



City of Santa Barbara California

PLANNING COMMISSION STAFF REPORT

REPORT DATE: April 26, 2007
AGENDA DATE: May 3, 2007
PROJECT ADDRESS: 495 Fairview Avenue, Santa Barbara 93117 (MST2006-00131,
 CDP2006-00131)
TO: Planning Commission
FROM: Planning Division, (805) 564-5470
 Janice Hubbell, AICP, Senior Planner *JMH*
 Andrew Bermond, Assistant Planner *AB*

I. SUBJECT

The proposed project involves the interior remodel of a 39,970 square foot airplane hangar and associated office space within the Ampersand Aviation building to a 47 van parcel sort facility including 2 maintenance bays and minor alterations to office space and parking lot landscaping. The discretionary application required for this project is a Coastal Development Permit to remodel an existing building in the Appealable Jurisdiction of the Coastal Zone (SBMC § 28.45.009).

II. EXECUTIVE SUMMARY

The Crump Firm Inc., on behalf of Federal Express Inc., has proposed to use the approximately 40,000 square foot Hangar 3 at 495 Fairview Avenue as a parcel sort facility for up to 47 vans, including a maintenance shop and office space.

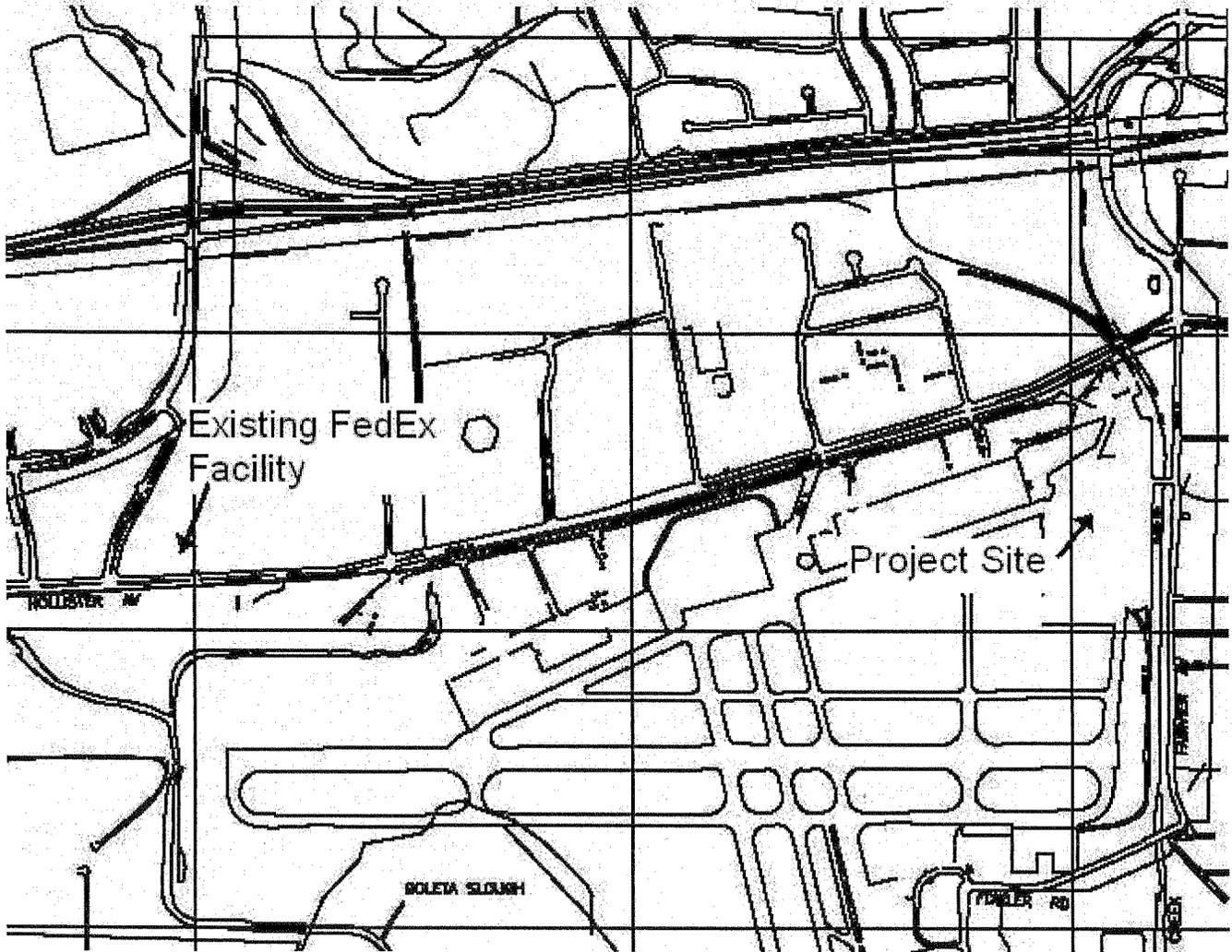
Federal Express has two primary reasons for relocating from their existing facility at 6466 Hollister Avenue. The move would enable them to improve operation efficiency, and would reduce transition time between aircraft and the sort facility.

Issues discussed in this staff report include: traffic and aesthetics.

The City of Goleta has been consulted throughout the environmental review process and has concurred with City of Santa Barbara staff in deeming the traffic study submitted by the applicant adequate.

It is Staff's position that the proposed project is consistent with the City's General Plan and Zoning Ordinance requirements. Staff recommends that the Planning Commission approve the project.

Figure 1: Vicinity Map of the Santa Barbara Airport



DATE APPLICATION ACCEPTED: March 20, 2007

DATE ACTION REQUIRED: May 4, 2007

III. SITE DESCRIPTION

Applicant: Jeff Spears, Crump Firm
Property Owner: City of Santa Barbara
Project Address: 495 South Fairview Avenue
Parcel Number: 073-045-003
General Plan: Major Public and Institutional
Zoning: Airport Facilities, A-F; Special District Coastal Overlay, S-D-3
Environmental Assessment: Categorically Exempt (CEQA Guidelines Sections 15301 & 15304)
Existing Use: Aircraft storage and maintenance
Proposed Use: Vehicle parking, parcel sort facility
Topography: Primarily flat, with minimal slopes
Access: Fairview Avenue
Adjacent Land Uses:
North: Airfield and Hangars
South: Airfield
East: San Pedro Creek and South Fairview Avenue
West: Aircraft Apron

IV. PROJECT DESCRIPTION

The proposed project is a remodel of an approximately 40,000 square foot existing aircraft hangar and associated office space for use as a parcel sort facility for air and ground delivery services. The facility would accommodate 47 vans, an approximately 3,700 square foot maintenance shop, and approximately 10,000 square feet of office space. The project requires the removal of 19 parking spaces and the addition of a semi-tractor trailer loading bay.

The proposed operational use is identical to Federal Express's existing operation. Specifically, it would consist of approximately 37 delivery vans dispatched on weekdays and 12 delivery vans dispatched on Saturdays. Approximately 25 of these trucks are bound for Santa Barbara and Carpinteria, with the remainder serving Goleta and surrounding areas. The vans would operate between 8:00 a.m. and 5:00 p.m. Sorting operations would occur between 7:30 a.m. and 6:00 p.m. and the customer service counter would operate from 9:00 a.m. to 6:00 p.m. The applicant expects the customer service counter to continue to serve approximately 100 walk-in customers per day, with roughly a quarter of them arriving between 4:00 p.m. and 5:00 p.m. Additionally, one semi-tractor trailer arrives from Los Angeles each morning (except Sunday) at 6:30 a.m.

The proposed project would remove approximately 1,200 square feet of existing landscaping and add approximately 2,300 square feet of landscaping. The proposed project would not increase impermeable surfaces on the project site.

V. OTHER REVIEW

A. **Architectural Board of Review**

The proposed project received favorable comments from the Architectural Board of Review on March 27, 2006. The Board suggested that more trees in the parking area would add to the shade canopy. Minutes from this meeting are attached as Exhibit E.

B. **Environmental Review**

A Master Environmental Assessment (MEA) check-list review was completed by City Staff, and no potential issues were identified for this project. Please see discussion of traffic below. The project was determined to be categorically exempt from CEQA review under CEQA Guidelines Section 15301 "Existing Facilities" and Section 15304 "Minor Alterations to Land".

VI. ISSUES

A. **Plan and Policy Consistency**

1. Zoning Ordinance Consistency

The project site is located in the Airport Facilities (A-F) and Coastal Overlay (S-D-3) zones. The proposed use would be consistent with these zones (SBMC Chapter 28.45, SBMC Chapter 29.15). The project would be consistent with the A-F zone because it would constitute an air freight terminal.

Charter Section 1508 and SBMC §28.87.300: The project site is an existing aircraft hangar. Until 1998, the hangar was used for aircraft maintenance and repair. The area in which tools were stored and repair took place constituted existing nonresidential floor area. The remainder of the space was used as aircraft storage and did not constitute nonresidential floor area per SBMC §28.87.300. A staff memorandum that addresses square footage issues in aircraft hangars prepared for a previous project at the Santa Barbara Airport is provided as Exhibit F.

The proposed project in the hangar includes parcel sort space and vehicle parking space. Upon review, Staff concluded that the proposed project's 8,220 square feet of parcel sorting and staging area is equivalent to the existing nonresidential floor area allotment for the Hangar. The project would not create additional non-residential square footage and thus does not require a development plan (SBMC Chapter 28.87).

2. Local Coastal Program Policy Consistency

The Airport is located in Component 9 of the Local Coastal Program (LCP). The project area is designated as a Major Public and Institutional use on the LCP land use map. The policies that pertain specifically to this area are contained in the Airport Local Coastal Plan. The City General Plan also includes policies relevant to the project. A listing of the relevant City policies is provided in Exhibit D and is discussed below.

a. Hazards

The City LCP identifies elements of floodplain management that should be implemented to minimize exposure to hazards. Section 30253 of the Coastal Act states that new development shall minimize risks in all areas of high flood and geological hazards.

The project is located in the regulatory floodway and 100-year floodplain. The proposed project would not change base flood elevation nor create any additional area of impermeable surface.

For the above reasons, the project would be consistent with the applicable policies related to hazards.

b. Cultural Resources

Section 30244 of the Coastal Act and Policy 1.0 of the Conservation Element of the General Plan provide for protection of archaeological, historic, or architectural resources. Airport LCP Policy F-3 states that new development shall protect and preserve archaeological or other culturally sensitive resources. The proposed project site is not known to contain any archeological resources. No culturally sensitive resources exist at or near the project site. In addition, the project would occur in an area previously disturbed during the construction of the hangar. Therefore, the project would be consistent with the protection of cultural resources.

c. Traffic

Policy G-1 of the Airport and Goleta Slough LCP requires that sufficient circulation infrastructure be available to meet the needs generated by the proposed development. A traffic study was prepared for the proposed project and is provided as Exhibit D.

The studied intersections are in the City of Goleta (Goleta). The traffic study assessed the proposed project using Goleta's impact thresholds. Goleta Staff were consulted throughout the environmental review process. City Staff and Goleta Staff have both deemed the study adequate for transportation impact analysis.

Traffic analysis of the proposed project accounts for the proposed use at the project site, the previous use at the project site, and a reasonably assumed backfill use of the present Federal Express facility at 6466 Hollister Avenue. Without implementation of the proposed project, it is reasonable to assume that a manufacturing use similar to the aircraft maintenance facilities that operated at the project site before 1998 would occupy the project site. Trip generation from a hypothetical 50,000 square foot manufacturing use was considered as the baseline for trip contributions from the proposed project site.

The existing Federal Express facility occupies an approximately 21,000 square-foot building and generates 376 average daily trips. This is more than twice the average daily trip generation for an industrial use of this size according to the standard assumption of 146 average daily trips established by the Institute of Transportation Engineers.

The existing Federal Express facility at 6466 Hollister Avenue is not suitable for a similar high intensity use, such as another parcel carrier. As a legal non-conforming use a parcel carrier could move into the site within 12 months its initial vacancy without a permit. However all four major parcel carriers already have established operations on or near the Santa Barbara Airport. The existing Federal Express site is smaller than all but DHL's facility on the Santa Barbara Airport. DHL representatives considered the existing Federal Express site and found it inadequate for their needs, as they require airside access for their operation and a loading dock, which this building lacks. Therefore, it is reasonable to assume that the backfill tenant would operate a light industrial use that would generate substantially fewer trips.

Additionally, the site is zoned Industrial Research Park (M-RP) and designated General Commercial in Goleta's General Plan. Any backfill use other than light industrial would be subject to their discretionary review authority, and any impacts to circulation would be addressed.

Using these assumptions, the study concluded that no project-specific or cumulative impact thresholds would be exceeded under project implementation. Therefore the project would be consistent with the transportation requirements of Policy G-1.

d. Visual Quality

Policy E-1 of the Airport and Goleta Slough LCP encourages development consistent with the character and quality of Santa Barbara. The focus of Policy 9.1 in the City LCP is to protect existing ocean and scenic coastal views, as is Section 30251 of the California Coastal Act. Section 30251 of the Coastal Act further states that development should minimize alteration of natural forms and be visually compatible with the surrounding area.

Grading, trenching, and construction in the parking area would not substantially visually alter natural landforms. Interior work would not be visible from any public right-of-way. The project would not obscure ocean or coastal views nor impact the visual quality of the coastal area. Landscaping is proposed and would enhance the aesthetics of the area. For the reasons stated above, the project would be consistent with the Visual Quality Policy E-1.

e. Public Services

Policy G-1 of the Airport's LCP requires that adequate public services such as water, wastewater, traffic circulation, and parking be available to meet the needs generated by the proposed construction of the project. The proposed project is a reuse of an existing building and would not require any additional water, wastewater, or parking service. Therefore, the project would be consistent with Policy G-1.

f. Floodplain

Lastly, the project is within the 100-year flood zone pursuant to the City's Floodplain Management Ordinance Chapter 22.24. No change in base flood elevation is

expected, and no new construction would contribute to impermeable surfaces in the project area.

VIII. RECOMMENDATION/FINDINGS

Staff recommends that the Planning Commission make the following findings for the Coastal Development Permit, and approve the project subject to the Conditions of Approval contained in Exhibit A.

Findings for the Coastal Development Permit:

The project is consistent with the policies with all applicable policies of the California Coastal Act, the City's Local Coastal plan, all applicable implementing guidelines, and all applicable provisions of the Code because:

1. The project would neither introduce nor mitigate existing risks to life and property in an area of high geologic, flood, or fire hazard. The project would be consistent with requirements imposed by the Santa Barbara County Air Pollution Control District as standard dust control mitigation measures will be applied (Coastal Act Policy 30253).
2. The project is designed to protect water quality and minimize impacts to coastal waters by incorporating measures designed to ensure that areas that provide important water quality benefits are protected (Airport Local Coastal Plan Policy C-12).
3. The project is consistent with the visual character of the surrounding area and the Santa Barbara Airport as the project is a reuse of an existing building and the project area will be restored with appropriate landscaping and will not obstruct important public views (SBMC Chapter 29.87, and Airport Local Coastal Plan Policy E-1).
4. The project site has adequate public services, including water, wastewater, traffic circulation, and parking sufficiently available to meet the needs generated by the proposed project (Airport Local Coastal Plan Policy G-1).
5. The project is consistent with the uses in the Airport Facilities (A-F) zone (SBMC Chapter 29.15).

