real

Cycle (sec):	100	Critical Vol./Cap.(X):	0.756
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	C

Street Name:	Hope Ave							Calle Real					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1 1	0 0	1	1 1	0 0	1	1 0	1 1	0	1 0	1 1	0	
Volume Module: >> Count Date: 22 Jun 2006 << 4:45-5:45													
Base Vol:	398	277	109	127	167	141	158	314	156	172	183	56	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	404	281	111	129	170	143	160	319	158	175	186	57	
Added Vol:	10	17	0	14	5	-4	0	1	0	16	20	2	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	414	298	111	143	175	139	160	320	158	191	206	59	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	414	298	111	143	175	139	160	320	158	191	206	59	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	414	298	111	143	175	139	160	320	158	191	206	59	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	414	298	111	143	175	139	160	320	158	191	206	59	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	0.80	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.16	0.84	1.00	1.00	1.00	1.00	1.00	1.34	0.66	1.00	1.56	0.44	
Final Sat.:	1488	1072	1600	1600	1600	1600	1600	2140	1060	1600	2488	712	
Capacity Analysis Module:													
Vol/Sat:	0.28	0.28	0.07	0.09	0.11	0.09	0.10	0.15	0.15	0.12	0.08	0.08	
Crit Moves:	****				****			****		****			

J08-1648 Sandman Inn EIR
Future Year Construction Scenario
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Hitchcock Way at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.523
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Hitchcock Way						State Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	46	14	156	11	4	2	13	636	87	139	638	20
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	47	14	158	11	4	2	13	646	88	141	648	20
Added Vol:	2	0	1	0	0	0	0	-11	0	3	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	14	159	11	4	2	13	635	88	144	655	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	14	159	11	4	2	13	635	88	144	655	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	14	159	11	4	2	13	635	88	144	655	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	14	159	11	4	2	13	635	88	144	655	20
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.77	0.23	1.00	0.65	0.23	0.12	1.00	1.76	0.24	1.00	1.94	0.06
Final Sat.:	1239	361	1600	1035	376	188	1600	2809	391	1600	3104	96
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.10	0.01	0.01	0.01	0.01	0.23	0.23	0.09	0.21	0.21
Crit Moves:			****	****				****		****		

J08-1648 Sandman Inn EIR
Future Year Construction Scenario
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Hitchcock Way at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.683
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Hitchcock Way							State Street					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 1	0 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0	
Volume Module: >> Count Date: 20 Jun 2006 << 4:30-5:30PM													
Base Vol:	98	17	203	54	32	35	51	887	113	193	810	23	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	99	17	206	55	32	36	52	900	115	196	822	23	
Added Vol:	10	0	3	0	0	0	0	-22	0	8	13	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	109	17	209	55	32	36	52	878	115	204	835	23	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	109	17	209	55	32	36	52	878	115	204	835	23	
Reduct Vol:	0	0	30	0	0	0	0	0	0	0	0	0	
Reduced Vol:	109	17	179	55	32	36	52	878	115	204	835	23	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	109	17	179	55	32	36	52	878	115	204	835	23	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.86	0.14	1.00	0.45	0.26	0.29	1.00	1.77	0.23	1.00	1.95	0.05	
Final Sat.:	1382	218	1600	714	423	463	1600	2830	370	1600	3113	87	
Capacity Analysis Module:													
Vol/Sat:	0.07	0.08	0.11	0.03	0.08	0.08	0.03	0.31	0.31	0.13	0.27	0.27	
Crit Moves:	****				****			****		****			

J08-1648 Sandman Inn EIR
Future Year Construction Scenario
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #21 Hitchcock Way at Calle Real

Cycle (sec):	100	Critical Vol./Cap.(X):	0.432
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Hitchcock Way									Calle Real							
Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase					Split Phase					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Volume Module:																				
Base Vol:	0	0	0	103	0	77	239	132	0	0	246	115								
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01								
Initial Bse:	0	0	0	105	0	78	243	134	0	0	250	117								
Added Vol:	0	0	0	1	0	6	0	15	0	0	1	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	0	0	0	106	0	84	243	149	0	0	251	117								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	0	0	0	106	0	84	243	149	0	0	251	117								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	0	0	0	106	0	84	243	149	0	0	251	117								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
FinalVolume:	0	0	0	106	0	84	243	149	0	0	251	117								
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.36	0.64								
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	2183	1017								
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.05	0.15	0.05	0.00	0.00	0.11	0.11								
Crit Moves:				****			****				****									

J08-1648 Sandman Inn EIR
Future Year Construction Scenario
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #21 Hitchcock Way at Calle Real

Cycle (sec):	100	Critical Vol./Cap.(X):	0.487
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Hitchcock Way							Calle Real					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Split Phase			Split Phase			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 0 0 0 0			1 0 0 0 1			1 0 2 0 0			0 0 1 1 0			
Volume Module: >> Count Date: 22 Jun 2006 << 4:45-5:45													
Base Vol:	0	0	0	159	0	166	242	246	0	0	232	106	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	0	0	0	161	0	168	246	250	0	0	235	108	
Added Vol:	0	0	0	3	0	28	0	15	0	0	10	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	0	0	164	0	196	246	265	0	0	245	108	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	0	0	164	0	196	246	265	0	0	245	108	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	164	0	196	246	265	0	0	245	108	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	0	0	0	164	0	196	246	265	0	0	245	108	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.39	0.61	
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	2225	975	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.12	0.15	0.08	0.00	0.00	0.11	0.11	
Crit Moves:						****	****				****		

J08-1648 Sandman Inn EIR
Future Year Construction Scenario
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Ontare Road at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.435
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Ontare Road						State Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 0	0 1		0 1 0	0 1		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	36	14	9	100	24	23	57	685	28	20	577	45
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	37	14	9	101	24	23	58	695	28	20	586	46
Added Vol:	0	0	0	3	0	0	0	-33	0	0	14	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	14	9	104	24	23	58	662	28	20	600	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	14	9	104	24	23	58	662	28	20	600	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	14	9	104	24	23	58	662	28	20	600	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	14	9	105	24	23	58	662	28	20	600	47
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.72	0.28	1.00	0.81	0.19	1.00	1.00	1.92	0.08	1.00	1.86	0.14
Final Sat.:	1152	448	1600	1298	302	1600	1600	3068	132	1600	2969	231
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.01	0.07	0.08	0.01	0.04	0.22	0.22	0.01	0.20	0.20
Crit Moves:		****		****			****				****	

J08-1648 Sandman Inn EIR
Future Year Construction Scenario
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Ontare Road at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.556
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Ontare Road							State Street					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	1 1	0	1 0	1 1	0	
Volume Module: >> Count Date: 22 Jun 2006 << 4:30-5:30													
Base Vol:	36	32	27	95	17	53	75	1017	40	33	856	97	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	37	32	27	96	17	54	76	1032	41	33	869	98	
Added Vol:	0	0	0	2	0	0	0	-17	0	0	-8	3	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	37	32	27	98	17	54	76	1015	41	33	861	101	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	37	32	27	98	17	54	76	1015	41	33	861	101	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	37	32	27	98	17	54	76	1015	41	33	861	101	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	37	32	27	98	17	54	76	1015	41	33	861	101	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.53	0.47	1.00	0.85	0.15	1.00	1.00	1.92	0.08	1.00	1.79	0.21	
Final Sat.:	847	753	1600	1361	239	1600	1600	3077	123	1600	2863	337	
Capacity Analysis Module:													
Vol/Sat:	0.02	0.04	0.02	0.06	0.07	0.03	0.05	0.33	0.33	0.02	0.30	0.30	
Crit Moves:		****		****				****		****			

J08-1648 Sandman Inn EIR
Future Year Construction Scenario
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Las Positas Road/San Roque Road at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.643
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Las Positas Road/San Roque Road						State Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 1	0 1		1 0 1	1 0		1 0 2	0 1		2 0 2	0 1	
Volume Module:												
Base Vol:	193	260	166	109	248	49	53	736	148	195	623	53
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	196	264	168	111	252	50	54	747	150	198	632	54
Added Vol:	17	0	0	0	0	0	1	-7	-23	0	-3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	213	264	168	111	252	50	55	740	127	198	629	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	213	264	168	111	252	50	55	740	127	198	629	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	264	168	111	252	50	55	740	127	198	629	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	213	264	168	111	252	50	55	740	127	198	629	54
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.67	0.33	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2560	1600	1600	1600	2672	528	1600	3200	1600	2560	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.11	0.07	0.09	0.09	0.03	0.23	0.08	0.08	0.20	0.03
Crit Moves:		****		****				****		****		

J08-1648 Sandman Inn EIR
Future Year Construction Scenario
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Las Positas Road/San Roque Road at State Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.788
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	C

Street Name:	Las Positas Road/San Roque Road						State Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 1	0 1		1 0 1	1 0		1 0 2	0 1		2 0 2	0 1	
Volume Module:												
Base Vol:	206	314	215	102	203	42	68	982	227	269	731	112
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	209	319	218	104	206	43	69	997	230	273	742	114
Added Vol:	-3	10	4	0	9	0	3	-1	-20	0	-5	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	206	329	222	104	215	43	72	996	210	273	737	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	206	329	222	104	215	43	72	996	210	273	737	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	329	222	104	215	43	72	996	210	273	737	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	206	329	222	104	215	43	72	996	210	273	737	115
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.67	0.33	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2560	1600	1600	1600	2671	529	1600	3200	1600	2560	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.14	0.06	0.08	0.08	0.05	0.31	0.13	0.11	0.23	0.07
Crit Moves:		****		****				****		****		

J08-1648 Sandman Inn EIR
Future Year Construction Scenario
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #96 Hope Ave at San Remo Dr

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: B[12.8]

Street Name:	Hope Ave									San Remo Dr								
Approach:	North Bound					South Bound				East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0	124		71		20	225		0		0		0		0	120		0		33
Growth Adj:	1.01	1.01		1.01		1.01	1.01		1.01		1.01		1.01		1.01	1.01		1.01		1.01
Initial Bse:	0	126		72		20	228		0		0		0		0	122		0		33
Added Vol:	0	1		1		0	3		0		0		0		0	7		0		0
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0
Initial Fut:	0	127		73		20	231		0		0		0		0	129		0		33
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0	127		73		20	231		0		0		0		0	129		0		33
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	0	127		73		20	231		0		0		0		0	129		0		33
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		xxxxx		xxxx		xxxxx	6.4		6.5		6.2
FollowUpTim:	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		xxxxx		xxxx		xxxxx	3.5		4.0		3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		200	xxxx		xxxxx		xxxx		xxxx		xxxxx	435		435		163
Potent Cap.:	xxxx	xxxx		xxxxx		1384	xxxx		xxxxx		xxxx		xxxx		xxxxx	582		517		887
Move Cap.:	xxxx	xxxx		xxxxx		1384	xxxx		xxxxx		xxxx		xxxx		xxxxx	575		510		887
Volume/Cap:	xxxx	xxxx		xxxx		0.01	xxxx		xxxx		xxxx		xxxx		xxxx	0.22		0.00		0.04
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.0	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		7.6	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
LOS by Move:	*	*		*		A	*		*		*		*		*	*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		620		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx		0.0	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		1.0		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx		7.6	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		12.8		xxxxx
Shared LOS:	*	*		*		A	*		*		*		*		*	*		B		*
ApproachDel:	xxxxxx					xxxxxx					xxxxxx							12.8		
ApproachLOS:	*					*					*							B		

Note: Queue reported is the number of cars per lane.

J08-1648 Sandman Inn EIR
Future Year Construction Scenario
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #96 Hope Ave at San Remo Dr

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: B[12.7]

Street Name:	Hope Ave									San Remo Dr								
Approach:	North Bound					South Bound					East Bound					West Bound		
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0	200		151		17	138		0		0		0		0	89		0		27
Growth Adj:	1.01	1.01		1.01		1.01	1.01		1.01		1.01		1.01		1.01	1.01		1.01		1.01
Initial Bse:	0	203		153		17	140		0		0		0		0	90		0		27
Added Vol:	0	3		7		0	6		0		0		0		0	3		0		0
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0
Initial Fut:	0	206		160		17	146		0		0		0		0	93		0		27
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0	206		160		17	146		0		0		0		0	93		0		27
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	0	206		160		17	146		0		0		0		0	93		0		27
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		xxxxx		xxxx		xxxxx	6.4		6.5		6.2
FollowUpTim:	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		xxxxx		xxxx		xxxxx	3.5		4.0		3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		366	xxxx		xxxxx		xxxx		xxxx		xxxxx	467		467		286
Potent Cap.:	xxxx	xxxx		xxxxx		1203	xxxx		xxxxx		xxxx		xxxx		xxxxx	558		497		758
Move Cap.:	xxxx	xxxx		xxxxx		1203	xxxx		xxxxx		xxxx		xxxx		xxxxx	552		489		758
Volume/Cap:	xxxx	xxxx		xxxx		0.01	xxxx		xxxx		xxxx		xxxx		xxxx	0.17		0.00		0.04
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.0	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		8.0	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
LOS by Move:	*	*		*		A	*		*		*		*		*	*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		588		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx		0.0	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		0.8		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx		8.0	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		12.7		xxxxx
Shared LOS:	*	*		*		A	*		*		*		*		*	*		B		*
ApproachDel:	xxxxxx					xxxxxx					xxxxxx							12.7		
ApproachLOS:	*					*					*							B		

Note: Queue reported is the number of cars per lane.

J08-1648 Sandman Inn EIR
Future Year Construction Scenario
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #102 T&C Access at San Remo Dr.

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: A[9.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	94	0	0	111	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	0	0	0	0	95	0	0	113	0
Added Vol:	7	0	3	0	0	0	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	3	0	0	0	0	95	1	1	113	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	3	0	0	0	0	95	1	1	113	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	0	3	0	0	0	0	95	1	1	113	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	211	211	96	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	96	xxxx	xxxxx
Potent Cap.:	782	690	966	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1510	xxxx	xxxxx
Move Cap.:	782	690	966	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1510	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	829	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		9.4		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

Note: Queue reported is the number of cars per lane.

J08-1648 Sandman Inn EIR
Future Year Construction Scenario
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #102 T&C Access at San Remo Dr.

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[9.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	168	0	0	106	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	0	0	0	0	171	0	0	108	0
Added Vol:	3	0	2	0	0	0	0	0	7	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	0	2	0	0	0	0	171	7	3	108	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	2	0	0	0	0	171	7	3	108	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	0	2	0	0	0	0	171	7	3	108	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	288	288	174	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	178	xxxx	xxxxx
Potent Cap.:	707	626	875	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1411	xxxx	xxxxx
Move Cap.:	706	624	875	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1411	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	765	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		9.7		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		A		*			*			*		

Note: Queue reported is the number of cars per lane.

J08-1648 Sandman Inn EIR
Future Year Construction Scenario
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #98 Grove Ln at San Remo Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.145
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.7
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Grove Ln						San Remo Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	55	0	70	38	58	0	0	41	21
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	56	0	71	39	59	0	0	42	21
Added Vol:	0	0	0	0	0	0	0	3	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	56	0	71	39	62	0	0	43	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	56	0	71	39	62	0	0	43	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	56	0	71	39	62	0	0	43	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	56	0	71	39	62	0	0	43	21
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.44	0.00	0.56	0.38	0.62	0.00	0.00	0.67	0.33
Final Sat.:	0	0	0	384	0	489	313	503	0	0	573	287
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.15	xxxx	0.15	0.12	0.12	xxxx	xxxx	0.07	0.07
Crit Moves:						****		****			****	
Delay/Veh:	0.0	0.0	0.0	7.6	0.0	7.6	7.9	7.9	0.0	0.0	7.4	7.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.6	0.0	7.6	7.9	7.9	0.0	0.0	7.4	7.4
LOS by Move:	*	*	*	A	*	A	A	A	*	*	A	A
ApproachDel:	xxxxxx			7.6			7.9			7.4		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			7.6			7.9			7.4		
LOS by Appr:	*			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1

J08-1648 Sandman Inn EIR
Future Year Construction Scenario
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #98 Grove Ln at San Remo Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.193
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.9
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Grove Ln						San Remo Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	26	0	39	66	92	0	0	67	33
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	26	0	40	67	93	0	0	68	33
Added Vol:	0	0	0	0	0	0	0	2	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	26	0	40	67	95	0	0	71	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	26	0	40	67	95	0	0	71	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	26	0	40	67	95	0	0	71	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	26	0	40	67	95	0	0	71	33
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.40	0.00	0.60	0.41	0.59	0.00	0.00	0.68	0.32
Final Sat.:	0	0	0	328	0	492	347	493	0	0	598	282
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.08	xxxx	0.08	0.19	0.19	xxxx	xxxx	0.12	0.12
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	7.5	0.0	7.5	8.2	8.2	0.0	0.0	7.5	7.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.5	0.0	7.5	8.2	8.2	0.0	0.0	7.5	7.5
LOS by Move:	*	*	*	A	*	A	A	A	*	*	A	A
ApproachDel:	xxxxxx			7.5			8.2			7.5		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			7.5			8.2			7.5		
LOS by Appr:	*			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.2	0.2	0.1	0.1	0.1

J08-1648 Sandman Inn EIR
Future Year Construction Scenario
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #97 Ontare Rd at San Remo Dr

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: A[9.3]

Street Name:	Ontare Rd								San Remo Dr							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0 1	0	0	0	0	0	0	1 0	0	0	1!	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	29	58	0	0	84	14	11	0	93	0	0	0				
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01				
Initial Bse:	29	59	0	0	85	14	11	0	94	0	0	0				
Added Vol:	1	0	0	0	0	0	0	0	3	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	30	59	0	0	85	14	11	0	97	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	30	59	0	0	85	14	11	0	97	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	30	59	0	0	85	14	11	0	97	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	99	xxxx	xxxxx	xxxx	xxxx	xxxxx	212	212	92	xxxx	xxxx	xxxxx				
Potent Cap.:	1506	xxxx	xxxxx	xxxx	xxxx	xxxxx	781	689	970	xxxx	xxxx	xxxxx				
Move Cap.:	1506	xxxx	xxxxx	xxxx	xxxx	xxxxx	768	675	970	xxxx	xxxx	xxxxx				
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.10	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	945	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.3	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			9.3			xxxxxx						
ApproachLOS:	*			*			A			*						

Note: Queue reported is the number of cars per lane.