- A. Conditions of Approval
- B. Site Plan
- C. Applicant's letter dated August 2, 2006
- D. Revised Traffic and Circulation Study dated February 20, 2007
- E. Minutes from Architectural Board of Review (March 27, 2006)
- F. Memorandum: Airport Specific Plan Square Footage and Related Questions dated January 5, 1999
- G. Relevant Policies

PLANNING COMMISSION CONDITIONS OF APPROVAL

495 FAIRVIEW AVENUE
CDP 2006-00131

In consideration of the project approval granted by the Planning Commission and for the benefit of the Applicant(s) and occupant(s) of the Real Property, the Applicants and occupants of adjacent real property and the public generally, the following terms and conditions are imposed on the use, possession and enjoyment of the Real Property:

- A. **Uninterrupted Water Flow.** The Building Owner shall provide for the uninterrupted flow of water through the Real Property including, but not limited to, swales, natural water courses, conduits and any access road, as appropriate. The Building Owner is responsible for the adequacy of any project-related drainage facilities and for the continued maintenance thereof in a manner that will preclude any hazard to life, health or damage to the Real Property or any adjoining property.
- B. **Landscape Plan Compliance.** The Applicant shall comply with the Landscape Plan approved by the Architectural Board of Review (ABR). Such plan shall not be modified unless prior written approval is obtained from the (ABR). The landscaping on the Real Property shall be provided and maintained in accordance with said landscape plan.
- C. **Maintenance of Drainage System.** Building Owner shall be responsible for maintaining the drainage system in a functioning state. Should any of the project's surface or subsurface drainage structures fail or result in increased erosion, the Owner shall be responsible for any necessary repairs to the system and restoration of the eroded area. Should repairs or restoration become necessary, prior to the commencement of such repair or restoration work, the applicant shall submit a repair and restoration plan to the Community Development Director to determine if an amendment or a new Coastal Development Permit is required to authorize such work.
- D. **Approved Development.** The development of the Real Property approved by the Planning Commission on May 3, 2007 is limited to approximately 54,000 square feet of building area and the improvements shown on the Site Plan signed by the chairman of the Planning Commission on said date and on file at the City of Santa Barbara.
- E. **Lighting.** Exterior lighting, where provided, shall be consistent with the City's Lighting Ordinance and most currently adopted Energy Code. No floodlights shall be allowed. Exterior lighting shall be shielded and directed toward the ground.
- F. **Street Tree Protection.** The street trees within the City's right-of-way shall be preserved and protected.
- G. **Pesticide or Fertilizer Usage Near Creeks.** The use of pesticides or fertilizer shall be prohibited within the parking area, which drains directly into San Pedro Creek.
- H. **BMP Training.** Employee training shall be provided on the implementation of Best Management Practices (BMPs) in order to prevent or reduce the discharge of pollutants to storm water from buildings and ground maintenance. The training shall include using good housekeeping practices, preventive maintenance and spill prevention and control at outdoor

loading/ unloading areas in order to keep debris from entering the storm water collection system.

I. **Design Review.** The following is subject to the review and approval of the Architectural Board of Review (ABR):

1. **Lighting.** Exterior lighting, where provided, shall be consistent with the City's Lighting Ordinance. No floodlights shall be allowed. Exterior lighting shall be shielded and directed toward the ground.

J. **Community Development Requirements Prior to Building or Public Works Permit Application/Issuance.** The following shall be finalized prior to, and/or submitted with, the application for any Building or Public Works permit:

1. **Contractor and Subcontractor Notification.** The Applicant shall notify in writing all contractors and subcontractors of the site rules, restrictions and Conditions of Approval. Submit a copy of the notice to the Planning Division.
2. **Letter of Commitment for Pre-Construction Conference.** The Applicant shall submit to the Planning Division a letter of commitment that states that, prior to disturbing any part of the project site for any reason and after the Building permit has been issued, the General Contractor shall schedule a conference to review site conditions, construction schedule, construction conditions, and environmental monitoring requirements. The conference shall include representatives from the Public Works Department Engineering and Transportation Divisions, the assigned Building Inspector, the Planning Division, the Property Applicant, the Architect, the Arborist, the Landscape Architect, the Project Engineer, the Contractor and each subcontractor.

K. **Building Permit Plan Requirements.** The following requirements/notes shall be incorporated into the construction plans submitted to the Building and Safety Division for Building permits.

1. **Design Review Requirements.** Plans shall show all design, landscape and tree protection elements, as approved by the Architectural Board of Review, outlined in Section D above.
2. **Commercial Dumpsters.** Commercial dumpsters shall be provided, including an equal area for recycling containers. Dumpsters shall not be placed within five feet (5') of combustible walls, openings or combustible roof eaves lines unless sprinkler coverage is provided.
3. **Bicycle Parking.** In addition to the general requirements for bicycle parking spaces, 34 bicycle parking spaces shall be provided, including covered spaces and bicycle lockers.
4. **Water-Conserving Fixtures.** All plumbing fixtures shall be water-conserving devices in new construction, subject to the approval of the Water Resources Management Staff.

5. **Conditions on Plans/Signatures.** The final Planning Commission Resolution shall be provided on a full size drawing sheet as part of the drawing sets. Each condition shall have a sheet and/or note reference to verify condition compliance. If the condition relates to a document submittal, indicate the status of the submittal (e.g., Final Map submitted to Public Works Department for review). A statement shall also be placed on the above sheet as follows: The undersigned have read and understand the above conditions, and agree to abide by any and all conditions which is their usual and customary responsibility to perform, and which are within their authority to perform.

Signed:

Property Applicant		Date
Contractor	Date	License No.
Architect	Date	License No.
Engineer	Date	License No.

- L. **Construction Implementation Requirements.** All of these construction requirements shall be carried out in the field for the duration of the project construction.

1. **Demolition/Construction Materials Recycling.** Recycling and/or reuse of demolition/construction materials shall be carried out to the extent feasible, and containers shall be provided on site for that purpose, in order to minimize construction-generated waste conveyed to the landfill. Indicate on the plans the location of a container for collection of demolition/construction materials.
2. **Construction-Related Truck Trips.** Construction-related truck trips shall not be scheduled during peak hours (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.). The purpose of this condition is to help reduce truck traffic on adjacent streets and roadways.
3. **Construction Related Traffic Routes.** The route of construction-related traffic shall be established to minimize trips through surrounding residential neighborhoods, subject to approval by the Public Works Director.
4. **Haul Routes.** The haul route for all construction-related trucks, three tons or more, entering or exiting the site, shall be approved by the Public Works Director.
5. **Construction Hours.** Construction (including preparation for construction work) is prohibited Monday through Friday before 7:00 a.m. and after 5:00 p.m., and all day on Saturdays, Sundays and holidays observed by the City of Santa Barbara, as shown below:

New Year's Day	January 1 st *
Martin Luther King's Birthday	3 rd Monday in January
Presidents' Day	3 rd Monday in February
Memorial Day	Last Monday in May
Independence Day	July 4 th *
Labor Day	1 st Monday in September
Thanksgiving Day	4 th Thursday in November
Following Thanksgiving Day	Friday following Thanksgiving Day
Christmas Day	December 25 th *

*When a holiday falls on a Saturday or Sunday, the preceding Friday or following Monday, respectively, shall be observed as a legal holiday.

When, based on required construction type or other appropriate reasons, it is necessary to do work outside the allowed construction hours, contractor shall contact the Chief of Building and Safety to request a waiver from the above construction hours, using the procedure outlined in Santa Barbara Municipal Code §9.16.015 Construction Work at Night. Contractor shall notify all residents within 300 feet of the parcel of intent to carry out night construction a minimum of 48 hours prior to said construction. Said notification shall include what the work includes, the reason for the work, the duration of the proposed work and a contact number.

6. **Construction Parking/Storage.** Construction parking and storage shall be provided as follows:
 - a. 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.
 - b. Storage or staging of construction materials and equipment within the public right-of-way is prohibited.
7. **Covered Truck Loads.** Trucks transporting fill material to and from the site shall be covered from the point of origin.
8. **Expeditious 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, as directed by the Building Inspector.
9. **Street Sweeping.** The property frontage and adjacent property frontages, and parking and staging areas at the construction site shall be swept daily to decrease sediment transport to the public storm drain system and dust.
10. **Construction Best Management Practices (BMPs).** Construction activities shall address water quality through the use of BMPs, as approved by the Building and Safety Division.

11. **Construction Contact Sign.** Immediately after Building permit issuance, signage shall be posted at the points of entry to the site that list the contractor name, contractor telephone number, work hours, site rules, and construction-related conditions, to assist Building Inspectors and Police Officers in the enforcement of the conditions of approval.
12. **Tree Protection.** All trees not indicated for removal on the site plan shall be preserved, protected and maintained, in accordance with the Tree Protection Plan and any related Conditions of Approval.
13. **Construction Equipment Maintenance.** All construction equipment, including trucks, shall be professionally maintained and fitted with standard manufacturers' muffler and silencing devices.
14. **Graffiti Abatement Required.** Applicant and Contractor shall be responsible for removal of all graffiti as quickly as possible. Graffiti not removed in a timely manner may be removed by the City, at the Applicant's expense, as provided in SBMC Chapter 9.66.
15. **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.

M. Prior to Certificate of Occupancy. Prior to issuance of the Certificate of Occupancy, the Applicant of the Real Property shall complete the following:

1. **Repair Damaged Public Improvements.** Repair any damaged public improvements (curbs, gutters, sidewalks, etc.) subject to the review and approval of the Public Works Department. Where tree roots are the cause of the damage, the roots shall be pruned under the direction of a qualified arborist.

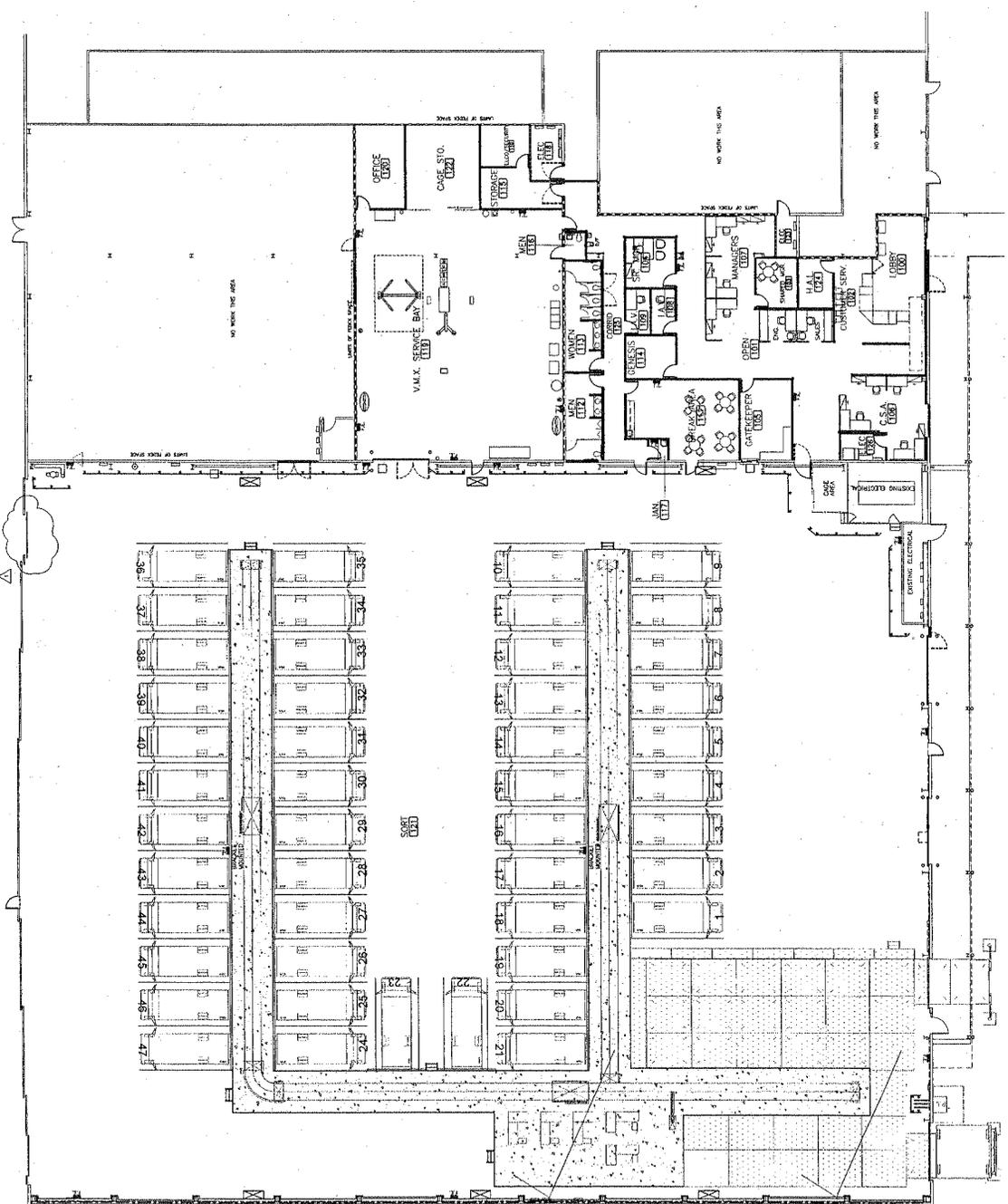
N. Litigation Indemnification Agreement. In the event the Planning Commission approval of the Project is appealed to the City Council, Applicant/Applicant hereby agrees to defend the City, its officers, employees, agents, consultants and independent contractors ("City's Agents") from any third party legal challenge to the City Council's denial of the appeal and approval of the Project, including, but not limited to, challenges filed pursuant to the California Environmental Quality Act (collectively "Claims"). Applicant/Applicant further agrees to indemnify and hold harmless the City and the City's Agents from any award of attorney fees or court costs made in connection with any Claim.

Applicant/Applicant shall execute a written agreement, in a form approved by the City Attorney, evidencing the foregoing commitments of defense and indemnification within thirty (30) days of the City Council denial of the appeal and approval of the Project. These commitments of defense and indemnification are material conditions of the approval of the Project. If Applicant/Applicant fails to execute the required defense and indemnification agreement within the time allotted, the Project approval shall become null and void absent subsequent acceptance of the agreement by the City, which acceptance shall be within the City's sole and absolute discretion. Nothing contained in this condition shall prevent the City or the City's Agents from independently defending any Claim. If the City or the City's Agents decide to independently defend a Claim, the City and the City's Agents shall bear their own attorney fees, expenses and costs of that independent defense.

NOTICE OF COASTAL DEVELOPMENT PERMIT TIME LIMITS:

The Planning Commission's action approving the Coastal Development Permit shall expire two (2) years from the date of approval, per Santa Barbara Municipal Code §28.45.009.q, unless:

1. Otherwise explicitly modified by conditions of approval of the development permit, or unless construction or use of the development has commenced.
2. A Building permit for the work authorized by the coastal development permit is issued prior to the expiration date of the approval.
3. A one (1) year time extension may be granted by the Planning Commission if the construction authorized by the permit is being diligently pursued to completion and issuance of a Certificate of Occupancy. Not more than three (3) extensions may be granted.



WALL LEGEND

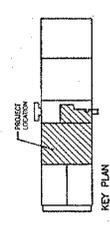
- EXISTING WALL TO REMAIN
- NEW CITY BOUND WALL
- NEW BOUND OFF BOUND WALL
- NEW DOOR AND THRESH

USE SQUARE FOOTAGE

- 2,742 S.F.
- 1,278 S.F.
- 29,892 S.F.
- 3,000 S.F.
- 1,178 S.F.
- 1,000 S.F.

NOTES

- SEE SHEET 1 FOR FLOOR PLAN AND SECTION.
- SEE SHEET 2 FOR FLOOR PLAN AND SECTION.
- SEE SHEET 3 FOR FLOOR PLAN AND SECTION.



1 PROPOSED FLOOR PLAN
SCALE: 1/8" = 1'-0"

THE CRUMP FIRM INC. INTERIOR DESIGNERS 1000 S. GARDEN ST. SUITE 100 ANAHEIM, CA 92805 (714) 771-1111		CITY OF SANTA BARBARA, CALIFORNIA REVIEWED BY: _____ DATE: _____	SHEET FLOOR PLAN 4 OF 4 T.S. CITY FILE NO.
NO. DATE 1 11/11/11 2 11/11/11 3 11/11/11 4 11/11/11	REVISION 1. CORRECTED 2. CORRECTED 3. CORRECTED 4. CORRECTED	DESIGNER ARCHITECT CHECKED DATE	PROJECT CITY OF SANTA BARBARA, CALIFORNIA PROJECT NO.

August 2, 2006

Planning Commission
City of Santa Barbara
630 Garden Street
Santa Barbara, CA 93103

Re: APPLICATION FOR CDP FOR REMODEL OF HANGAR #3 AT THE SANTA
BARBARA AIRPORT FOR USE BY FEDEX EXPRESS

Dear Commissioners:

We are requesting a Coastal Development Permit (CDP) for remodel of existing Hangar #3 at the Santa Barbara Airport with a new internal package sort facility with related customer service, office, and repair areas for use by FedEx Express. FedEx Express is relocating from their current facility in Goleta on Hollister Avenue.

This project has previously been submitted for review to the Airport Commission on February 21, 2006 and to the Architectural Board of Review on March 27, 2006. The Planning Commission Action meeting date is to be determined.

Federal Express Corporation has several reasons requiring this relocation. First, their current location in Goleta is functioning over capacity. The move will enable their organization to improve the functional efficiency of its daily operation of package sort and air shipments. The close proximity to the aircraft will reduce transition time from the sort facility to the aircraft, in comparison to the current off-airport location. Also, the existing lease term at their current location is up for renewal.

The primary functional operation of the remodeled portion of the existing hangar will be an internal package sort facility, utilized twice daily at key AM and PM cycles, with required truck and delivery van access. Two scheduled FedEx flights ship packages in/out daily. The morning flight is scheduled to arrive at 7:11am and the evening flight is scheduled to depart at 5:27 pm. One semi-truck is utilized during each of these cycles to transfer package containers to/from the facility for sorting.

Typically, the facility dispatches 37 delivery vans on weekdays and dispatches 12 delivery vans on Saturday. The vans depart daily by 8:45am and arrive back no later than 5:00pm. The sort employees begin work at 7:30am and finish at 5:45pm. The hours of operation for the customer service counter, providing walk-in package drop-off, are from 9:00am to 6:00pm. The most active time segments are at 9:00 am and at the end of the day between 4:00pm and 5:00pm. The average number of customers is approximately 10 per hour until the end of day rush, which creates approximately 25 customers between 4:00pm and 5:00 pm.

Exhibit: C

Although no changes to the building footprint are required, the following modifications to the existing east facade are proposed: One large office area window to match the existing building standards, a new aluminum and glass sliding entrance for customer service and two new overhead doors that are necessary to allow delivery van and package container access into the proposed internal sort area. One of the existing overhead door openings will also be modified to widen access capability.

In compliance with the California Building Code, the occupancy use of the building by FedEx Express will be business (Group B) and storage (Group S, Division III). Group B occupancies include buildings, or portions thereof, for office use or service-type transactions. Group S, Division III include buildings, or a portion thereof, which can not be classified as "open" parking garages according to the California Building Code, will be utilized for temporary parking/storage of vehicles and/or repair garages, where work is limited to exchange of parts and maintenance requires no open flames or welding.

Limited site improvements are proposed to allow functional use by FedEx Express. A portion of the existing paving will be improved to provide an exterior concrete pad and scales in the loading area of the semi-truck parking. In conjunction, one small landscape island without trees will be removed and a limited portion of the existing site parking/driveway immediately adjacent to the proposed truck loading area will be modified to allow space to maneuver tractor-trailer access. With the one exception mentioned above, all other landscaping shall remain, with additional landscaping being added in the vicinity of the new customer service entrance. In addition, there are no known hazardous material sites in the vicinity of the project.

Of course, Federal Express Corporation, the tenant of this new facility is anxious to complete this proposed relocation and intend to cooperate with the Santa Barbara Airport and the City of Santa Barbara as necessary to accomplish a successful project.

Please feel free to contact me at any time, if you have any questions regarding this application. Thank you for your consideration and review.

Sincerely,

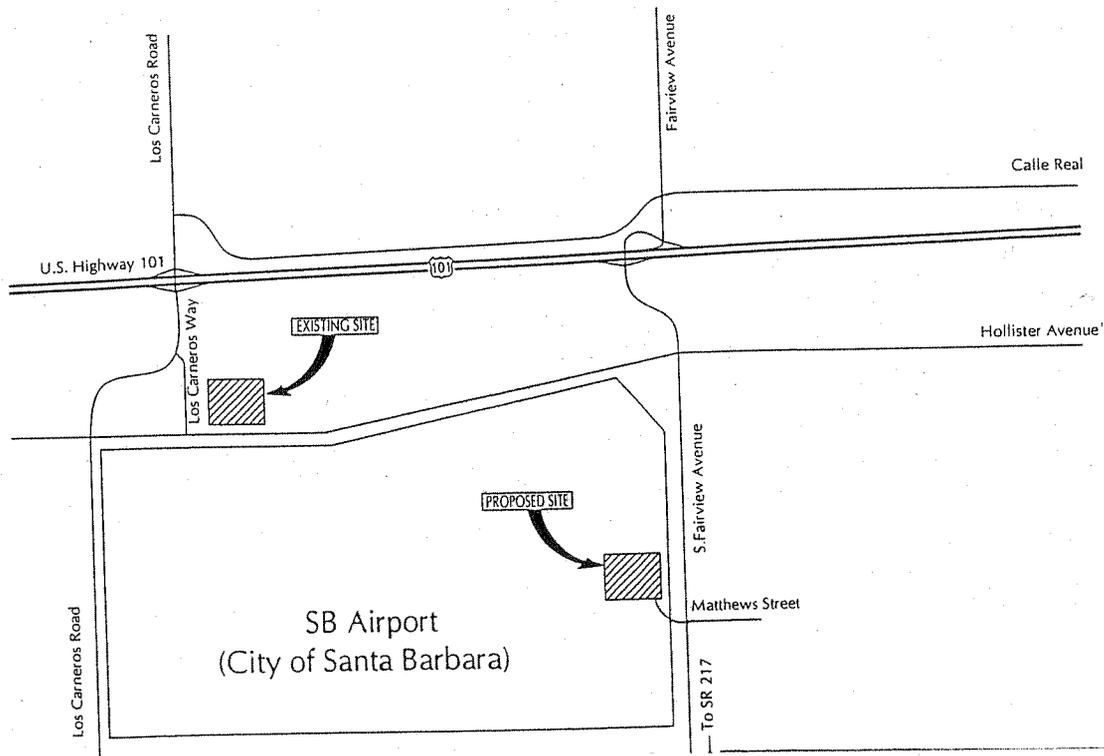


Jeffrey L. Spears, AIA
Senior Architect
THE CRUMP FIRM, INC.

cc: John Peterson, Federal Express Corporation
Andrew Bermond, Santa Barbara Airport
David Hoback, The Crump Firm, Inc.

**FEDEX RELOCATION PROJECT
CITY OF SANTA BARBARA, CALIFORNIA**

REVISED TRAFFIC AND CIRCULATION STUDY



February 20, 2006

ATE Project #06064

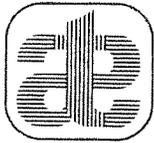
Prepared For:
The Crump Firm
81 Monroe Building
Memphis, Tennessee 38103



ASSOCIATED TRANSPORTATION ENGINEERS

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

Exhibit: D



ASSOCIATED TRANSPORTATION ENGINEERS

100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 • (805) 687-4418 • FAX (805) 682-8509

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

February 20, 2007

06064R03.WPD

Jeff Spears
The Crump Firm, Inc.
81 Monroe Building
Memphis, Tennessee 38103

***REVISED TRAFFIC AND CIRCULATION STUDY
FOR THE FEDEX RELOCATION PROJECT, CITY OF SANTA BARBARA***

Associated Transportation Engineers (ATE) is submitting the following revised traffic and circulation analysis for the FedEx Relocation Project, proposed on the City of Santa Barbara's airport property adjacent to the City of Goleta. The information contained in this revised traffic study addresses the comments provided in the City of Santa Barbara's Development Application Review Team (DART) letters, as well as the comments submitted by the City of Goleta.

We appreciate the opportunity to assist you with the project.

Associated Transportation Engineers

Scott A. Schell, AICP
Principal Transportation Planner

CONTENTS

INTRODUCTION	1
PROJECT DESCRIPTION	1
SCOPE OF WORK	1
STUDY METHODOLOGY	1
EXISTING CONDITIONS	4
Street Network	4
Roadway Operations	5
Intersection Operations	5
IMPACT THRESHOLDS	8
PROJECT TRIP GENERATION	9
Existing FedEx Site - Hollister Avenue	9
Proposed FedEx Site - Fairview Avenue	10
PROJECT TRIP DISTRIBUTION	11
Existing FedEx Site - Hollister Avenue	11
Proposed FedEx Site - Fairview Avenue	14
Net Change to Study-Area Facilities	17
PROJECT-SPECIFIC IMPACTS	17
Roadway Impacts	17
Intersection Impacts	17
Parking Analysis	19
Site Circulation and Access	23
Driveway Sight Distance	24
CUMULATIVE IMPACTS	24
Roadway Impacts	24
Intersection Impacts	24
GP-2 Alternative Impacts	28
STUDY PARTICIPANTS AND REFERENCES	30
TECHNICAL APPENDIX	31

TABLES

Table 1	Study Area Facilities	1
Table 2	Existing P.M. Peak Hour LOS	7
Table 3	Trip Generation - Existing FedEx Facility	9
Table 4	Backfill of Existing Site - Light Industrial	10
Table 5	Trip Generation - Proposed FedEx Facility	10
Table 6	Trip Generation - Manufacturing Use	11
Table 7	Trip Distribution - Existing Site	14
Table 8	Trip Distribution - Proposed Site	16
Table 9	Existing & Existing + Project P.M. Peak Hour LOS	19
Table 10	Existing Weekday Peak Parking Demands	20
Table 11	FedEx Operations Peak Parking Demands	22
Table 12	Existing + Project Weekday Peak Parking Demands	23
Table 13	GP-1 Alternative Cumulative and Cumulative + Project P.M. Peak Hour LOS	28
Table 14	GP-2 Alternative Cumulative and Cumulative + Project P.M. Peak Hour LOS	29

FIGURES

Figure 1	Existing & Proposed FedEx Sites	2
Figure 2	Project Site Plan	3
Figure 3	Existing P.M. Peak Hour Traffic Volumes	6
Figure 4	Project Trip Distribution and Assignment - Proposed Site	12
Figure 5	Trip Distribution Percentages - Existing Site	13
Figure 6	Net Change in Traffic - Existing Site	15
Figure 7	Net Project Traffic at Study-Area Facilities	18
Figure 8	FedEx Parking Areas	21
Figure 9	On-Site Truck Circulation	25
Figure 10	GP-1 Alternative Cumulative P.M. Peak Hour Traffic Volumes	26
Figure 11	GP-1 Alternative Cumulative + Project P.M. Peak Hour Traffic Volumes	27

INTRODUCTION

The following study contains an analysis of the potential traffic and circulation impacts associated with the FedEx Relocation Project. The report provides information relative to existing and future traffic conditions within the study-area adjacent to the project site.

PROJECT DESCRIPTION

The project is proposing to relocate the existing FedEx van loading station from its current location at 6466 Hollister Avenue to a new location within a vacant building located on the Santa Barbara Airport. Access to the proposed site would be provided via a driveway on South Fairview Avenue. Figure 1 shows the locations of the existing and proposed FedEx sites in the Goleta area. Figure 2 illustrates the proposed site plan.

SCOPE OF WORK

Potential traffic impacts are identified based on City of Goleta thresholds since the site is served by roadways and intersections located within the City of Goleta. The following roadways and intersections are included in the analysis.

**Table 1
Study Area Facilities**

Roadways	Intersections
Hollister Avenue Fairview Avenue	Fairview Avenue/Calle Real Fairview Avenue/U.S. Highway 101 NB Ramps Fairview Avenue/U.S. Highway 101 SB Ramps Fairview Avenue/Hollister Avenue Fairview Avenue/Verhelle Road

STUDY METHODOLOGY

The roadway analysis is based on "Average Daily Traffic" (ADT) volumes and the intersection analysis is based on P.M. peak hour turning movements. The P.M. peak hour was selected for the intersection analysis because the traffic demands at the intersections are highest during this time period and the FedEx operation generates higher volumes in the P.M. peak period than during the A.M. peak period.