J08-1648 Sandman Inn EIR
Future Year Construction Scenario
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #97 Ontare Rd at San Remo Dr

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: A[9.9]

Street Name:	Ontare Rd								San Remo Dr							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0 1	0 0	0		0 0	0 1	0		0 0	1! 0	0		0 0	0 0	0	
Volume Module:																
Base Vol:	98	90	0	0	113	11	18	0	93	0	0	0				
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01				
Initial Bse:	99	91	0	0	115	11	18	0	94	0	0	0				
Added Vol:	3	0	0	0	0	0	0	0	2	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	102	91	0	0	115	11	18	0	96	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	102	91	0	0	115	11	18	0	96	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	102	91	0	0	115	11	18	0	96	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	126	xxxx	xxxxx	xxxx	xxxx	xxxxx	417	417	120	xxxx	xxxx	xxxxx				
Potent Cap.:	1473	xxxx	xxxxx	xxxx	xxxx	xxxxx	596	530	937	xxxx	xxxx	xxxxx				
Move Cap.:	1473	xxxx	xxxxx	xxxx	xxxx	xxxxx	563	491	937	xxxx	xxxx	xxxxx				
Volume/Cap:	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.10	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	847	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.9	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			9.9			xxxxxx						
ApproachLOS:	*			*			A			*						

Note: Queue reported is the number of cars per lane.

APPENDIX 8.0

ABR Guidelines Consistency

Table 1
Consistency with Architectural Board of Review Guidelines

Goal/Policy	Proposed Project Analysis	Consistency Determination	Applicant's Alternative Analysis	Consistency Determination
Architectural Board of Review Design Guidelines				
Section 1 – Site and Surrounding Area Considerations				
1.1 Relation to Site. Buildings should be designed to relate to the site's existing landforms and contours and to present an integrated appearance. Over-building of a site may be considered grounds for project denial.	The proposed project site is flat and does not contain any significant changes in topography. The proposed project would develop commercial and residential uses at densities and heights permitted under its current zoning designation and would therefore not be considered over-building.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
1.2 Area Compatibility – Commercial and Multi-Family Residential				
A. General. In areas which possess examples of distinctive architecture, structures and additions should present a harmonious character to not clash or exhibit discord with the particular surrounding area in which they are placed. Structure elements should be consistent with the best elements that distinguish the particular area in which they are proposed. These elements include, but are not limited to: • volume • size • massing • proportion • scale • bulk • rooflines • colors • textures • materials Consideration of the existing setback and patterns of development in the particular area can also be important.	The Upper State Street corridor, in which the proposed project site is located, is not characterized by a distinguishing type of architecture, but includes a variety of architectural styles. The proposed project would be consistent with architectural styles in the Upper State Street area, using Mediterranean styles and color palettes. The proposed project design features articulated massing, including balconies, arches, columns, and other features which would soften the appearance of the proposed structures Setbacks would comply with the requirements of the site's current zoning designation (S-D-2) and would be generally consistent with adjacent setback patterns.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
B. Areas without Distinctive Architecture. In areas which do not possess examples of distinctive architecture, structures and additions should be designed to lead the area toward designs which are harmonious with Santa Barbara's distinctive built environment.	The Upper State Street corridor in which the proposed project site is located is not characterized by a distinguishing type of architecture, but includes a variety of architectural styles. The proposed project uses a Mediterranean style and color palette, which is harmonious with Santa Barbara's distinctive built environment.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
Section 2 – Architectural Imagery				
2.1 Building Design Compatibility and Consistency. Buildings shall demonstrate compatibility in materials and consistency in style throughout exterior elevations. Building components such as windows, doors, arches and parapets should have proportions appropriate to the architecture. Additions should relate to the existing building in design, details, colors, and materials.	The proposed project design features articulated massing, including balconies, arches, columns, and other features which would soften the appearance of the proposed structures. Proportions are generally appropriate and the buildings demonstrate consistency in style throughout their exterior elevations.	Potentially Consistent	Same as for proposed project.	Potentially Consistent

Goal/Policy	Proposed Project Analysis	Proposed Project Consistency Determination	Applicant's Alternative Analysis	Applicant's Alternative Consistency Determination
2.2 Architectural Styles. The ABR does not mandate required architectural styles for specific areas or locations; however, consideration should be given to several factors that influence the ABR's preference concerning proposed architectural styles. Factors such as an area's prevailing architectural styles, area compatibility and structure visibility are factors which should be considered. One of the ABR's stated goals is to encourage the preservation of pre-1925 and Hispanic styles of architecture. In addition, traditional architectural styles based on the City's Hispanic tradition are preferred at highly visible locations such as: gateway or entry points into the City, hillside development, and locations in close proximity to El Pueblo Viejo Landmark District.	The Upper State Street corridor in which the proposed project site is located is not characterized by a distinguishing type of architecture, but includes a variety of architectural styles. The proposed project would be consistent with architectural styles in the Upper State Street area, using Mediterranean styles and color palettes.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
2.3 Building Materials. Architectural style expressed through building materials, colors, design, exterior treatment, roof articulation and overall design in construction should be of good quality and durable exterior materials. Typical architectural enhancements include: A. High quality construction and materials for exterior finishes B. Wood windows, recesses, articulation of openings, wood shutters, ornamental ironwork C. Enhanced landscaping, paving and/or decking D. Heavy timber trellis or arbor structures E. Stonework and/or tile work on walls F. Front entry elements and/or porches G. Enhanced or high-quality roofing materials H. Exposed downspouts and gutters painted or made of copper materials	The proposed project would be consistent with architectural styles in the Upper State Street area, using Mediterranean styles and incorporating building materials that would complement surrounding development. The project would be subject to review and approval by the ABR for consistency with the City's building and design standards.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
Section 5 – Utilities and Equipment				
5.1 Utility Screening. Utilitarian facilities, such as electrical transformers, satellite dishes, backflow prevention devices, loading docks, and maintenance or trash storage areas generally should be located with consideration first of public views of the project and second with consideration of neighboring structures and must be appropriately screened.	Utility areas and equipment would be screened from public views, as they would be located behind the proposed commercial structures or in the proposed underground parking areas.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
5.2 Rooftop Equipment. Equipment should be screened. Screening should present an integrated appearance with the overall building.	Rooftop equipment on the commercial portion of the proposed project would be screened by the parapet of the roofline, and would not be visible from adjacent uses. The residential portion of the proposed project would not contain rooftop equipment that would require screening.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
5.3 Solar Energy Systems. Applicants are encouraged to consider solar panel installations which are high performing and aesthetically well-integrated, consistent with the City's Solar Energy System Design Guidelines.	The proposed project does not contain solar panel installations. Such equipment could potentially be added after the proposed commercial uses are developed. The proposed project is suitably oriented for solar collection equipment, and adequate sunlight would be available for such equipment, were it to be.	Potentially Consistent	Same as for proposed project.	Potentially Consistent

Goal/Policy	Proposed Project Analysis	Proposed Project Consistency Determination	Applicant's Alternative Analysis	Applicant's Alternative Consistency Determination
Section 6 – Energy Efficiency, Green Building Design				
6.1 Energy Efficiency. Buildings shall be designed and oriented to maximize energy efficiency and conservation including lighting design. Feasible passive and active solar design principles are encouraged.	The proposed project would be consistent with the City's energy ordinance, which sets efficiency standards for residential and hotel development. The proposed structures are oriented to maximize natural lighting during daylight hours, and proposed vegetation would provide shade, reducing demand for cooling.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
6.2 Green Building Design. The ABR supports building designs that incorporate green building design principles and use energy efficiently. Buildings that conserve resources and use renewable sources of energy, including solar, wind, and biomass, can be supported if the designs maintain an acceptable aesthetic quality and fit into the site and neighborhood. Developing a plan for a green building design can reduce energy use, cool urban heat islands, and prevent storm-water runoff, as well as contribute to wildlife habitat and air quality. There are many ways to conserve resources during the building process.	The proposed project has been designed to incorporate green building techniques. Based on Built Green Santa Barbara's Commercial Self-Certification Checklist, the proposed project would score high enough to earn a one-star rating.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
Section 7 – Roofing Materials				
7.1 General. Roofing material and color should be consistent with the building's architectural style. Eave closures, a.k.a. bird stops, if any are proposed, shall be mortared with natural cement.	The tile roofs proposed for the proposed project would be consistent with the project's Mediterranean architectural style.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
7.2 Mission Tile. Where a traditional Hispanic architectural style is proposed or where the location is highly visible or prominent, the use of two-piece terra cotta (Mission, "C-tile") roof is required. A. Terra cotta roof tile shall not have a glossy finish. B. Where two-piece "cap and pan" Mission tile is used on gable, shed and hipped roofs, the following installation criteria should apply: 1. There should be a double starter row employed at the eave ends. 2. Field tiles are to be laid in random or scattered fashion. 3. The roof should have natural cement mortared hips and ridges. 4. Terra cotta red color should be the predominant color except where other color mixtures are specifically approved. 5. Tile color should be one consistent color with only slight natural variations acceptable. Artificial color "blends" are discouraged. Exceptions to the required use of Mission Tile policy may be granted if the ABR makes the appropriate findings and determines a hardship condition exists that precludes Mission "C" roof tile use. Clay S-tile installation will be required to follow standard installation details as outlined below to mimic the Mission tile appearance.	Specific building materials are not known at this time. However, the proposed project would comply with City requirements for building materials, including roofing materials subject to review and approval by the ABR.	Potentially Consistent	Same as for proposed project.	Potentially Consistent