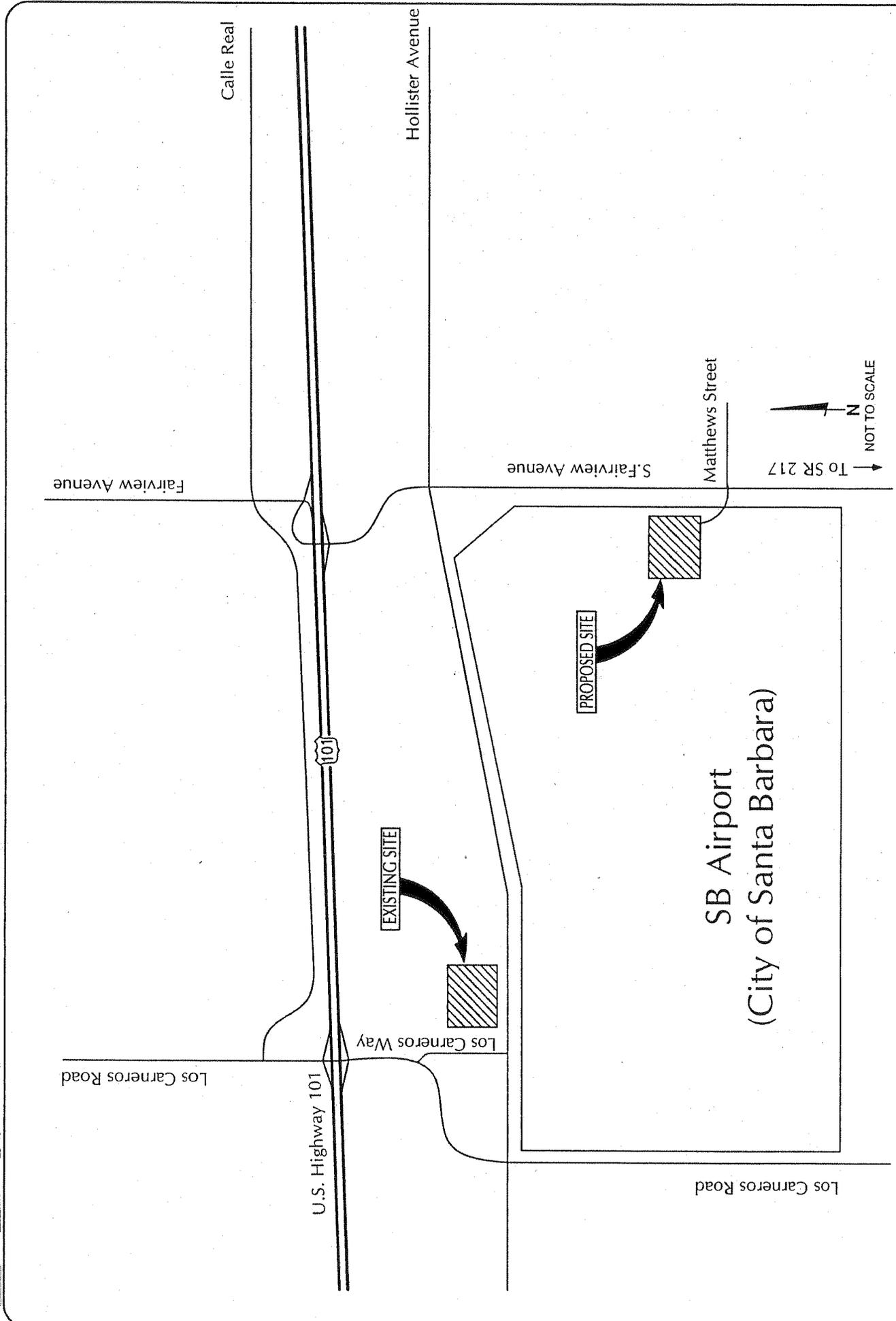
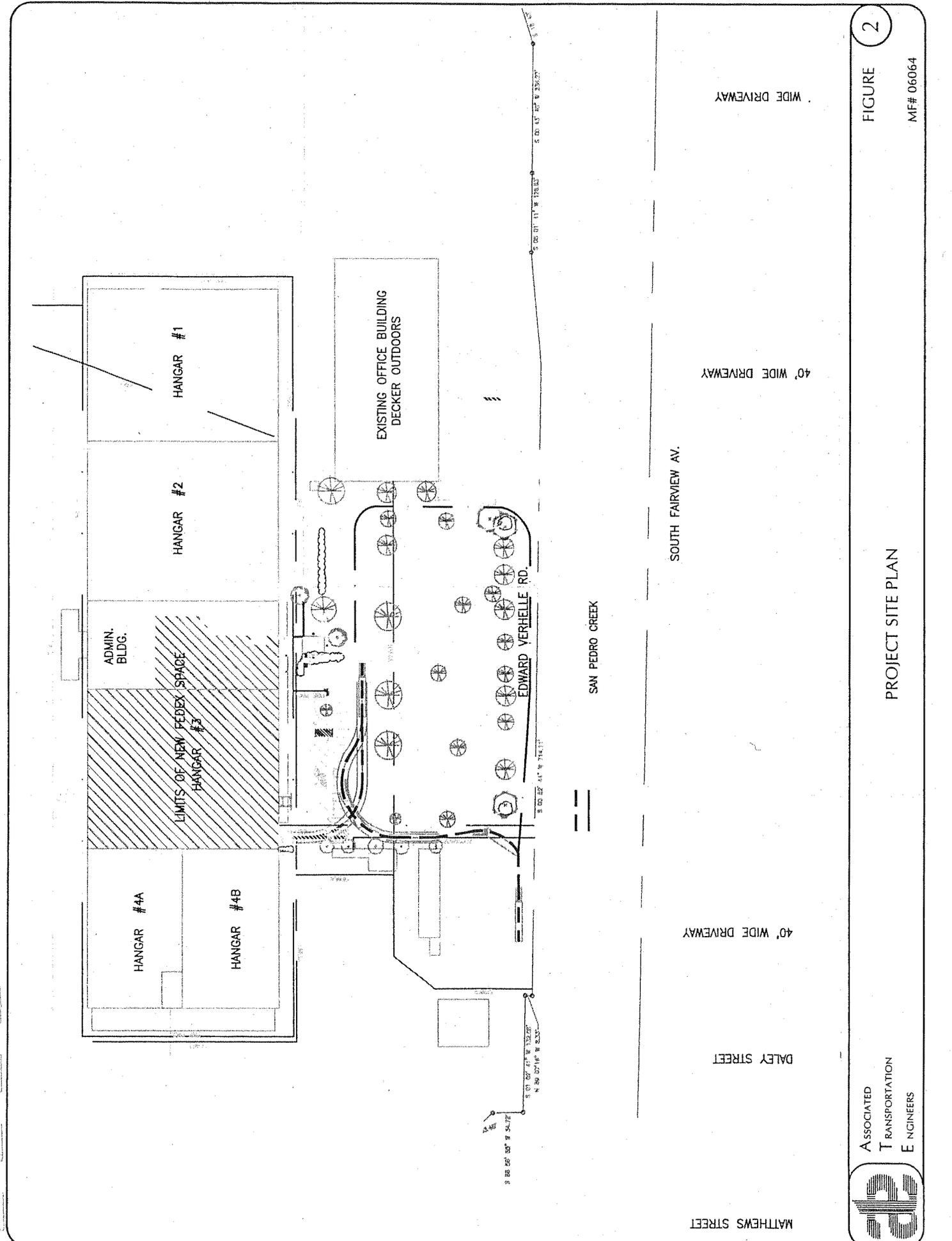


FIGURE 1

MF# 06064

EXISTING + PROPOSED FEDEX SITE

ASSOCIATED
TRANSPORTATION
ENGINEERS



PROJECT SITE PLAN

ASSOCIATED
TRANSPORTATION
ENGINEERS



Trip generation estimates and trip distribution patterns were first developed for the existing FedEx facility located adjacent to Hollister Avenue and Los Carneros Way. These estimates were developed based on operational data since the trip characteristics of the FedEx facility are not represented by standard traffic generation rates. The operational data included employees traveling to/from the site, delivery vans to/from the site, as well as drop-offs of packages by the public. The analysis also takes into account the backfill of the existing Hollister Avenue building which is being vacated by FedEx. The analysis assumes that the building would be occupied by light-industrial uses in the future.

The analysis of future FedEx operations at the new location on South Fairview Avenue assumes that the number of vans at the facility would increase from 37 to 47 vans. The traffic volumes generated by the expanded FedEx operations at the new facility were added to the study-area street network.

The traffic analysis further quantifies the traffic generated by manufacturing uses that could be accommodated within the South Fairview Avenue building. Trip generation estimates were calculated for the building based on the building size and the trips were subtracted from the study-area street network.

This analysis therefore accounts for the diversion of FedEx traffic from one site to the other, the increase in FedEx traffic related to the 10 additional FedEx vans, the backfill of the existing Hollister Avenue building with light-industrial uses, and the historical utilization of the existing South Fairview Avenue building with manufacturing uses.

EXISTING CONDITIONS

Street Network

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

U.S. Highway 101, located north of the project site, is a multi-lane interstate highway serving the Pacific coast between Los Angeles and the state of Washington. This freeway is the principal route between the City of Goleta and the cities of Santa Barbara, Carpinteria, Ventura and Santa Maria. Within the Goleta area, U.S. 101 is 4 to 6 lanes wide. Access between the project site and U.S. 101 is provided via the freeway interchange at Fairview Avenue as well as the SR 217 freeway.

Hollister Avenue, located north of the project site, is a 4-lane arterial roadway that extends westerly from Route 154 through the Goleta Valley to its terminus at Winchester Canyon. This roadway provides the primary east-west surface street route through the City of Goleta. Within the project study-area, Hollister Avenue is a 4-lane divided and undivided arterial with on-street bike lanes. Traffic signals control the Fairview Avenue/Hollister Avenue intersection.

Fairview Avenue, located along the eastern boundary of the project site, is a north-south 2- to 4-lane arterial street. North of Hollister Avenue, Fairview Avenue extends as a 4-lane roadway with on-street bike lanes connecting with the U.S. 101 interchange, Calle Real and Cathedral Oaks Road. Fairview Avenue extends as a 2-lane road south of Hollister Avenue to Fowler Road, which extends to the Santa Barbara Airport terminal. The roadway continues to the SR 217/Sandspit Road interchange adjacent to Goleta Beach.

Roadway Operations

The operational characteristics of the study-area roadways are based on City of Goleta engineering roadway design capacities. A LOS C is considered acceptable based on City's design standards. For a 4-lane major arterial, the threshold for a LOS C rating is 34,000 ADT. More complete definitions are contained in the Technical Appendix.

Hollister Avenue and Fairview Avenue are the major arterial streets that will serve the proposed site. The City of Goleta traffic data show that Hollister Avenue carries about 20,020 ADT west of Fairview Road and that Fairview Avenue carries about 28,710 ADT south of U.S. Highway 101¹. These volumes do not exceed the City's LOS C threshold.

Intersection Operations

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

Existing P.M. peak hour traffic volumes for the study-area intersections were obtained from the City of Goleta¹. Additionally, ATE performed new traffic counts at the Fairview Avenue/Verhelle Road intersection. Figure 3 show the Existing P.M. peak hour traffic volumes at the study-area intersections. Levels of service for the study-area intersections were calculated utilizing the Intersection Capacity Utilization (ICU) method, as required by City of Goleta policies. Table 2 lists the Existing P.M. peak hour levels of service for the study-area intersections.

¹ City of Goleta General Plan/Coastal Land Use Plan DEIR, City of Goleta, May 2006.

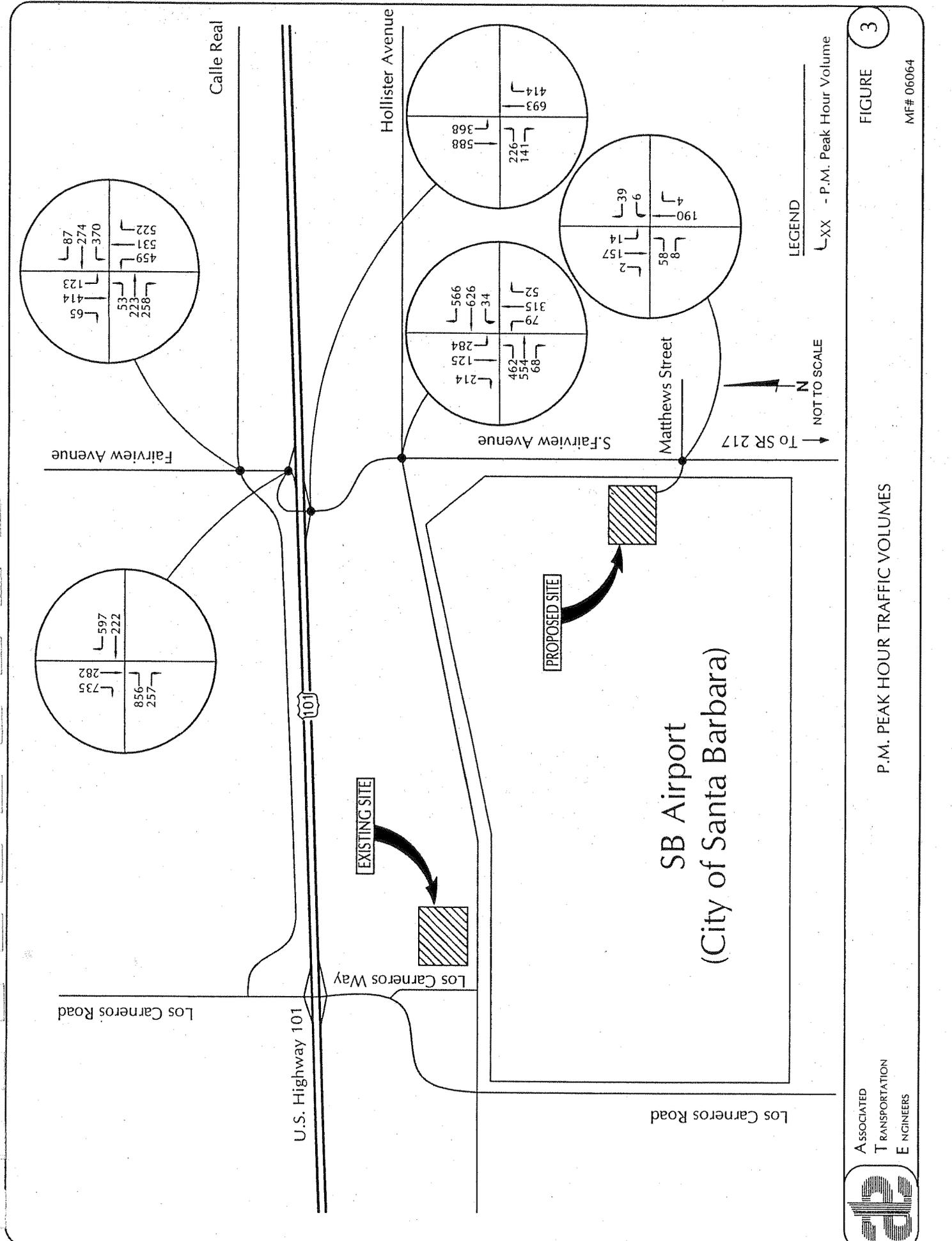
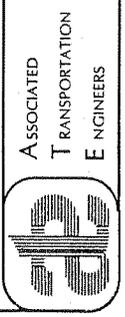


FIGURE 3

P.M. PEAK HOUR TRAFFIC VOLUMES

MF# 06064



ASSOCIATED
TRANSPORTATION
ENGINEERS

Based on the comments from the City of Goleta, additional analysis was performed on the intersection of Fairview Avenue/U.S. 101 NB Ramps to verify upon the LOS calculations for this intersection. ATE collected additional counts during the P.M. peak hour period on January 18, 2007. The new counts found that 62% of the eastbound right-turning vehicles made their right turn during the red phase of the signal (62% RTOR). The new counts are consistent with the past counts, which show that 65% of the right-turning vehicles make their right turn during the red phase. A more detailed letter responding to the comments from the City of Goleta concerning the LOS calculations for this intersection is contained in the Technical Appendix.

It was determined that the methodology used to calculate the LOS for the Fairview Avenue/U.S. 101 NB Ramps intersection should assume one eastbound through lane and one eastbound shared through plus right lane with 62% RTOR.

**Table 2
Existing P.M. Peak Hour LOS**

Intersection	Control	V/C / LOS
Fairview Avenue/Calle Real	Signal	0.81 / LOS D
Fairview Avenue/U.S. 101 NB Ramps	Signal	0.77 / LOS C
Fairview Avenue/U.S. 101 SB Ramps	Signal	0.58 / LOS A
Fairview Avenue/Hollister Avenue	Signal	0.68 / LOS B
Fairview Avenue/Verhelle Road ^a	Unsignalized	10.8sec / LOS B

BOLDED values exceed the City of Goleta LOS C standard.

^a V/C ratio not applicable. Level of service based on average vehicle delay.

The data presented in Table 2 show that most of the study-area intersections operate at LOS C or better, which meets the City of Goleta performance standard. The Fairview Avenue/Calle Real intersection operates at LOS D, which exceeds the City of Goleta performance standard.

IMPACT THRESHOLDS

Potential impacts are identified based on City of Goleta thresholds since the site is served by roadways and intersections within the City of Goleta. The City of Goleta include the following criteria:

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

Significant Changes in Levels of Service

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

- B. The project's access to a major road or arterial road would require access that would create an unsafe situation, a new traffic signal, or major revisions to an existing traffic signal.
- C. The project would add traffic to a roadway that has design features (e.g., narrow width, road-side ditches, sharp curves, poor sight distance, inadequate pavement structure) that would become a potential safety problem with the addition of project traffic.
- D. Project traffic would utilize a substantial portion of an intersection's capacity where the intersection is currently operating at acceptable levels of service, but with cumulative traffic would degrade to or approach LOS D (V/C 0.80) or lower. Substantial is defined as a minimum change of 0.03 for an intersection which would operate from 0.80 to 0.85, a change of 0.02 for an intersection which would operate from 0.86 to 0.90 and a change of 0.01 for an intersection which would operate greater than 0.90 (LOS E or worse).

PROJECT TRIP GENERATION

Existing FedEx Site - Hollister Avenue

Existing FedEx Facility

The operation of the FedEx van loading station is such that it does not fit into a standard Institute of Transportation Engineers (ITE) category for estimating trip generation. Trip generation estimates were therefore developed using operational information provided by the applicant. The operational information accounts for employees traveling to/from the site, delivery vans to/from the site, as well as drop-offs of packages by the public. A worksheet showing the trip generation is available in the Technical Appendix. Table 3 summarizes the trip generation estimates developed for the existing FedEx facility with 37 trucks onsite.

Table 3
Trip Generation - Existing FedEx Facility

Land Use	Size	ADT	P.M. Peak Hour		
			In	Out	Total
FedEx Facility	37 trucks	376	89	54	143

Backfill with Light Industrial Uses

The existing FedEx facility on Hollister Avenue occupies a 20,900 square-foot light industrial building. Trip generation estimates were developed for the backfill of the existing site based on the rates presented in the Institute of Transportation Engineers (ITE) Trip Generation Report² for Light Industrial uses. The ITE report defines Light Industrial uses as follows, "light industrial facility usually employs fewer than 500 persons, they have an emphasis on activities other than manufacturing and typically have minimal office space. Typical light industrial activities include printing, material testing and assembly of data processing equipment. These are free-standing facilities devoted to a single use."

Based on ITE rates for light industrial uses, the 20,900 square-foot building will generate 146 ADT and 21 P.M. peak hour trips after FedEx moves out of the building and it is occupied with light industrial uses. As discussed above, the FedEx operations currently generate 376 ADT and 143 P.M. peak hour trips (see Table 3). Thus, there will be a significant reduction in traffic at the existing site after FedEx is relocated and the building is backfilled with standard uses. Table 4 shows the trip generation estimates for the backfill of the existing building.

²Trip Generation, Institute for Transportation Engineers, 7th edition, 2003.

**Table 4
Backfill of Existing Site - Light Industrial**

Land Use	Size	ADT		P.M. Peak Hour	
		Rate	Trips	Rate	Trips
Light Industrial Use	20,900 SF	6.97	146	0.98	21

Proposed FedEx Site - Fairview Avenue

Proposed FedEx Facility

Under this project scenario it is assumed that the FedEx facility will increase the number of trucks at the proposed site from 37 to 47. A worksheet showing the trip generation is contained in the Technical Appendix. Table 5 summarizes the trip generation estimates for the proposed FedEx facility assuming the increase in trucks at the site.

**Table 5
Trip Generation - Proposed FedEx Facility**

Land Use	Size	ADT	P.M. Peak Hour		
			In	Out	Total
FedEx Facility	47 trucks	390	103	54	157

Manufacturing Use

Additionally, the analysis takes into account the uses which could be accommodated in the existing manufacturing building located at the South Fairview site. The ITE rates for manufacturing uses were used. Table 6 summarizes the trip generation estimates for the manufacturing building at the proposed site.

Table 6
Trip Generation - Manufacturing Use

Land Use	Size	ADT		P.M. Peak Hour	
		Rate	Trips	Rate	Trips
Manufacturing	49,231 SF	3.82	188	0.74	36

PROJECT TRIP DISTRIBUTION

Existing FedEx Site - Hollister Avenue

Existing FedEx Facility

The existing FedEx traffic was distributed and assigned onto the study-area street network based on the percentages shown in Table 7 and illustrated in Figure 4. The pattern for FedEx is based on operational data for delivery routes and employee/customer patterns observed at the site. See Technical Appendix for individual trip distribution figures.

Backfill with Light Industrial Uses

The traffic that will be generated by future light industrial uses occupying the existing site on Hollister Avenue were distributed and assigned onto the study-area street network based on the percentages shown in Table 7. Figures showing the traffic associated with the light industrial uses at the Hollister site are contained in the Technical Appendix.

The net change in traffic at the study-area intersections as a result of the change in use at the existing site is shown in Figure 5.

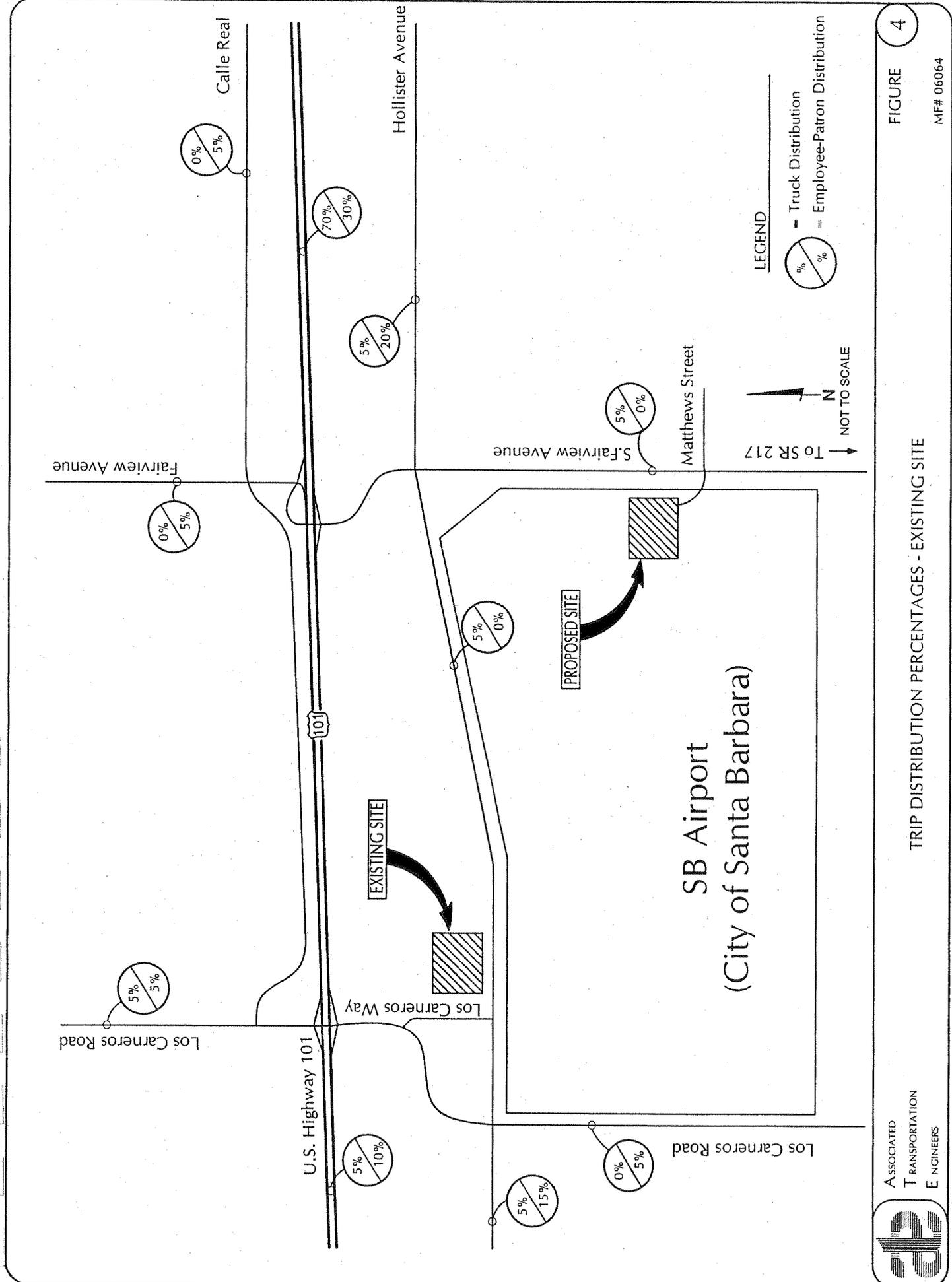


FIGURE 4

TRIP DISTRIBUTION PERCENTAGES - EXISTING SITE

ASSOCIATED
TRANSPORTATION
ENGINEERS



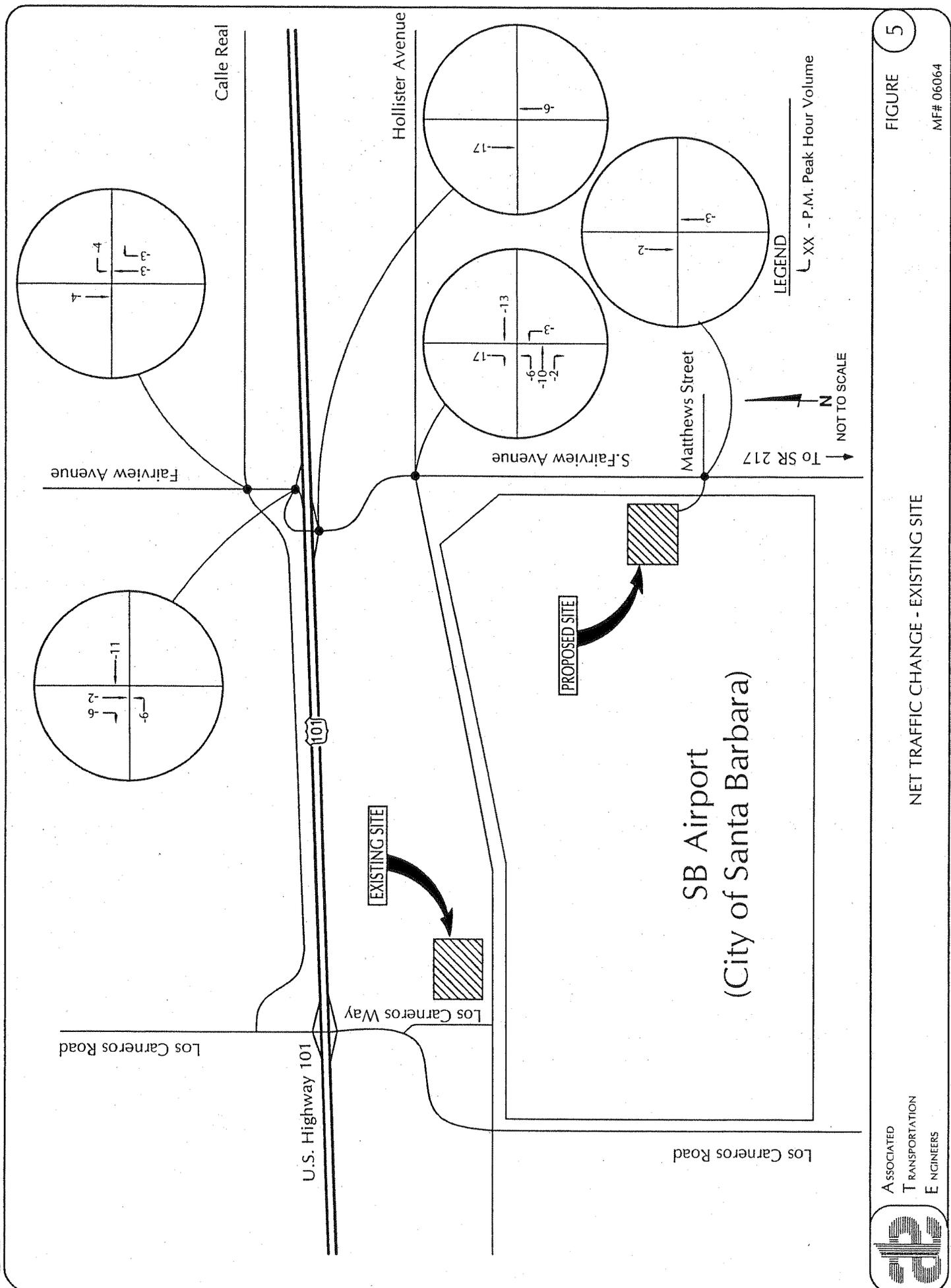
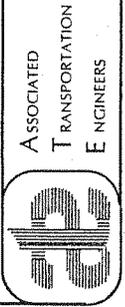


FIGURE 5

MF# 06064

NET TRAFFIC CHANGE - EXISTING SITE



ASSOCIATED
TRANSPORTATION
ENGINEERS

**Table 7
Trip Distribution - Existing Site**

Origin/Destination	Direction	Percent		
		FedEx Van Station		Light Industrial
		Delivery Trucks	Employees/ Patrons	
U.S. Highway 101	East	70% ^a	20%	55%
U.S. Highway 101	West	5%	10%	10%
Hollister Avenue	East	5%	15%	5%
Hollister Avenue	West	5%	20%	10%
Fairview Avenue	North	0%	5%	2%
Fairview Avenue	South	5%	5%	0%
Calle Real	East	0%	5%	2%
Los Carneros Road	North	5%	10%	6%
Los Carneros Road	South	5%	10%	5%
Local to Fairview Avenue		0%	0%	5%
Total		100%	100%	100%

^a Assumes 35% via Fairview Avenue interchange and 35% via Los Carneros Road interchange

Proposed FedEx Site - Fairview Avenue

Proposed FedEx Facility

Project-generated traffic was distributed and assigned onto the study-area street network based on the percentages shown in Table 8 and Figure 6. These percentages were developed considering the route delivery information provided by the applicant (see Technical Appendix for additional information), and employee and customer traffic patterns observed at the existing site.

**Table 8
Trip Distribution - Proposed Site**

Origin/Destination	Direction	Percent		
		Delivery Trucks	Employees/ Patrons	Manufacturing
U.S. Highway 101*	East	80%	25%	55%
U.S. Highway 101	West	5%	25%	15%
Hollister Avenue	East	5%	10%	15%
Hollister Avenue	West	5%	20%	10%
Fairview Avenue	North	2%	5%	5%
Fairview Avenue	South	0%	5%	0%
Calle Real	East	2%	5%	0%
Calle Real	West	1%	5%	0%
Total		100%	100%	100%

* Inbound via SR 217/Sandspit Road interchange; outbound via U.S. Highway 101/Fairview Avenue interchange.

Manufacturing Uses

Traffic associated with the manufacturing building which is currently occupying the site on Fairview Avenue, was distributed based on the percentages shown in Table 8. Figures showing the assignment of the manufacturing trips are contained in the Technical Appendix.

Net Change to Study-Area Facilities

The changes in traffic at the study-area intersections that would result from the FedEx Relocation Project are shown in Figure 7. The project-added traffic shown in the figure is a result of subtracting the current 37-truck FedEx facility at the Hollister Avenue site and adding the traffic associated with a light industrial use that would occupy the site in the future. Additionally, the traffic generated by the manufacturing building at the proposed site on South Fairview Avenue was subtracted and the proposed 47-truck FedEx facility traffic was added to the study-area intersections.