Goal/Policy	Proposed Project Analysis	Proposed Project Consistency Determination	Applicant's Alternative Analysis	Applicant's Alternative Consistency Determination
7.3 Clay S-Tile. A. Non-clay simulated Mission Tile use is generally unacceptable. B. Clay S-Tile will be considered for approval for Affordable or Low-Income Housing projects only. C. The following four criteria will be utilized to determine if the use of clay S-tile will be allowed for any type of existing buildings: 1. The proposed clay S-tile installation is compatible with the building's architecture and the neighborhood character. 2. The proposed application meets with the intent of the ABR guidelines. 3. The building cannot structurally support the weight of 2-piece, clay barrel tile, and clay S-tile is an appropriate alternative solution. 4. The applicant made a concerted effort to make the roof attractive.	Specific building materials are not known at this time. However, the proposed project would comply with City requirements for building materials, including roofing materials subject to review and approval by the ABR.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
7.4 Required Installation Details as Conditions of Approval A. A double starter row of two-piece barrel tile is employed at the eave ends. B. The roof has 15 to 20 percent of the field tiles laid with mortared randomly placed boosters (kickers). C. Natural cement mortared hips and ridges are present.	Specific building materials are not known at this time. However, the proposed project would comply with City requirements for building materials, including roofing materials.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
Section 8 – Architectural Elements – Commercial				
8.1 Architectural Features. Features should enhance the architectural form and style of the structure. As a general rule, massing and details should be simple and proportionate to the building scale. Windows, entries, recesses, balconies, and stairways should add building interest.	The proposed project design features articulated massing, including balconies, arches, columns, and other features which would soften and enhance the appearance of the proposed structures.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
8.2 Color. Building color should complement architectural details and blend with surrounding buildings or dominant structures. For large buildings located in the Downtown area, the major building mass of a structure should be white (where appropriate to the architectural style proposed). For smaller buildings, a more varied color palette for body and trim color may be appropriate.	The proposed project would be consistent with architectural styles in the Upper State Street area, using Mediterranean styles and color palettes. Although the exact color palette is unknown at this time, exterior colors will be light, and the project would comply with City requirements for color.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
8.3 Stucco Texture. Unless otherwise directed by the ABR, stucco should present a smooth, undulating troweled finish. A float sand finish may be acceptable. Rough texture, such as skip trowel or Spanish lace, is unacceptable. Exterior materials and architectural elements should compliment each other. For example, heavy materials should appear to support lighter materials.	The proposed project would use a smooth stucco finish. Materials and architectural details would receive final review and approval by the ABR.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
8.4 Windows and Doors. The pattern of windows and doors should be consistent with the building's architectural style.	The doors and windows on project structures would be consistent with the proposed project's Mediterranean style. Exact building materials are not known at this time, but the proposed project would comply with all applicable standards for building materials.	Potentially Consistent	Same as for proposed project.	Potentially Consistent

Goal/Policy	Proposed Project Analysis	Proposed Project Consistency Determination	Applicant's Alternative Analysis	Applicant's Alternative Consistency Determination
8.5 Roof Ridgelines. Roofs should be articulated using elements such as false chimneys, towers and decorative vents and caps. Roof materials and overhangs can create shadow patterns. Decorative cornices can be added to provide visual interest.	Setbacks for the second and third stories of proposed project structures would create roofline articulation. Other building materials are not known at this time, but the proposed project would comply with all applicable standards for building materials.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
Section 9 – Architectural Elements – Multi-Family Residential				
9.1 General		Potentially Consistent		Potentially Consistent
A. **Architectural Features.** Features should enhance the architectural form and style of the unit(s). For example, dormers, bay windows, porches, balconies, and entrance projections can add interest to the unit(s).	The proposed project design features articulated massing, including balconies, arches, columns, and other features which would soften the appearance of the proposed structures and are consistent with the Mediterranean style proposed.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
B. **Color.** Building color should complement architectural details and blend with neighborhoods.	The proposed project would use Mediterranean styles and color palettes. Although the exact color palette is unknown at this time, exterior colors will be light, and would compliment adjacent development	Potentially Consistent	Same as for proposed project.	Potentially Consistent
C. **Stucco Texture.** Unless otherwise directed by the ABR, stucco should present a smooth, undulating troweled finish. A float sand finish may be acceptable. Rough texture, such as skip trowel or Spanish lace, is unacceptable.	The proposed project would include smooth stucco finishing.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
D. **Windows.** The pattern of windows and doors should reflect the scale and patterns in the neighborhood.	The doors and windows on project structures would be consistent with the proposed project's Mediterranean style. Exact building materials are not known at this time, but the proposed project would comply with all applicable standards for building materials.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
E. **Reflective Glass Material.** In general, deck-railing materials should be selected to be consistent with the architectural style of the structure. The use of decorative glass railings as guardrails or as windscreens is not the preferred material at highly visible locations due to the possible glare associated with these types of installations. Installations of reflective glass materials will be reviewed to determine if the installation is compatible with the structure and that it does not create significant glare problems.	The proposed project does not include decorative glass railings.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
Landscape Guidelines				
2.1 Site Layout and Massing. Landscape massing refers to plant material that creates an appearance of substantial vegetation. The landscape plan should balance plant material and hardscape site elements such as walkways and walls.	The landscape plan for the proposed project includes areas of substantial vegetation, as well as street landscaping, and pedestrian walkways throughout the proposed project site. However, proposed landscape materials and spacing are intentionally designed to be lower in height to preserve/compliment views of the mountains.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
A. Lot Landscape Coverage. Landscape massing shall provide for a generous overall percentage of plant landscaping in relation to the site and lot hardscape. Paved areas should be minimized and planting areas maximized.	The proposed project includes a connected series of pedestrian walkways mixed with substantial plantings of trees, vines, shrubbery, and flowering plants. Proposed landscape would occupy X% of the main project site, while hardscape would occupy x% and buildings would occupy x%.	Consistent	Same as for proposed project; however, landscape would occupy X% of the main project site, while hardscape would occupy x% and buildings would occupy x%	Consistent

Goal/Policy	Proposed Project Analysis	Proposed Project Consistency Determination	Applicant's Alternative Analysis	Applicant's Alternative Consistency Determination
Landscape Guidelines (continued)				
B. Unit Screening. Where appropriate, consider screening plants, such as hedges, to create privacy between units. Special care to ensure mature hedge heights and sizes will fit the space is needed to ensure only a minimal amount of pruning is necessary for maintenance. Hedges shall comply with SBMC §28.87.170.	Privacy between units' rear yards is generally achieved with 6-foot tall fences. Privacy between units' side yards is generally achieved by screening plants in planters.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
C. Compatibility. Landscaping visible from the street should be compatible with the surrounding neighborhood in plant type and scale. Site elements such as walls, steps, fences, etc. should be compatible with neighborhood elements in scale, color and materials.	Street trees for the proposed project site would be selected by the City arborist. Other vegetation visible from the street would be generally consistent with landscaping in the area, and would include typical ornamental plants. Other site features would be in a Mediterranean style consistent with other structures in the area.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
D. Trees for Shade and Weather Protection. Canopy, skyline, and specimen trees shall be provided for shade and weather protection.	The landscape plan for the proposed project includes a variety of species, and would provide trees of varying heights, including trees that, at mature height, would function as skyline trees.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
2.2 Plant Selection. Plant selection for the landscape plan should consider principles of sustainable landscaping and be sensitive to the elements described below.				
A. Blending with Existing Vegetation. Blend the type, coloring, size, and height of proposed vegetation into existing vegetation.	The proposed project would require the removal of existing vegetation to allow for site grading and excavation. Existing trees would be relocated within the proposed project site as feasible. The landscape plan for the proposed project uses plants that are generally consistent with existing landscape planting and with surrounding areas.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
B. Growth. Consider appropriate plant selection and location to: 1. Reduce the potential for normal plant material growth to significantly block an adjacent unit's primary scenic view or sunlight (solar access), and/or 2. Achieve privacy screening and produce a desired aesthetic result. Select plants that can grow to the necessary screening height without having to be pruned. 3. Ensure vegetation scale consistent with public view preservation called for in the Coastal Plan and General Plan (e.g. Land Use Element City Scenic Routes).	The landscape plan for the proposed project includes a variety of species, and would provide trees of varying heights, including trees that, at mature height, would function as skyline trees. Screening for privacy and protection of mountain views were additional considerations in selection of landscape plants.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
C. Adaptability. Emphasis shall be placed on the concept of "Right Plant/Right Place." Select plants that are naturally adapted to the growing conditions of the site: soil type, slope, climate tolerance, space limitations, etc.	The landscape plan for the proposed project consists of plants selected for drought tolerance and to complement surrounding landscaping.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
D. Native and Mediterranean Plants. Use native plants whenever possible. Where non-native species are used, emphasize plants from other Mediterranean climate regions.	The plant palette provided in the proposed project's landscape plan includes native and Mediterranean plants adapted for the site's climate.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
E. Invasive Plants. Avoid invasive plant use, especially in, or adjacent to, environmentally sensitive habitat areas. Carefully select plants to avoid species that might migrate from the landscape and become "weeds." (Refer to the attached List of Invasive Plants, Appendix D, published by the California Exotic Pest Plant Council.)	The proposed project does not contain and is not adjacent to sensitive habitat. The landscape plan does not include plants generally considered invasive.	Potentially Consistent	Same as for proposed project.	Potentially Consistent