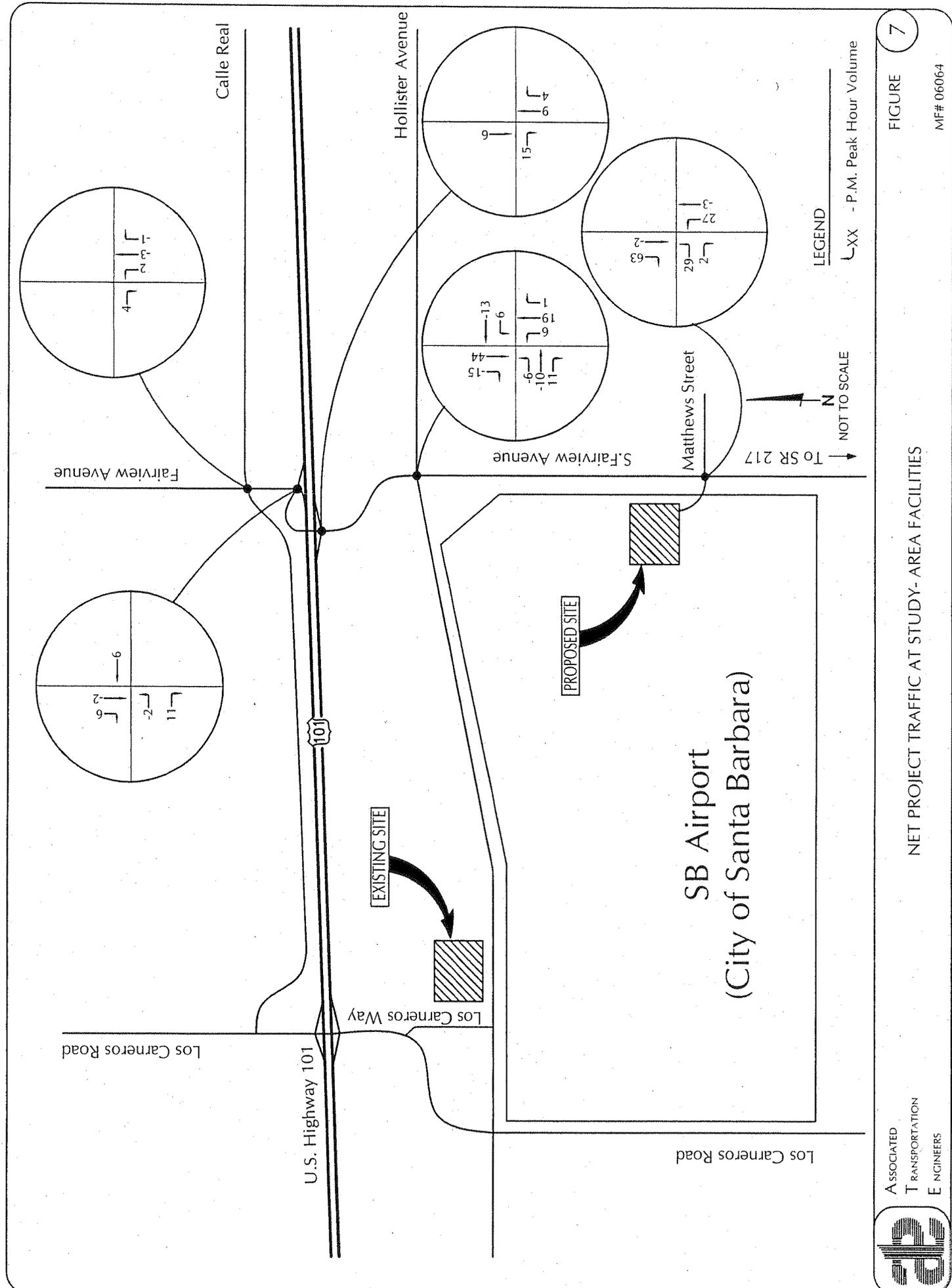
PROJECT-SPECIFIC IMPACTS

Roadway Impacts

The FedEx Relocation Project would result not change in traffic on the segment of Hollister Avenue west of Fairview Road and would therefore not impact Hollister Avenue. The segment of Fairview Avenue south of U.S. Highway 101 carries about 28,710 ADT and the FedEx Relocation Project would add less than 200 ADT to the segment. The FedEx Relocation Project would not significantly impact this arterial segment as the Existing + Project volume would not exceed the City's LOS C threshold of 34,000 ADT.

Intersection Impacts

The Existing and Existing + Project P.M. peak hour levels of service for the study-area intersections are compared in Table 9. The table also shows the significance of project-added traffic at each location.



NET PROJECT TRAFFIC AT STUDY-AREA FACILITIES



**Table 9
Existing & Existing + Project P.M. Peak Hour LOS**

Intersection	V/C/LOS		Project-Added Trips	Impact?
	Existing	Existing + Project		
Fairview Avenue/Calle Real	0.81/LOS D	0.81/LOS D	2	No
Fairview Avenue/ U.S. 101 NB Ramps	0.77/LOS C	0.77/LOS C	19	No
Fairview Avenue/U.S.101 SB Ramps	0.58/LOS A	0.58/LOS A	34	No
Fairview Avenue/ Hollister Avenue	0.68/LOS B	0.69/LOS B	44	No
Fairview Avenue/Verhelle Road ^a	10.8sec/LOS B	11.6sec/LOS B	116	No

^a V/C ratio not applicable. Level of service based on average vehicle delay.

As shown in Table 9, the proposed project would not significantly impact any of the study-area intersections based on the City of Goleta traffic impact thresholds. Most of the intersections are forecast to operate at LOS C or better. The Fairview Avenue/Calle Real intersection currently operates at LOS D (V/C 0.81) and is forecast to operate at LOS D (V/C 0.81) with Existing + Project traffic. The project would add 2 additional trips to the intersection during the P.M. peak period, which would not exceed the City's impact threshold of 15 trips for intersections operating at LOS D.

Parking Analysis

The parking analysis reviews the existing and existing + project parking demands for the FedEx Relocation Project to determine if adequate parking would be available at the site after completion of the project.

The project would occupy a vacant airplane hangar at the Santa Barbara Airport. The parking lot consists of a central area that will serve the FedEx building and 2 adjacent lots to the north and south used by the existing office building and airplane hangers. Figure 8 shows the existing parking areas.

Parking Supply

The existing parking supply at the project site is 386 total spaces, with 190 parking spaces located at the FedEx parking lot and 196 spaces in the parking areas north and south of the FedEx lot.

Existing Parking Demands

The parking surveys were conducted on Monday, September 19 and Tuesday, September 20, 2006 to obtain hourly parking demands at the site. Table 10 shows the existing weekday parking demands for the entire parking area as well as the FedEx parking lot.

Table 10
Existing Weekday Peak Parking Demands

Time	Entire Parking Lot			FedEx Parking Lot		
	Supply	Demand	% Occupied	Supply	Demand	% Occupied
6:00 A.M.	386	12	3%	190	8	4%
9:00 A.M.	386	105	27%	190	33	17%
1:00 P.M.	386	116	30%	190	36	19%
3:00 P.M.	386	106	27%	190	36	19%
5:00 P.M.	386	72	19%	190	30	16%
6:00 P.M.	386	27	7%	190	10	5%

The data presented in Table 8 shows that the highest parking demand at the site occurs at 1:00 P.M. during weekdays. The weekday peak parking demand for the entire project site was 116 spaces (30% occupied). The data also show that the highest parking demand for the FedEx lot occurs at 1:00 P.M., with a peak parking demand of 36 spaces (19% occupied).

Project Parking Analysis

The project would modify the parking lot to allow large trucks access to the building, resulting in a net loss of 19 spaces. The parking supply at the FedEx site would therefore be reduced to 171 spaces, and the parking supply adjacent to the FedEx site would remain at 196 for a total of 367 spaces.

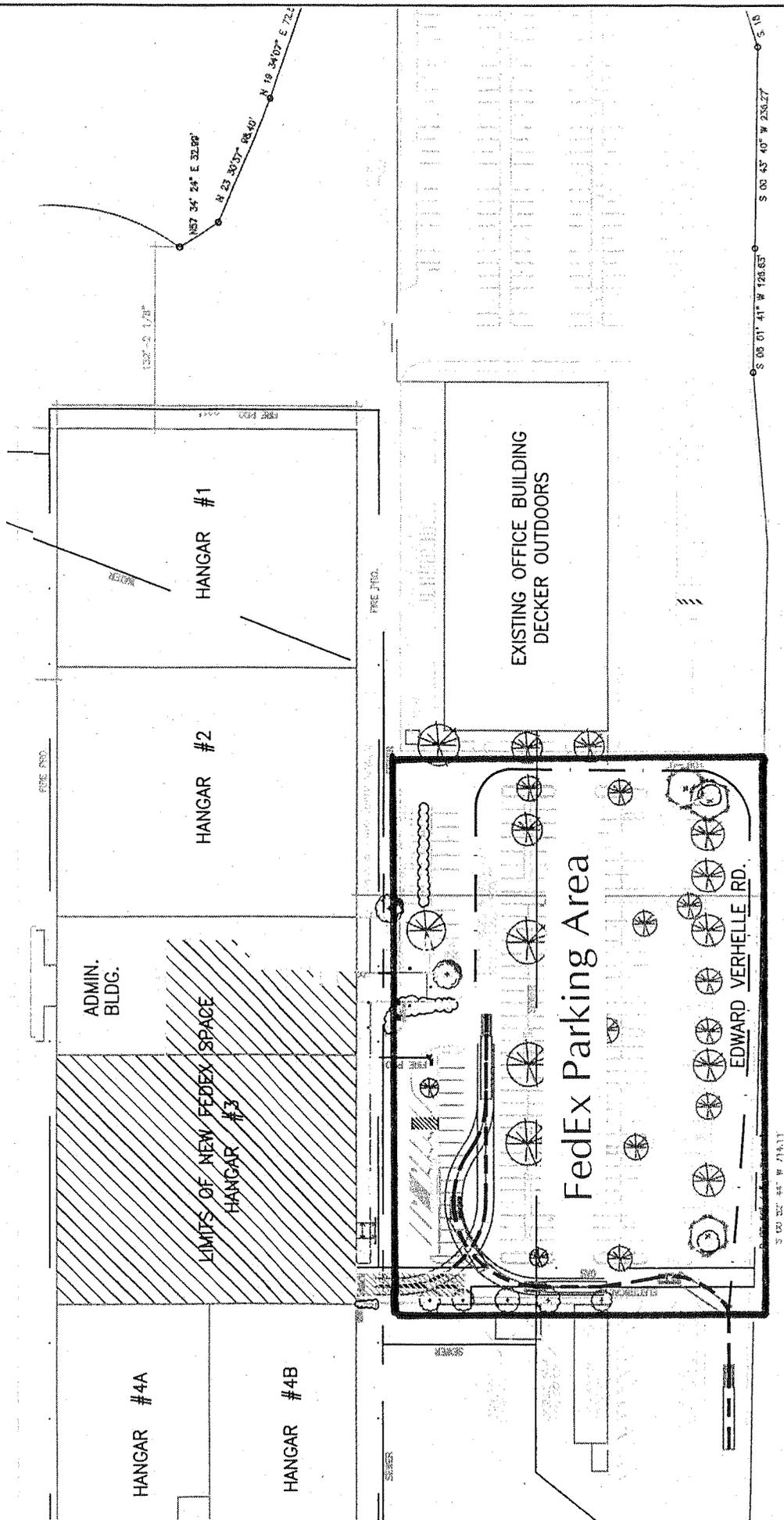
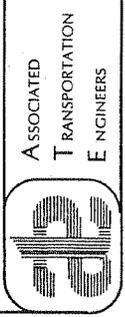


FIGURE 8

FEDEX PARKING AREAS

MF# 06064



ASSOCIATED
TRANSPORTATION
ENGINEERS

Parking demand estimates were developed for the FedEx project based on operational data. The parking lot must accommodate employees, trucks, and customers to the site. There are 50 total employees with 5 onsite between 7 and 9 AM, 40 arriving at 8:30 AM and leaving at 5:30 PM, and an additional 5 employees onsite between 4 and 6 PM. All delivery trucks will park inside the hangar and therefore were excluded from the analysis completed for the parking lot. One tractor trailer will arrive at 6:30 AM, its contents unloaded, and depart at 8:30 AM. Based on count data performed by ATE on the existing FedEx customer's entrance (see the Technical Appendix for count data on the Hollister Avenue and FedEx Customer Driveway intersection), the largest influx of cars was at 4:30 PM with 12 cars entering the site (12 cars also exited the site at this time). Research performed by ATE staff found that customers only remain at the site for a short period of time before departing, leading to high customer-turnover in the parking lot. Therefore, during the peak hour it is assumed that a maximum of 10 customer cars are parked at the site. Table 11 summarizes the peak parking demands developed for the project.

Table 11
FedEx Operations Peak Parking Demands

Time	Employees	Trucks	Customers	Total
7:00 AM	5	1	0	6
9:00 AM	45	0	5	50
1:00 PM	40	0	5	45
3:00 PM	40	0	5	45
5:00 PM	45	0	10	55
6:00 PM	5	0	0	5

The project parking demands were added to the existing demands measured at the parking lot. Table 12 shows the Existing + Project weekday peak parking demands for the total site and the FedEx lot.

Table 12
Existing + Project Weekday Peak Parking Demands

Time	Entire Parking Lot			FedEx Parking Lot		
	Supply	Demand	% Occupied	Supply	Demand	% Occupied
7:00 A.M.	367	17	5%	171	14	8%
9:00 A.M.	367	155	42%	171	83	49%
1:00 P.M.	367	161	44%	171	81	47%
3:00 P.M.	367	151	41%	171	81	47%
5:00 P.M.	367	127	35%	171	85	50%
6:00 P.M.	367	32	9%	171	15	9%

Table 12 shows that the entire parking area is forecast to be 44% occupied on the weekdays with the future parking supply. The FedEx parking lot is forecast to be 50% occupied on weekdays with the future parking supply. The future parking supply would therefore adequately accommodate the parking demands experienced at the site.

Site Circulation and Access

The City's DART letter requested additional information regarding the circulation of the large FedEx delivery trucks within the on-site parking lot. City staff specifically questioned whether cars parked in the central parking aisle would restrict the ability of the large FedEx truck to enter and exit the loading dock. The project site plan and truck circulation plan have been modified to provide adequate distances for truck maneuvers within the parking aisles. Figure 9 shows the revised truck circulation plan developed for the site.

City staff also requested an analysis of the site access intersection located at Fairview Avenue and Verhelee Road. Traffic counts were collected at the intersection and an operational level of service analysis was completed (see Technical Appendix for LOS worksheets). The analysis indicated that the intersection currently operates acceptably in the LOS B range with an average vehicle delay of 10.8 seconds. With the addition of project traffic, the intersection will continue to operate acceptably in the LOS B range, with an average vehicle delay of 12.6 seconds. The northbound left-turn movement from Fairview Avenue into the site would include 27 vehicles during the peak hour, and would operate at LOS A with a vehicle delay of 9.0 seconds.

With Cumulative + Project traffic, the intersection is forecast to operate at the beginning of the LOS C range with an average vehicle delay of 15.1 seconds. This is considered acceptable based on the City of Goleta's thresholds.

Driveway Sight Distance

The City also addressed concern about the sign at the intersection of Verhelle Road and Fairview Avenue restricting sight distances to the north. The Deckers sign is located adjacent to the Stop bar that is painted on the bridge crossing the creek. Sight distance was checked by stopping at the Stop bar and looking to the north on Fairview Avenue. The Deckers sign is located within the sight triangle when viewed from the Stop bar. However, the sign is approximately 3.5 feet high from ground level and adequate sight distance is available for most vehicles when looking over the sign. Sight distance from small vehicles, where the driver's eye level is less than 3.5 feet from the ground, could be obscured by the sign. However, the location of the Stop bar is more than 15 feet from the edge of traveled way. Adequate sight distance is available from small vehicles after they move up to the edge of traveled way. The sight distance is more than 1,200 feet from this location.