Goal/Policy	Proposed Project Analysis	Proposed Project Consistency Determination	Applicant's Alternative Analysis	Applicant's Alternative Consistency Determination
Landscape Guidelines (continued)				
F. Fire Retardant Landscaping. Use fire retardant landscaping where possible. See Section 5.3, High Fire Hazard Area Landscape Design, and Appendix C for information about High Fire Hazard Area landscaping requirements. A list of plants which are highly flammable and should not be planted in the High Fire Hazard Area is included in Appendix C.	The landscape plan for the proposed project does not include highly flammable plants, but emphasizes drought-tolerant species that are less likely to result in the creation of a fire hazard. The project site is not in a High Fire hazard Area.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
G. Plant Spacing and Height. Space plants according to their mature size, allowing for plant maturation without crowding or root damage. Consider mature plant height to avoid unnecessary pruning and hedging, especially under windows and eaves of structures and along property lines.	The landscape plan for the proposed project does not specify precise locations for new ornamental landscaping. The landscape plan would be subject to City review and approval for consistency with this policy.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
H. Group by Plant Needs. Plants with similar cultivation, watering and sun/shade requirements should be grouped together into "hydrozones" and designated to separate appropriate valve types per SBMC §22.080.020.	The landscape plan for the proposed project does not specify precise locations for new ornamental landscaping. The landscape plan would be subject to City review and approval.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
I. Limit Turf. Use turf only in areas where appropriate for recreational uses. Adhere to turf reduction percentage requirements in SBMC §22.080.020. Consider lawn alternative species.	The use of drought-tolerant turf within the proposed project site is limited to a common recreational area. The majority of planting within the proposed project would be within planter boxes located throughout the site.	Potentially Consistent	The use of drought-tolerant turf within the proposed project site is limited to two common areas. The majority of planting within the applicant's alternative would be within planter boxes located throughout the site.	Potentially Consistent
2.3 Sustainability Principles. Guidelines throughout this document support sustainable principles. Landscape and irrigation system design should reflect consideration of sustainable landscaping principles and be sensitive to elements described below.				
A. Preserve Existing Vegetation. Preserve existing vegetation and significant trees as much as possible (See Section 4, Tree and Vegetation Preservation).	Site grading and excavation would require the removal of all existing vegetation. However, existing palm trees may be reused within the proposed project site as feasible.	Potentially Inconsistent	Same as for proposed project.	Potentially Inconsistent
B. Natural Features and Graded Areas. Avoid unnecessary grading and removal of soil. Protect existing natural features and re-vegetate graded areas as soon as possible.	The main project site is currently developed, and site grading would not result in the loss of natural features or topography. Project design includes underground parking, which involves substantial grading and removal of soil, but does not change site topography.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
C. Climate Buffering. Use landscaping to control sun and wind: For example, the use of deciduous trees and/or vines on the south sides of buildings can provide passive heat in the winter and cooling in the summer.	The landscape plan for the proposed project site includes canopy trees, vines, and espaliers located throughout in order to provide shade and cooling.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
D. Erosion-Prone Areas. Consistent with the Seismic Safety Element, species that add weight to a hillside (such as ice plant) shall be avoided on steep hillsides or adjacent to bluff top areas susceptible to erosion. Deep-rooted species that assist in stabilizing slopes and control erosion are encouraged.	N/A - The proposed project site is topographically flat and is not subject to hillside erosion.	N/A	Same as for proposed project.	N/A

Goal/Policy	Proposed Project Analysis	Proposed Project Consistency Determination	Applicant's Alternative Analysis	Applicant's Alternative Consistency Determination
Landscape Guidelines (continued)				
E. Water Efficiency. Water-efficient landscaping is mandatory per SBMC §22.080.020. Landscaping and irrigation shall be planned with consideration for water conservation through use of water-wise plant species, water-efficient irrigation systems and other methods listed in SBMC §22.080.020, including using drip irrigation and mulching and designing irrigation to minimize runoff .	The landscape plan for the proposed project site does not include an irrigation plan. Irrigation for the proposed project would be subject to City review and approval.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
F. Reducing Runoff. Plant species that require significant watering (such as turf) shall be avoided on steep hillsides or narrow pathways, planters and parkways. Such areas are difficult to irrigate without significant runoff. Note the requirements in SBMC §22.080.020	The proposed project site is topographically flat, and the use of turf is restricted to a relatively small area designated for recreation.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
G. Irrigation. Use water-efficient irrigation systems, including drip irrigation, micro sprayers, bubbler and rotating spray nozzles. Use smart irrigation controllers and rain sensors. Note the requirements in SBMC §22.080.020	The landscape plan for the proposed project site does not include an irrigation plan. Irrigation for the proposed project would be subject to City review and approval.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
H. Waste Minimization. Sustainable landscape planning that protects the environment by using minimal resources and creating minimal waste is encouraged.	The landscape plan for the proposed project includes drought-tolerant native and Mediterranean species that would reduce the need for irrigation and which are adapted to the area's climate and require minimal maintenance.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
I. Stormwater Management. Santa Barbara properties most commonly drain to local creeks, which then flow to the ocean. Non-point source pollution such as pesticides and fertilizers from lawns, heavy metals from driveways and pet waste pose a significant threat to the quality of life on our beaches and streams. Stormwater should be viewed as a resource with environmental and educational significance that can give unique character to neighborhood landscapes. Bioswales, infiltration areas, vegetated filter strips, porous paving, rainwater cisterns, and rainwater gardens should be incorporated into site design to allow biofiltration of sediment and pollutants, to slow down potentially damaging flows, and to increase the presence of nature within the community. These measures are very attractive, low tech, low cost, low maintenance and provide significant benefits to our environment. Appropriate choice of plantings and irrigation for the site helps reduce urban runoff and the subsequent non-point source pollution.	Stormwater flows originating on the proposed project site would be conveyed to existing City stormwater facilities. The proposed project includes a detention basin, which would collect on-site stormwater runoff and reduce existing stormwater flows from 13.03 cubic feet per second (cfs) to 12.95 cfs.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
J. On-Site Water Retention and Natural Drainage. Use methods to retain water on the site to recharge groundwater and to use for future watering (e.g. cisterns). Design landscaping to enhance natural drainage and biofiltration of pollutants through the use of bioswales, detention basins and other techniques.	Stormwater flows originating on the proposed project site would be conveyed to existing City stormwater facilities. The proposed project includes a detention basin, which would collect on-site stormwater runoff and reduce existing stormwater flows from 13.03 cubic feet per second (cfs) to 12.95 cfs.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
K. Permeability and Percolation. Use urban runoff/pollution control Best Management Practices to maximize the permeability of sites and on-site percolation of runoff. For example, design projects to minimize paved areas, collect runoff on site, or maximize hardscape area permeability with brick or pavers on sand.	Stormwater flows originating on the proposed project site would be conveyed to existing City stormwater facilities. The proposed project includes a detention basin, which would collect on-site stormwater runoff and reduce existing stormwater flows from 13.03 cubic feet per second (cfs) to 12.95 cfs.	Potentially Consistent	Same as for proposed project.	Potentially Consistent