CUMULATIVE IMPACTS

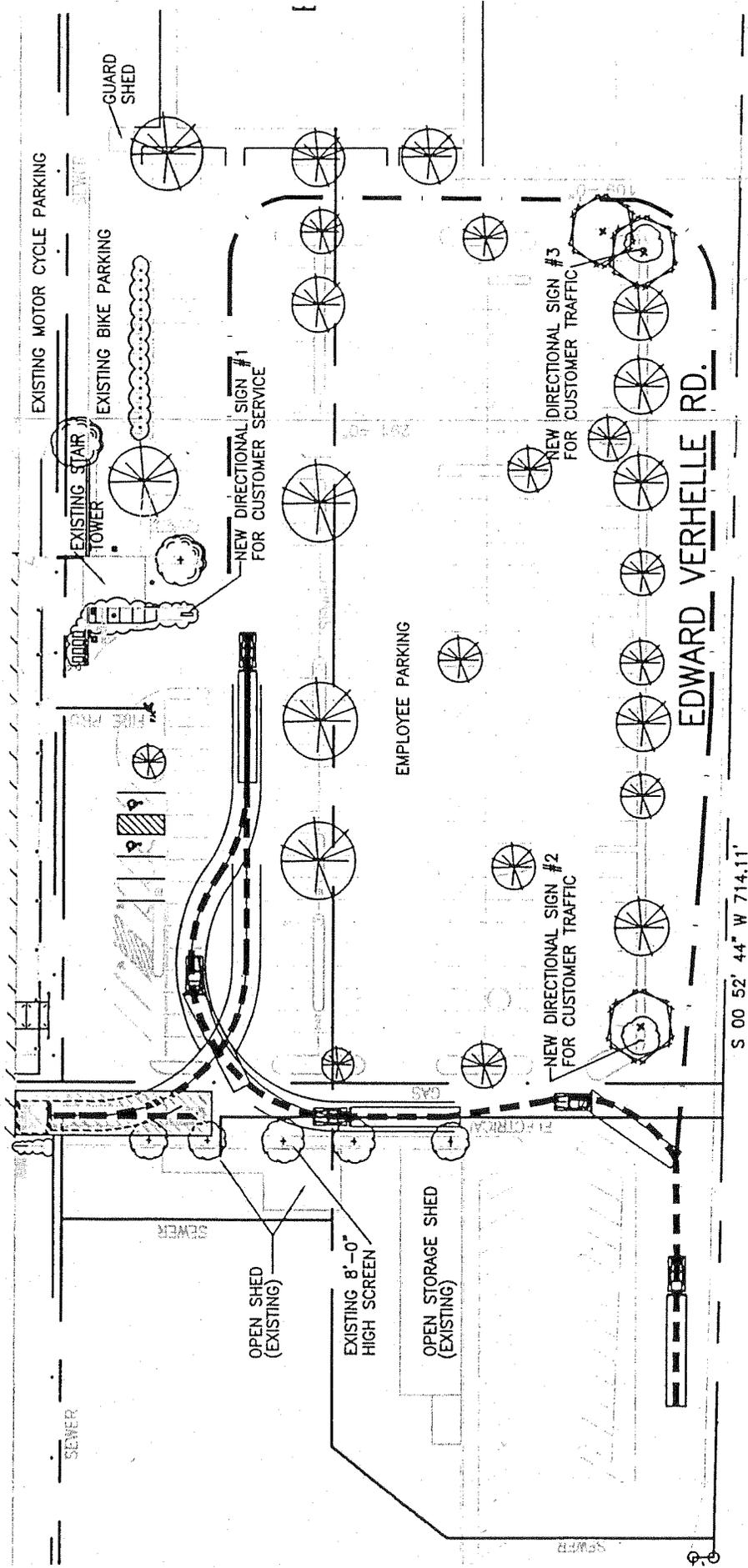
Cumulative traffic impacts were assessed assuming future traffic growth with no roadway infrastructure improvements described under the GP-1 Alternative in the Goleta General Plan. Figures 10 and 11 show the GP-1 Alternative Cumulative and Cumulative + Project P.M. peak hour traffic volumes at the study-area intersections.

Roadway Impacts

Hollister Avenue is forecast to carry about 21,460 ADT west of Fairview Road under Cumulative conditions. The FedEx Relocation Project would not add new traffic to this segment and would therefore not generate impacts to Hollister Avenue west of Fairview Road. Fairview Avenue is forecast to carry about 30,880 ADT south of U.S. Highway 101 under Cumulative conditions. The FedEx Relocation Project would add less than 200 ADT to the segment. The GP-1 Alternative Cumulative + Project forecasts would not exceed the City's LOS C threshold of 34,000 ADT for this arterial.

Intersection Impacts

The GP-1 Alternative Cumulative and Cumulative + Project P.M. peak hour levels of service for the study-area intersections are compared in Table 13. The table also shows the significance of cumulative traffic at each location.



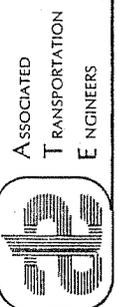
S 00 52' 44" W 714.11'

NOTE:
SIGN TYPES 1, 2 AND 3 ARE NOT IN CONTRACT. THEY ARE TO BE FURNISHED AND INSTALLED BY OWNER UNDER A SEPARATE PERMIT AND CONTRACT.

REFER TO SHEET 2 OF 4 FOR PARTIAL LARGE SCALE PLANS AND INFORMATION

- LEGEND**
- TRUCK MANEUVERING ROUTE
 - CUSTOMER SERVICE ROUTE

SAN PEDRO CREEK



ASSOCIATED
TRANSPORTATION
ENGINEERS

ON-SITE TRUCK CIRCULATION

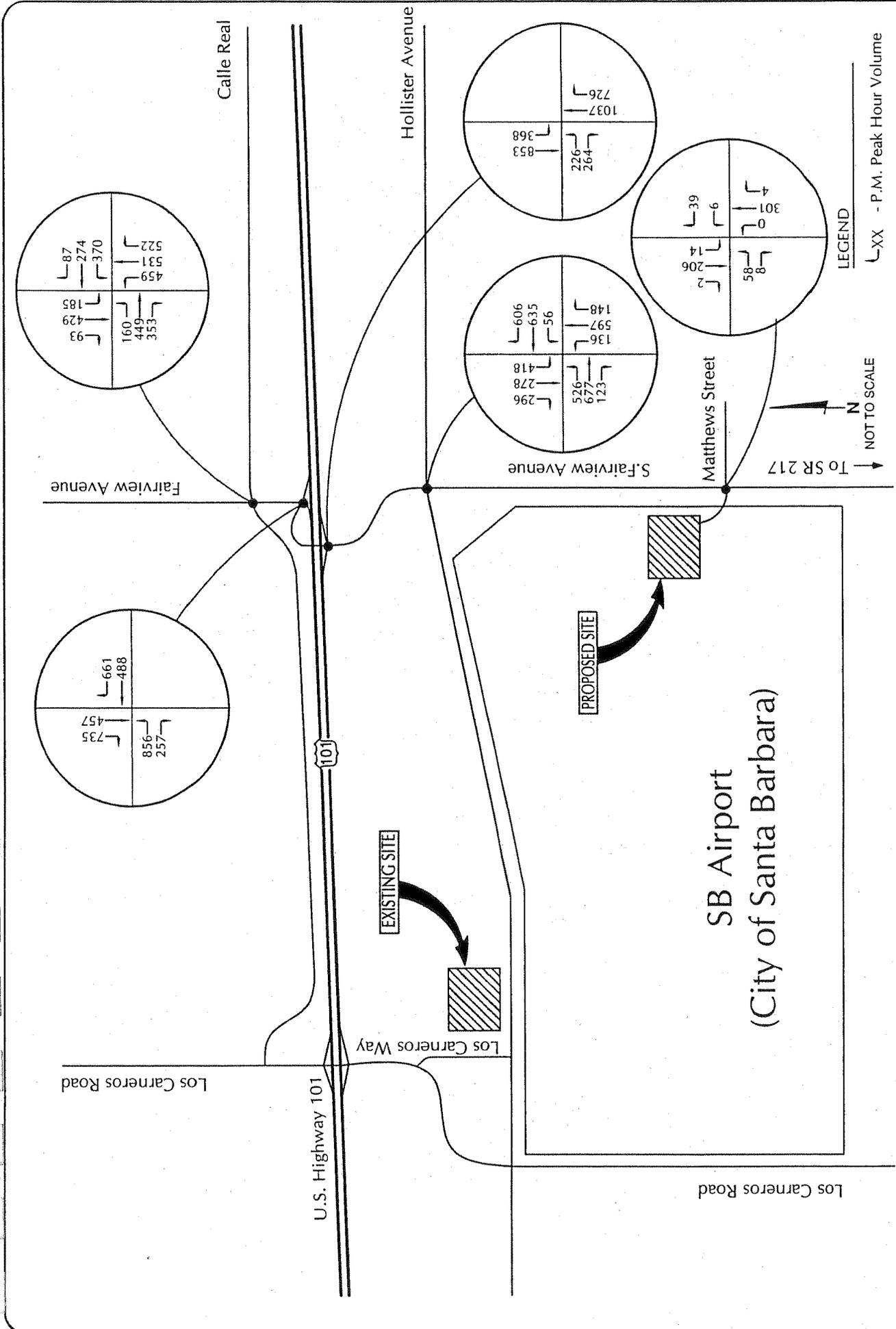


FIGURE 10

CUMULATIVE P.M. PEAK HOUR TRAFFIC VOLUMES

MF# 06064

ASSOCIATED
TRANSPORTATION
ENGINEERS

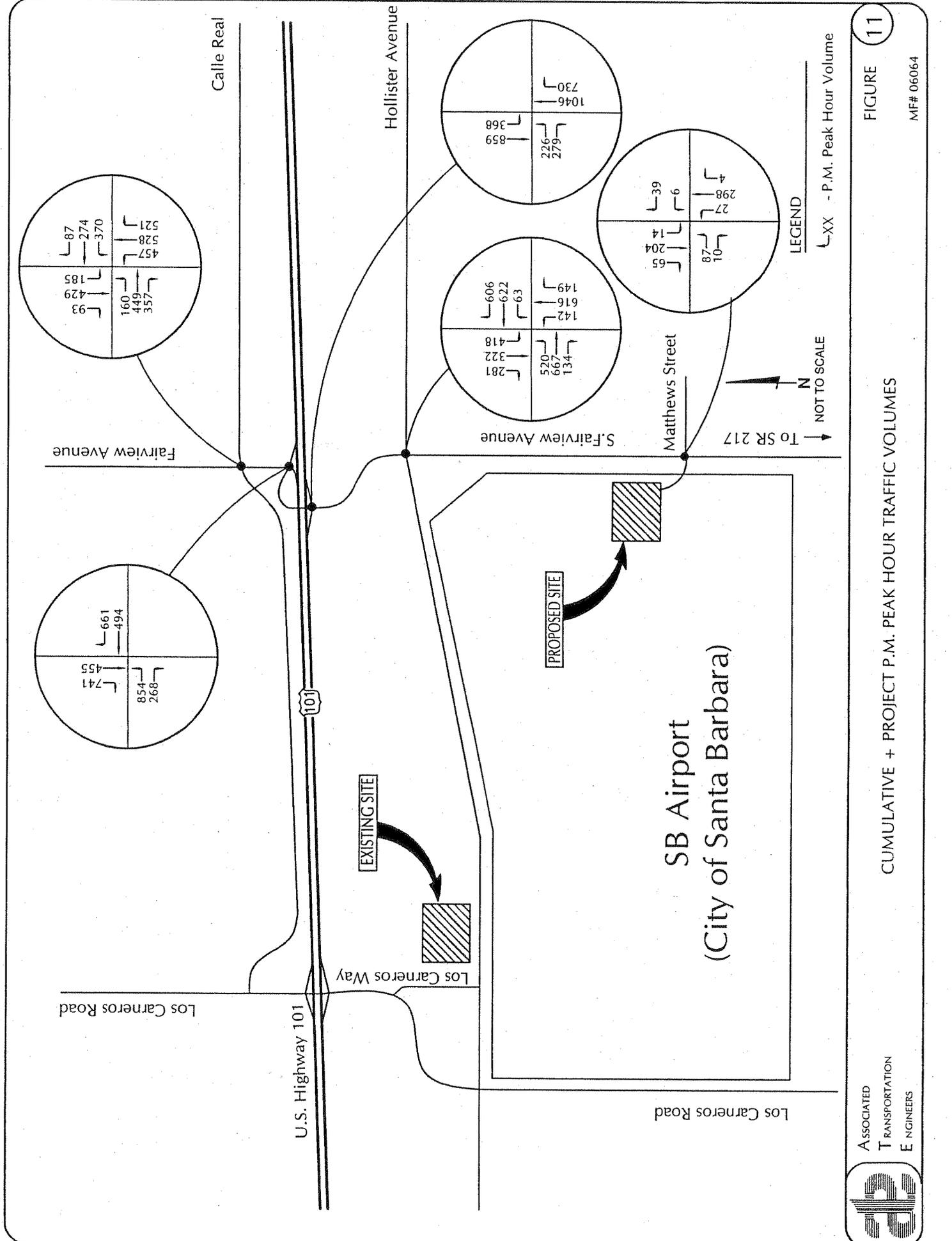


FIGURE 11

MF# 06064

CUMULATIVE + PROJECT P.M. PEAK HOUR TRAFFIC VOLUMES

Based on additional analysis performed at the intersection of Fairview Avenue/U.S. 101 NB Ramps, it was determined that the methodology used to calculate the LOS for the Fairview Avenue/U.S. 101 NB Ramps intersection should assume one eastbound through lane and one eastbound shared through right lane. For the existing scenario, 62% RTOR was used, however with increased traffic under the GP-1 scenario, a more conservative 50% RTOR factor was used.

**Table 13
GP-1 Alternative
Cumulative and Cumulative + Project P.M. Peak Hour LOS**

Intersection	V/C/LOS		Project-Added V/C	Impact?
	Cumulative	Cumulative + Project		
Fairview Avenue/Calle Real	0.97/LOS E	0.97/LOS E	0.00	No
Fairview Avenue/ U.S. 101 NB Ramps	0.82/LOS D	0.82/LOS D	0.00	No
Fairview Avenue/U.S.101 SB Ramps	0.68/LOS B	0.68/LOS B	0.00	No
Fairview Avenue/ Hollister Avenue	0.71/LOS C	0.71/LOS C	0.00	No
Fairview Avenue/Verhelle Road ^a	12.4sec./LOS B	13.7sec./LOS B	1.3 sec.	No

^a V/C ratio not applicable. Level of service based on average vehicle delay.

As shown in Table 13, the proposed project does not significantly impact any of the study-area intersections based on the City of Goleta's traffic impact thresholds. The Fairview Avenue/Calle Real intersection is forecast to operate at LOS E (V/C 0.97) with Cumulative traffic. The project would not change the V/C ratio, and therefore would not exceed the City's cumulative impact threshold for intersections operating at LOS E (0.01 increase). The Fairview Avenue/U.S. 101 NB Ramps intersection is also forecast to operate at LOS D (V/C 0.81) with Cumulative traffic. The project would not change the V/C ratio, and therefore would not exceed the City's cumulative impact threshold for intersections operating at LOS D (0.03 increase).

GP- 2 Alternative Impacts

Cumulative traffic impacts were also evaluated assuming the improvements described under the GP-2 Alternative in the City of Goleta General Plan. The GP-2 Alternative includes 2030 P.M. peak hour traffic projections for the Proposed Land Use Plan assuming construction of the following six programmed infrastructure improvements:

- Ekwill Road Extension
- Fowler Road Extension
- SR 217 Roundabouts
- Hollister Redesign
- Overpass Road Extension
- Cathedral Oaks Interchange

Table 14 shows the GP-2 Alternative Cumulative and Cumulative + Project P.M. peak hour LOS ratings for the study-area intersections.