Goal/Policy	Proposed Project Analysis	Proposed Project Consistency Determination	Applicant's Alternative Analysis	Applicant's Alternative Consistency Determination
Landscape Guidelines (continued)				
L. Drainage Flow. Use natural watercourses, earth swales, v-ditches, drywells and water dissipation devices to enhance drainage flow on and through the site.	Stormwater flows originating on the proposed project site would be conveyed to existing City stormwater facilities. The proposed project includes a detention basin, which would collect on-site stormwater runoff and reduce existing stormwater flows from 13.03 cubic feet per second (cfs) to 12.95 cfs.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
2.4 Street and Driveway Design. Street and driveway designs should utilize the following design concepts.				
A. Grading, Exposed Excavations and Retaining Walls. Design streets or driveways to limit grading quantities, steep, exposed excavations and avoid the use of retaining walls where possible.	The proposed project site is topographically flat and would not require steep driveways.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
B. Street and Driveway Widths. Limit street and driveway widths to reduce paving quantity and encourage slower vehicle speeds, while providing adequate access. Consider the use of ribbon driveways, pavers and other materials that decrease the amount of pavement and increase permeability. Please note, applicants must consult with the Fire Department and Transportation Division regarding alternative paving methods.	The majority of parking for the proposed project would be contained in underground parking structures, which would significantly reduce the amount of surface traffic within the proposed project site.	Potentially Consistent	Parking for the residential portion of the applicant's alternative would be contained in an underground parking structure, which would reduce the amount of surface traffic within the proposed project site. Other driveways would be designed to City requirements and would be subject to City review and approval.	Potentially Consistent
D. Sidewalk Widths. Provide street sidewalk widths that allow for landscaped parkways to buffer pedestrians from street traffic.	The project proposes a 4-foot expansion of the sidewalk right-of-way along State Street to meet City standards. Within this right-of-way street trees and shrubs would be planted in accordance with City requirements for street landscaping.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
E. Street Trees. City street trees should be incorporated into a project when none exist and/or at locations recommended by the ABR or City Arborist and the Street Tree Master Plan. Any street tree removal is subject to Park Commission approval.	Street trees for the proposed project would be selected by the City arborist based on the Street Tree Master Plan.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
F. Street Tile: Refer to the City of Santa Barbara Paver Surfaces and Transitions Guidelines. The guidelines have been developed by the City under the auspices of the Access Advisory Committee to Staff, the Architectural Board of Review, and the Landmarks Commission. The guidelines are intended to facilitate the design review process, in consideration of City discretionary standards and in conjunction with the California Title 24 Accessibility requirements.	The proposed project includes new decorative paving at the intersection of State Street and Hitchcock Way. New paving would comply with the applicable standards for paved surfaces.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
G. Plants and Irrigation in Parkways. Water-wise plants are required and turf is prohibited in parkways. Drip irrigation or low precipitation rate sprinklers/bubblers are encouraged and irrigation must be designed to minimize runoff. See the City's list of recommended plants for parkways.	The landscape plan for the proposed project site does not include an irrigation plan. Irrigation for the proposed project would be subject to City review and approval.	Potentially Consistent	Same as for proposed project.	Potentially Consistent

Goal/Policy	Proposed Project Analysis	Proposed Project Consistency Determination	Applicant's Alternative Analysis	Applicant's Alternative Consistency Determination
Landscape Guidelines (continued)				
2.5 Parking Lots. Parking lot designs for commercial, industrial, institutional, or multi-family residential developments are required to provide attractive and durable screening for adjoining areas (SBMC §28.90.050). Canopy trees provide important benefits in parking lots, such as producing shade, moderating the heat absorbed by asphalt, and reducing air pollution from parked cars. The ABR is charged with enhancing parking lot designs to offset utilitarian appearances. The following standards apply to all parking areas, parking lots, and automobile service station/mini-market designs.	Most of the parking for both the hotel (111 spaces) and residential (163 spaces) would be located underground. Only 17 shared spaces would be located at street level along the access driveway for the site. Surface parking would be screened from adjacent uses by site vegetation.	Potentially Consistent	Parking would be provided on the north side of the buildings within a surface parking lot (52 spaces), on the entry driveway (9 spaces), and within the underground parking area (5 spaces), for a total of 66 spaces. The residential condominium portion would consist of 73 condominium units built over an underground parking garage with 162 spaces. The landscaping plan for the applicant's alternative includes shade trees and screening vegetation for the commercial parking lot.	Potentially Consistent
A. Perimeter Planter Requirements. Municipal Code §28.90.050.3 contains perimeter planter requirements. The Code also provides the ABR with the ability to reduce or waive the requirements where alternative landscaping and designs proposed are equally effective in meeting the ordinance intent. In accordance with the ordinance, the ABR will consider whether a landscape planter waiver can be granted in the following circumstances: 1. Unique lot or existing building configurations will not allow a full parking area with 5-foot-wide planters; or, 2. Where an existing building precludes a driveway with full-sized planters; or 3. The project entrance is enhanced with an effective landscape screen, screen walls, decorative paving, significant architectural elements and/or skyline trees; or 4. Significant landscaping is proposed on other portions of the site so the plan maximizes landscaping within the parking area and/or throughout the project.	N/A - This standard discusses the conditions under which a waiver of normal requirements may be granted.	N/A	Same as for proposed project.	N/A
B. Plant Types. Planting shall consist of trees, shrubs and ground cover. Water-wise plant use is required, as is flowering vine use on fences and walls. No turf is allowed.	The proposed project would provide underground parking for the residential and hotel uses, and would provide 17 at-grade parking spaces along the shared access driveway. The landscape plan for the proposed project does not include turf adjacent to proposed parking. Trees, shrubs, and groundcover would be located in planting boxes separated from the parking spaces by a pedestrian walkway.	Potentially Consistent	Landscaping within the office parking lot does not include turf.	Potentially Consistent
C. Shade and Greenery. Use canopy trees in the interior of surface parking lots to provide shade and greenery. SBMC §28.90.050.3 requires a ratio of trees to parking spaces. Beyond this requirement, providing tree canopy coverage to result in at least 50 percent of the total paved area to be shaded within 15 years is recommended. (Refer to List of Recommended Parking Lot Canopy Trees-Appendix A).	Parking for the proposed project would be provided mainly in underground parking garages. At-grade parking would be along the shared access driveway, and would be shaded by proposed plantings.	Potentially Consistent	Parking would be provided on the north side of the buildings within a surface parking lot (52 spaces), on the entry driveway (9 spaces), and within the underground parking area (5 spaces), for a total of 66 spaces. The residential condominium portion would consist of 73 condominium units built over an underground parking garage with 162 spaces. The landscaping plan for the applicant's alternative includes shade trees and screening vegetation for the commercial parking lot.	Potentially Consistent

Goal/Policy	Proposed Project Analysis	Proposed Project Consistency Determination	Applicant's Alternative Analysis	Applicant's Alternative Consistency Determination
Landscape Guidelines (continued)				
D. Vertical Clearance. Mature tree canopies should have a vertical clearance of 15 feet in order to accommodate lighting fixtures. Lighting fixtures should be lower than mature canopy trees. (Comply with Outdoor Lighting Design Guidelines).	A lighting plan has not been provided for the proposed project. New exterior lighting would be required to comply with the requirements of the City's Outdoor Lighting and Design Ordinance, which limits exterior lighting placement and height and requires that lighting be hooded and directed so that it does not spill off site.	Potentially Consistent	A lighting plan has not been provided for the applicant's alternative. New exterior lighting would be required to comply with the requirements of the City's Outdoor Lighting and Design Ordinance, which limits exterior lighting placement and height and requires that lighting be hooded and directed so that it does not spill off site.	Potentially Consistent
E. Pavement Minimization. Consider variable materials to reduce the appearance of substantial paving and to increase permeability. Please note, applicants must consult with the Fire Department and Transportation Division regarding alternative paving methods.	The proposed project will include paved areas as necessary for vehicle and pedestrian access. Decorative paving is proposed.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
F. Irrigation. Drip irrigation or low precipitation rate sprinklers/bubblers are encouraged and irrigation must be designed to minimize runoff.	The landscape plan for the proposed project site does not include an irrigation plan. Irrigation for the proposed project would be subject to City review and approval.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
3.1 Commercial/Industrial/Institutional. Landscape planning in commercial and industrial areas of the City should have a different emphasis than residential areas. The focus in commercial/industrial areas should be on streetscape, driveway areas and parking lots. Mixed-use developments should consider goals from both commercial and residential landscape guidelines. Large pavement areas, such as driveways and parking areas, should be embellished through material variation and/or pedestrian walkway delineation.	The proposed project includes both commercial and residential uses, and employs landscaping and a network of pedestrian walkway and plazas to separate commercial from residential uses, and vehicular from pedestrian traffic.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
3.2 Multi-Family Residential. Exceptional landscape plans for multi-family residential developments are important due to the dense nature of these projects. The following guidelines are specific to proposed multi-family residential landscape plans.				
A. Outdoor Living Space Area. Designs should attempt to maximize the open yard area for each new dwelling unit, providing real usable outdoor living space, with special emphasis on safe, usable play areas for children. Consideration will be given for small or alternative landscaping designs for highly urban areas.	The proposed project would include an open common recreation area, along with a connected series of pedestrian paths. Proposed landscaping would separate pedestrian and vehicular traffic. Private outdoor living space is also provided for each unit.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
B. Outdoor Living Space Design. Outdoor living area designs should have functional areas relating to site, solar access, and floor plans.	Outdoor areas would include semiprivate plazas and recreational areas, water features, and planting areas designed to enhance residential entryways and common areas. Each unit also has private outdoor living space. DISCUSS SOLAR ACCESS	Potentially Consistent	Same as for proposed project.	Potentially Consistent
C. Pavement. Vary paving materials to create interest and to delineate circulation within the ground plane, including separation between pedestrian and vehicular access.	The proposed pedestrian walkways with the residential portion of the proposed project include raised landscape planters which would separate vehicular and pedestrian traffic. Decorative paving is proposed for walkways. Specific materials for paving are not specified in the project plans, but would be required to meet the City's ABR standards and would be subject to City review and approval.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
D. Habitat Enhancement. Use habitat-enhancing trees and shrubs.	The proposed project site does not contain significant habitat areas.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
E. Plants for Building Edges. Use vines and espaliered plants to soften building edges.	The landscape plan for the proposed project includes the use of climbing vines and espaliers along walls.	Potentially Consistent	Same as for proposed project.	Potentially Consistent

Goal/Policy	Proposed Project Analysis	Proposed Project Consistency Determination	Applicant's Alternative Analysis	Applicant's Alternative Consistency Determination
Landscape Guidelines (continued)				
F. Screening. Design the site to screen unsightly elements (e.g., carports, parking stalls, trash areas).	Utilitarian structures would be screened from public views by locating them in areas behind proposed structures and within underground parking areas.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
G. Maintenance. Projects must be maintainable and sustainable.	The proposed project would be regularly maintained and includes sustainable plant materials.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
H. Minimize Green Waste. Select plant species whose mature size is appropriate for the area planted to minimized pruning. Prune for health, not for size reduction or invasion control.	The landscape plan for the proposed project includes a plant palette of drought-tolerant native and Mediterranean species adapted to the area's climate. This will reduce the need for pruning.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
I. Landscape Protection. Protect landscaped areas from vehicular and pedestrian encroachment with raised planting surfaces or curbs. Concrete step areas or stepping-stones should be provided in landscape planters adjacent to parking spaces.	The proposed project would include pedestrian walkways that would separate at-grade parking from landscaped areas.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
Tree and Vegetation Preservation				
4.1 General. Development should be sensitive to existing mature trees as they are a valued community resource. The ABR's goal is to prevent unnecessary tree removal. Mature trees should be integrated into project design rather than removed. All feasible options should be exhausted prior to tree removal.	Site grading and excavation would require the removal of all existing vegetation. However, existing palm trees may be reused within the proposed project site as feasible. As designed, the underground parking necessitates removal of all trees. Proposed mitigation would require the reuse of existing on-site trees to the maximum feasible extent.	Potentially Inconsistent	Same as for proposed project.	Potentially Inconsistent
A. Goal. Existing tree preservation and protection shall be a primary goal of a landscape design.	Site grading and excavation would require the removal of all existing vegetation. However, existing palm trees may be reused within the proposed project site as feasible.	Potentially Inconsistent	Same as for proposed project.	Potentially Inconsistent
B. Projects Proposing Tree Removal. If existing tree preservation is not possible, tree loss may result in required tree replacement(s) or possible project denial.	Site grading and excavation would require the removal of all existing vegetation. However, existing palm trees may be reused within the proposed project site as feasible. Replacement trees are proposed.	Potentially Inconsistent	Same as for proposed project.	Potentially Inconsistent
C. General Tree Replacement Standards. Trees 4 inches in diameter or greater at 4 feet above grade in height removed shall be replaced on site on a minimum one-to-one basis, unless an alternative replacement ratio is deemed necessary as part of the environmental review process. The standard required mitigation for tree loss is a 3:1 ratio replacement. This standard can also be increased up to 10:1 depending on the type of tree removed, lot size, and size and expected survival rate of replacement trees. The appropriate replacement size shall be determined through the environmental review process in conjunction with ABR review depending on the size and biological value of the tree and on-site conditions. (See **Native and Specimen Tree Protection and Replacement Standards**, below).	Existing trees within the proposed project site would be removed in preparation for site grading and excavation. The proposed project's landscaping plan includes a number of trees located throughout the site, and existing trees on the proposed project site would be relocated as feasible. This plan is subject to City review and approval. City standards require the replacement of mature trees at a 1:1 ratio.	Potentially Consistent	Same as for proposed project.	Potentially Consistent

Goal/Policy	Proposed Project: Analysis	Proposed Project: Consistency Determination	Applicant's Alternative: Analysis	Applicant's Alternative: Consistency Determination
Tree and Vegetation Preservation (continued)				
D. Native and Specimen Tree Protection and Replacement Standards. Consistent with Conservation Element Visual Resources Policy 4.0 and Biological Resource Policy 4.0, efforts shall be made to preserve trees. In particular, native trees, including oak trees and specimen trees are subject to the following guidelines: 1. Earth Disturbance Prohibitions. No earth disturbance is allowed in the circular area one-third the distance of the overall canopy/dripline as measured from the trunk. (For example, if the tree canopy is 30 feet, no work can be done in the first 10 feet from the outside edge of the trunk in all directions.) In other areas under the canopy/dripline, earth may only be disturbed with hand tools. 2. Arborist's Report. Any work within the general vicinity of the dripline of a native or specimen tree may require an Arborist's Report. If an Arborist's Report is required, the ABR may defer to the report's recommendations. 3. Paving. Paving and other non-permeable surface encroachment under native and specimen tree canopy/driplines should be minimized. For oak trees, no paving is allowed under the canopy due to their sensitivity to paving. If paving or other non-permeable surfaces encroach within a canopy, no more than 25 percent of the total area beneath the canopy dripline can be covered, and paving may only be placed by hand or with hand tools. 4. Distance from Structures. The edge of the mature native or specimen tree canopy/dripline should remain a minimum of 5 feet from all new structures. 5. Protection Notes. Proposed projects which may impact existing native or specimen trees are required to submit Tree Protection notes as part of the final landscape submittal. Notes shall be located on all site and/or grading plans. 6. Replacement Dimensions. If it is determined that a native or specimen tree is to be removed, the diameter of the required replacement tree(s) will be equal to or greater than one-quarter the diameter of the existing tree (e.g., a 12-inch-diameter oak will be replaced with one measuring no less than 3 inches). Smaller tree replacement sizes than this formula may be specified in some cases to ensure replacement tree availability.	N/A - The proposed project site does not contain any protected native or specimen trees. See 5.0 for additional analysis of Conservation Element policies.	N/A	Same as for proposed project.	N/A
4.2 Landscape Maintenance/Conditions of Approval The ABR may conditionally approve projects to maintain landscaping to allow natural tree growth to mature heights. It is unlawful to cut down or otherwise destroy trees as outlined in Chapter SBMC §15.24. Tree removal and excessive pruning of trees is considered destruction and shall be considered a violation of ABR conditions of approval for required landscaping.	Landscape maintenance for the proposed project would be conducted subject to City requirements.	Potentially Consistent	Same as for proposed project.	Potentially Consistent

Goal/Policy	Proposed Project: Analysis	Proposed Project: Consistency Determination	Applicant's Alternative: Analysis	Applicant's Alternative: Consistency Determination
Urban Design Guidelines – Upper State Street				
Architectural Style				
All styles of architecture must be compatible with their respective neighborhood and must also enhance Santa Barbara's distinctive architecture by designs which are in the context of the ambiance and charm which exemplifies Santa Barbara.	Uses surrounding the proposed project site exhibit a variety of architectural styles. The proposed project would be consistent with architectural styles in the Upper State Street area, using Mediterranean styles and color palettes.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
Site Planning				
The planning and design of the site should take into account that parking is preferred behind the building rather than fronting on the street. Ease and safety of ingress and egress should be given careful consideration. Buildings should have setbacks from the street in scale with their height and mass, and respecting the setbacks of adjacent buildings.	Parking would not be provided in front of the proposed buildings. The majority of the parking for the proposed hotel and residential condominium uses would be located underground. Some limited parking would be provided at grade along the driveway providing access to the site. These parking spaces would be screened by landscaping provided along State Street and adjacent to the driveway. The proposed hotel and residential uses would share an access driveway from State Street. In addition, access to the residential parking garage and all assigned residential parking would be via a separate parking ramp at the east end of the site. Access to the Town & Country Apartments to the north of the main project site would be moved to San Remo Road. The proposed hotel would be three stories and a maximum of approximately 45 feet high. The first floor of the hotel would be set back 20 feet from the edge of the State Street right-of-way (back of sidewalk). The second and third floors would step back from the first floor 10 and 30 feet, respectively. The proposed residential condominiums would be two and three stories tall and approximately 31 feet in height. The proposed setback would be 20 feet from the edge of the State Street right-of-way. Adjacent buildings have setbacks of approximately 2-15 feet from the existing back of sidewalk.	Potentially Consistent	Parking would not be provided in front of the proposed buildings. Parking for the residential condominium uses would be located underground. Parking for the proposed office buildings would be primarily at grade behind the office buildings. Some limited parking would be along the driveway providing access to the site. These parking spaces would be screened by landscaping provided along State Street and adjacent to the driveway. The proposed hotel and residential uses would share an access driveway from State Street. In addition, access to all residential parking would be via a separate parking at the east end of the site. Access to the Town & Country apartments to the north of the main project site would be moved to San Remo Road. The applicant's alternative would comply with City height restrictions. The proposed office building would be two stories and a maximum of 31 feet high. The office buildings would be set back 20 feet from the State Street right-of-way (back of sidewak). The proposed residential condominiums would be two and three stories tall and a maximum of 31 feet in height. Buildings would be set back 80 feet from the State Street right-of-way.	Potentially Consistent
Color in Architecture				
Light colors typical of those found in Mediterranean buildings are preferred. This includes pastels and mottled color combinations.	The proposed project would be consistent with architectural styles in the Upper State Street area, using Mediterranean styles and color palettes.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
Exterior Finishes				
Plaster is the most acceptable material to be used as the dominant exterior finish. Other natural materials may be used. Natural materials in conjunction with plaster add subtlety and variety to the color and texture of buildings. Glass should be used in a manner consistent with the tradition of the architectural style being used. Large, unbroken expanses of glass or other shiny or reflective surfaces may not be appropriate.	The primary exterior material for the proposed structures would be stucco. Windows would be spaced appropriately for the architectural style, and no large expanses of glass or other reflective surfaces are proposed.	Potentially Consistent	Same as for proposed project.	Potentially Consistent

	Proposed Project		Applicant's Alternative	
Goal/Policy	**Analysis**	**Consistency Determination**	**Analysis**	**Consistency Determination**
Urban Design Guidelines – Upper State Street (continued)				
Roofs				
Sloping tile roofs are preferred. Conventional roof forms are most acceptable. Flat roofs properly treated are acceptable particularly when used in conjunction with other roof forms or traditionally treated parapets or wall elements.	The proposed project design calls for sloped tile roofs.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
Architectural Elements				
Architectural features which help to soften and humanize a building are recommended. These include arches, columns, trellises, deeply recessed windows and doors, moldings and built up planters.	The proposed project design features articulated massing, including balconies, arches, columns, and other features which would soften the appearance of the proposed structures. Final details would be reviewed through the design review process.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
Building Height				
Building heights should be in scale and proportion with their setbacks and should be compatible with adjacent buildings. Buildings must have human scale.	The applicant's alternative would comply with City height restrictions. The proposed hotel would be three stories and a maximum of 45 feet high. The first floor of the hotel would be set back 20 feet from the edge of the State Street right-of-way (back of sidewalk). The second and third floors would step back from the first floor 10 and 30 feet, respectively. The proposed residential condominiums would be two and three stories tall and not exceed 31 feet in height. Buildings would be set back a minimum of 20 feet from the State Street right-of-way.	Potentially Consistent	The applicant's alternative would comply with City height restrictions. The proposed office building would be two stories and a maximum of 31 feet high. The office buildings would be set back 20 feet from the edge of the State Street right-of-way (back of sidewalk). The proposed residential condominiums would be two and three stories tall and not exceed 45 feet in height. Setback would be 20 feet for two-story buildings and 20 feet for three-story buildings.	Potentially Consistent
Lighting				
Parking lot lighting shall be integrated with trees. It is preferred that pole lighting be limited to 12 to 14 feet in height. Trees should be in scale with pole-mounted light fixtures.	A lighting plan has not been provided for the proposed project. New exterior lighting would be required to comply with the requirements of the City's Outdoor Lighting and Design Ordinance, which limits exterior lighting placement and height and requires that lighting be hooded and directed so that it does not spill off site.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
Parking lots adjacent to portions of State Street that have street lighting should consider whether additional parking lot lighting is necessary.	A lighting plan has not been provided for the proposed project. New exterior lighting would be required to comply with the requirements of the City's Outdoor Lighting and Design Ordinance, which limits exterior lighting placement and height and requires that lighting be hooded and directed so that it does not spill off site.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
Light sources should be hidden as much as possible. Subtle uplighting of building elevations is preferred. Decorative light fixtures should be used primarily for accents.	A lighting plan has not been provided for the proposed project. New exterior lighting would be required to comply with the requirements of the City's Outdoor Lighting and Design Ordinance, which limits exterior lighting placement and height and requires that lighting be hooded and directed so that it does not spill off site.	Potentially Consistent	Same as for proposed project.	Potentially Consistent

Goal/Policy	Proposed Project Analysis	Proposed Project Consistency Determination	Applicant's Alternative Analysis	Applicant's Alternative Consistency Determination
Urban Design Guidelines – Upper State Street (continued)				
Avoid overlighting. Subtle and warm lighting is preferred.	A lighting plan has not been provided for the proposed project. New exterior lighting would be required to comply with the requirements of the City's Outdoor Lighting and Design Ordinance, which limits exterior lighting placement and height and requires that lighting be hooded and directed so that it does not spill off site.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
Ground-lit signage is encouraged so as to integrate with the rest of the exterior lighting of the building.	A lighting plan has not been provided for the proposed project. New exterior lighting and signage would be required to comply with the requirements of the City's Outdoor Lighting and Design Ordinance and Sign Ordinance.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
Neighborhood Compatibility				
In neighborhoods which possess examples of distinctive architecture, structures and additions should present a harmonious character so as not to clash or exhibit discord with the particular surrounding neighborhood in which they are placed. Structures should characterize a consistency with the elements that distinguish the particular neighborhood in which they are placed. These elements include, but are not limited to, a sense of mass, scale, roof lines, colors, textures, materials and maintenance of the existing setback and patterns of development in the particular neighborhood.	The Upper State Street corridor in which the proposed project site is located is not characterized by a distinguishing type of architecture, but includes a variety of architectural styles. The proposed project would be consistent with architectural styles in the Upper State Street area, using Mediterranean styles and color palettes.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
In neighborhoods which do not possess examples of distinctive architecture, structures and additions should be designed so as to lead the neighborhood toward designs which are harmonious with Santa Barbara's distinctive built environment.	The proposed project would be consistent with architectural styles in the Upper State Street area, using Mediterranean styles and color palettes. It would furthermore be consistent with much of the distinctive architecture of Santa Barbara.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
When a project being reviewed by the ABR is within close proximity to El Pueblo Viejo or other historic district, designated Landmarks or Structures of Merit, special consideration may be given to that district's guidelines. (SBMC 22.22).	N/A - The proposed project site is not located in or near a historic district or landmark designated in the City *Municipal Code.*	N/A	Same as for proposed project.	N/A
Private Property Landscaping				
Encourage use of skyline and canopy trees on private property bordering State Street. Select trees that are visually compatible with the existing street trees.	The proposed project would provide landscaping along State Street, including street trees, in accordance with City requirements. The interior of the proposed project site would be landscaped with trees and ornamental plants along interior streets and walkways. Development of the proposed project would require the removal of mature trees as part of site clearance prior to excavation. Existing trees may be relocated within the proposed project site to the degree feasible.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
Where planting space permits, encourage the planting of large skyline trees: Eucalyptus citriodora (Lemon-Scented Gum); Platanus racemosa (California Sycamore); Washingtonia robusta (Mexican Fan Palm); etc.	The proposed project would provide landscaping along State Street, including street trees, in accordance with City requirements. The interior of the proposed project site would be landscaped with trees and ornamental plants along interior streets and walkways. Skyline trees are proposed along the interior and rear property lines to screen adjacent uses yet still preserve mountain views.	Potentially Consistent	Same as for proposed project.	Potentially Consistent

Goal/Policy	Proposed Project Analysis	Proposed Project Consistency Determination	Applicant's Alternative Analysis	Applicant's Alternative Consistency Determination
Urban Design Guidelines – Upper State Street (continued)				
Landscape design shall identify entrances to buildings and parking lots, direct traffic and pedestrian flow, and screen objectionable views (i.e., trash enclosures, backflow preventers, etc.).	The proposed project would provide landscaping along State Street, including street trees, in accordance with City requirements. On-site parking would be primarily underground, and the 17 at-grade spaces would be screened by on-site landscaping.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
Encourage the preservation and enhancement of the natural creek areas. Planting shall be California native riparian species (i.e., *Platanus racemosa* (California Sycamore), *Quercus agrifolia* (Coast Live Oak), etc.).	N/A - The proposed project site is between Arroyo Burro and San Roque Creeks; however, the site does not contain and is not adjacent to any creeks.	N/A	Same as for proposed project.	N/A
Use flush tree grates around tree trunks and steel reinforced paving around planters in sidewalk areas. Root barriers shall be installed where buttressing root species are planted.	The proposed project would provide landscaping along State Street, including street trees, in accordance with City requirements	Potentially Consistent	Same as for proposed project.	Potentially Consistent
Tree planting design shall not be compromised by lighting requirements; however, adequate lighting for safety at night is recommended.	A lighting plan has not been provided for the proposed project. New exterior lighting would be required to comply with the requirements of the City's Outdoor Lighting and Design Ordinance, which limits exterior lighting placement and height and requires that lighting be hooded and directed so that it does not spill off site.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
Encourage foundation planting where planting will not obscure window displays.	Foundation planting is included in appropriate areas of the project's landscaping plan.	Potentially Consistent	Same as for proposed project.	Potentially Consistent
Trees in parking areas should branch no lower than 10 feet above parking areas and, where truck traffic is present, branches should be 14 feet above the paving.	Parking for the proposed project would be provided primarily in underground parking garages. Trees adjacent to at-grade parking would consist primarily of palm trees, which would provide adequate clearance to comply with City requirements.	Potentially Consistent	Specific species for the at-grade parking lot have not been identified but would be reviewed for compliance with this policy.	Potentially Consistent
In neighborhoods which possess examples of distinctive architecture, new structures and additions should present a harmonious character so as not to clash or exhibit discord with the particular surrounding neighborhood in which they are placed. Elements of the structures should be consistent with the elements that distinguish the particular neighborhood in which they are placed. These elements include, but are not limited to, a sense of mass, scale, roof lines, colors, textures, materials, and maintenance of the existing setback and patterns of development in the particular neighborhood. Neighborhoods which do not possess examples of distinctive architecture, structures and additions should be designed so as to lead the neighborhood toward designs which are harmonious with Santa Barbara's distinctive built environment (Architectural Board of Review Guideline III.D.2.b).	The Upper State Street corridor in which the proposed project site is located is not characterized by a distinguishing type of architecture, but includes a variety of architectural styles. The proposed project would be consistent with architectural styles in the Upper State Street area, using Mediterranean styles and color palettes.	Potentially Consistent	Same as for proposed project.	Potentially Consistent