Table 14
GP-2 Alternative
Cumulative and Cumulative + Project P.M. Peak Hour LOS

Intersection	V/C/LOS		Project-Added V/C	Impact?
	Cumulative	Cumulative + Project		
Fairview Avenue/ Calle Real	0.98/LOS E	0.98/LOS E	0.00	No
Fairview Avenue/ U.S. 101 NB Ramps	0.80/LOS C	0.80/LOS C	0.00	No
Fairview Avenue/ U.S. 101 SB Ramps	0.51/LOS A	0.51/LOS A	0.00	No
Fairview Avenue/ Hollister Avenue	0.91/LOS E	0.92/LOS E	0.008	No
Fairview Avenue/ Verhelle Road ^a	12.1sec/LOS	13.5sec/LOS B	1.4sec	No

^a V/C ratio not applicable. Level of service based on average vehicle delay.

As shown in Table 14, under the GP-2 Alternative, the proposed project does not significantly impact any of the study-area intersections based on the City of Goleta's traffic impact thresholds.

■ ■ ■

STUDY PARTICIPANTS AND REFERENCES

Associated Transportation Engineers

Scott A. Schell, AICP, Principal
Dan Dawson, Supervising Transportation Planner
Lauren Hobson, Traffic Technician
Matt Farrington, Traffic Technician

References

Congestion Management Program Annual Conformance Assessment Reports Santa Barbara County Association of Governments, 2003-2006.

Trip Generation, Institute of Transportation Engineers, 7th Edition, 2003.

City of Goleta General Plan/Coastal Land Use Plan DEIR, City of Goleta, May 2006.

Persons Contacted

Jim Biega, City of Goleta
Tom Zanotti, FedEx
Laurie Owens, City of Santa Barbara Airport

TECHNICAL APPENDIX

CONTENTS:

ROADWAY CLASSIFICATION & LEVEL OF SERVICE THRESHOLDS

LEVEL OF SERVICE DEFINITIONS

RESPONSE TO ADDITIONAL COMMENTS FROM THE CITY OF GOLETA: TRAFFIC AND CIRCULATION STUDY FOR THE FEDEX RELOCATION PROJECT LETTER

FEDEX OPERATIONAL INFORMATION & TRIP GENERATION CALCULATIONS.

FIGURES A-E TRIP DISTRIBUTION DATA

LEVEL OF SERVICE CALCULATION WORKSHEETS

- Reference 1 - Fairview Ave./Calle Real
- Reference 2 - Fairview Ave./U.S. 101 NB Ramps
- Reference 3 - Fairview Ave./U.S. 101 SB Ramps
- Reference 4 - Fairview Ave./Hollister Ave.
- Reference 5 - Fairview Ave./Verhelle St.

ROADWAY CLASSIFICATION & LEVEL OF SERVICE THRESHOLDS

Table 5. Roadway Classification & Level of Service Thresholds*

City of Goleta Functional Street Classification	City of Goleta Purpose and Design Factors	City of Goleta ADT Design Capacity			City of Goleta LOS C ADT Threshold		
		2 Lanes	4 Lanes	4+ Lanes ¹	2 Lanes	4 Lanes	4+ Lanes ¹
Major Arterial (MA)	Continuous roadways that carry through traffic between various neighborhoods and communities, frequently providing access to major traffic generators such as shopping areas, employment centers, and higher density residential areas. Roadways would have a minimum of 12 foot wide lanes with shoulders. Signals are typically spaced at a minimum 0.5-mile intervals.	17,900	42,480	58,750	14,300	34,000	47,000
Minor Arterial (MNA)	Roadways that serve as a secondary type of arterial facility carrying local and through traffic within communities, frequently connecting neighborhood areas within the City, providing access to shopping areas, employment centers, and higher density residential areas. Roadways would have a minimum of 12-foot wide lanes with shoulders. Signal intervals typically range from 0.25 to 0.5 mile.	15,700	37,680	NA	12,500	30,100	NA
Collector Streets (Col)	Roadways designed to collect traffic from local streets and connect to major or minor arterials. Collector Streets provide access to local streets within residential and commercial areas and connect streets of higher classifications to permit adequate traffic circulation. Generally no more than 2 travel lanes and signalized at intersections with arterial roadways.	11,600	NA	NA	9,280	NA	NA
Local Streets (L)	Roadways designed to provide access to individual properties carrying traffic to and from a collector street. Intended to serve adjacent uses and are not intended for through traffic. Designed with two lanes and close to moderately close driveways.	9,100	NA	NA	7,280	NA	NA
County Functional Street Classification	County Purpose and Design Factors	County ADT Design Capacity			County LOS C ADT Threshold		
		2 Lanes	4 Lanes	4+ Lanes ¹	2 Lanes	4 Lanes	4+ Lanes ¹
Primary 1 (P-1)	Roadways designed to serve primarily non-residential development. Roadways would have a minimum of 12-foot wide lanes with shoulders and few curb cuts. Signals would be spaced at 1 mile or more intervals.	19,900	47,760	NA	15,900	38,200	NA
Primary 2 (P-2)	Roadways designed to serve a high proportion of non-residential development with some residential lots and few or no driveway curb cuts. Roadways would have a minimum of 12-foot wide lanes with few curb cuts. Signals spacing at minimum of 1/2 mile.	17,900	42,480	NA	14,300	34,000	NA
Primary 3 (P-3)	Roadways designed to serve non-residential development and residential development. More frequent driveways are acceptable. Potential signal spacing of 1/2 to 3/4 mile.	15,700	37,680	NA	12,500	30,100	NA
Secondary 1 (S-1)	Roadways designed to serve non-residential development and large lot residential development with well spaced driveways. Roadways would be 2-lanes with infrequent driveways. Signals would generally occur at intersections of primary roadways.	11,600	NA	NA	9,300	NA	NA
Secondary 2 (S-2)	Roadways designed to serve residential and non-residential land uses. Roadways would be 2-lanes with close to moderately spaced driveways.	9,100	NA	NA	7,300	NA	NA
Secondary 3 (S-3)	Roadways designed to primarily serve residential with small to medium size lots. Roadways would be 2-lanes with more frequent driveways.	7,900	NA	NA	6,300	NA	NA

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

INTERSECTION LEVEL OF SERVICE DEFINITIONS

Signalized Intersection Level of Service Definitions

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

^a Average control delay per vehicle in seconds.

Unsignalized Intersection Level of Service Definitions

The HCM¹ uses *control delay* to determine the level of service at unsignalized intersections. Control delay is the difference between the travel time actually experienced at the control device and the travel time that would occur in the absence of the traffic control device. Control delay includes deceleration from free flow speed, queue move-up time, stopped delay and acceleration back to free flow speed.

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

¹ Highway Capacity Manual, National Research Board, 2000



ASSOCIATED TRANSPORTATION ENGINEERS

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

**RESPONSE TO ADDITIONAL COMMENTS FROM THE CITY OF GOLETA: TRAFFIC AND
CIRCULATION STUDY FOR THE FEDEX RELOCATION PROJECT LETTER**



ASSOCIATED TRANSPORTATION ENGINEERS

100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 • (805) 687-4418 • FAX (805) 682-8509

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

January 29, 2007

06064L07.WP

Andrew Bermond
City of Santa Barbara Airport Division
601 Firestone Road
Goleta, California 93117

RESPONSE TO ADDITIONAL COMMENTS FROM THE CITY OF GOLETA: TRAFFIC AND CIRCULATION STUDY FOR THE FED EX RELOCATION PROJECT

Associated Transportation Engineers (ATE) previously responded to comments submitted by the City of Goleta on the Traffic and Circulation Study for the Fed Ex Relocation Project (ATE response to comment letter dated November 7, 2006). This letter addresses additional comments submitted by the City of Goleta via email (copy attached - January 16, 2007 email from Mr. Jim Biega, City of Goleta Traffic Engineer, to Mr. Dan Dawson at Associated Transportation Engineers).

At issue is the level of service analysis for the Fairview Avenue/U.S. Highway 101 NB Ramps intersection. Mr. Biega states, "Based on the ATE photos, and the previous aerial photo provided by the City, the eastbound approach lanes at the Fairview Avenue/US 101 Northbound Ramps intersection should be considered to include 1 left lane and 1 shared left-right lane."

The previous analysis provided by ATE assumed that the eastbound approach contained 2 left-turn lanes and 1 right-turn lane, since that is how the intersection operates. The following analyses assess intersection operations two ways: 1) based on the City of Goleta recommendation, and 2) based on actual operations.

Levels of Service Based on City Recommendation

As noted in ATE's response to comment letter of November 7, 2006, traffic counts completed by at the intersection for the Goleta traffic model update showed that 65% of the eastbound right-turns onto the U.S. 101 Highway NB on-ramp occurred on the red phase (65% RTOR).

ATE collected additional counts during the P.M. peak hour period on January 18, 2007. The new counts found that 62% of the right-turning vehicles made their right turn during the red phase of the signal (62% RTOR). The new counts are consistent with the past counts, showing that more than 60% of the right-turning vehicles make their right turn during the red phase.

The ICU levels of service for the Fed Ex Project were re-calculated using the turning movement counts shown in the City of Goleta General Plan assuming one left-turn lane and one shared left-right lane, as recommended by Mr. Biega. The levels of service are shown in Table A (calculation worksheets are attached). The level of service calculations reflect the 62% RTOR counted on January 18, 2007. It is important to note that the application of RTOR is consistent with City of Goleta policies.

Table A
U.S. Highway 101 Northbound/Fairview Avenue
P.M. Peak Hour Levels of Service - Two EB Lanes

Intersection	ICU / LOS			
	Existing	Existing + Project	Cumulative	Cumulative + Project
U.S. Hwy 101 NB/Fairview Ave	0.77/LOS C	0.77/LOS C	1.00/LOS E	1.00/LOS E

LOS based on 62% EB RTOR pursuant to counts collected on January 18, 2007. Previous counts showed 65% RTOR.

As shown, the intersection currently operates at LOS C (ICU 0.77) and would continue to operate at LOS C (ICU 0.77) with the addition of Fed Ex traffic. The Fed Ex Project would not impact the intersection based on City of Goleta project-specific thresholds assuming the rights-turn-on-red that occur at the intersection. The Fed Ex Project would also not impact the intersection based on City of Goleta cumulative thresholds since the intersection is forecast to operate at LOS E (ICU 1.00) under the Cumulative and Cumulative + Project scenarios.

Levels of Service Based on Actual Operations

Field Measurements. ATE staff measured the lane geometry on the eastbound approach. The eastbound approach contains one left-turn lane and one shared left-right lane. The inside lane is a standard 12-foot lane. However, the outside shared left-right lane is approximately 31 feet wide at the U.S. Highway 101 NB on-ramp opening and then tapers to 27 feet in width at 100 feet west of the opening; 22 feet in width 200 feet west of the opening; and 21 feet in width

300 feet west of the opening. A standard lane is 12 feet wide with 8 feet of shoulder. The eastbound approach contains a marked bike lane with a dashed area of the bike lane extending about 112 feet west of the opening for the right-turn lane.

Field Observations. The outside lane is sufficiently wide to allow right-turning vehicles to separate from the left-turning vehicles when making their right-turn movement. The field review found that 95% of all right-turns were made in this fashion and occurred during both the red and green indications. During the red phase, vehicles used the shoulder area for bypassing the queue and then made their right-turn movement. During the green phase, vehicles also separated from the through queue and used the shoulder area to make their right-turn movement. There are consistently three lines of traffic moving during the green phase, two lines of traffic turning left and one line of traffic turning right.

Legality of Right Turns. The California Vehicle Code allows for right turns to occur legally from shoulders and from shoulders striped with bike lanes:

Passing on the Right. Section 21754. The driver of a motor vehicle may overtake and pass to the right of another vehicle only under the following conditions:

- (a) When the vehicle overtaken is making or about to make a left turn.*
- (b) Upon a highway within a business or residence district with unobstructed pavement of sufficient width for two or more lines of moving vehicles in the direction of travel.*
- (c) Upon any highway outside of a business or residence district with unobstructed pavement of sufficient width and clearly marked for two or more lines of moving traffic in the direction of travel.*
- (d) Upon a one-way street.*
- (e) Upon a highway divided into two roadways where traffic is restricted to one direction upon each of such roadways.*

The provisions of this section shall not relieve the driver of a slow moving vehicle from the duty to drive as closely as practicable to the right hand edge of the roadway.

Turning Across Bicycle Lane. Section 21717. Whenever it is necessary for the driver of a motor vehicle to cross a bicycle lane that is adjacent to his lane of travel to make a turn, the driver shall drive the motor vehicle into the bicycle lane prior to making the turn and shall make the turn pursuant to Section 22100.

Intersection Level of Service. As documented, the eastbound approach contains one left-turn lane and one shared left-right lane, but the outside lane is sufficiently wide to allow right-turning vehicles to use the shoulder area to make the right-turn (and it is legal to do so). The field observations found that this occurs on a consistent basis during both the red and green phases for the eastbound approach.

The ICU levels of service for the Fed Ex Project were re-calculated assuming two left-turn lanes and one right turn lane, consistent with how traffic flows at the intersection. These levels of service are shown in Table B.

Table B
U.S. Highway 101 Northbound/Fairview Avenue
P.M. Peak Hour Levels of Service - Three EB Lanes

Intersection	ICU / LOS			
	Existing	Existing + Project	Cumulative	Cumulative + Project
U.S. Hwy 101 NB/Fairview Ave	0.74/LOS C	0.74/LOS C	0.97/LOS E	0.97/LOS E

As shown, the intersection currently operates at LOS C (ICU 0.74) and would continue to operate at LOS C (ICU 0.74) with the addition of Fed Ex traffic, assuming operations as they occur in the field. The Fed Ex Project would not impact the intersection based on City of Goleta project-specific thresholds assuming operations as they occur in the field. The Fed Ex Project would also not impact the intersection based on City of Goleta cumulative thresholds since the intersection is forecast to operate at LOS E (ICU 0.97) under the Cumulative and Cumulative + Project scenarios.

This concludes our additional analysis of operations at the Fairview Avenue/U.S. Highway 101 NB Ramps intersection.

Associated Transportation Engineers



Scott A. Schell, AICP
Principal Transportation Planner

SAS/DLD

Attachments: Fairview Avenue/U.S. 101 NB Ramps LOS Worksheets

c with attachments: Laurie Owens, City of Santa Barbara Airport
Stacey Wilson, City of Santa Barbara Transportation Division
Jeff Spears, The Crump Firm

Jim Biega
Phone (805)-652-1149
Cell phone (805)-223-1413

From: Dan Dawson [mailto:DDawson@atesb.com]
Sent: Wednesday, November 22, 2006 10:13 AM
To: Steve Wagner
C: Patricia Miller; Jim Biega; Marti Schultz; Scott Schell; Lauren Hobson
Subject: Fed-Ex Project

Steve,

ATE prepared a traffic analysis for the FedEx Relocation Project. The project is proposing to relocate the existing FedEx van loading station from its current location at 6466 Hollister Avenue to a new location within an airplane hangar located on the Santa Barbara Airport.

Marti Schultz provided comments on the traffic study and ATE then responded to the comments. The comments and ATE's responses (attached) were sent to the City of Santa Barbara (lead agency). City of Santa Barbara staff have now requested that ATE work with City of Goleta staff to resolve the issues outlined in Marti Schultz's.

This request is to have you and your staff review the ATE responses and resolve the issues as soon as possible.

Appreciate your time. Happy Thanksgiving,

Dan Dawson
Associated Transportation Engineers
100 North Hope Avenue, Suite 4
Santa Barbara, CA 93110
805.687.4418

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify the system manager. This message contains confidential information and is intended only for the individual named. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

FedEx #06064

REFERENCE #02PM_GP1_02

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 11/23/05

TIME PERIOD: PM

N/S STREET: FAIRVIEW AVENUE

E/W STREET: HWY 101 NB RAMPS

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	0	0	0	0	282	735	856	0	257	0	222	597
(B) PROJECT	0	0	0	0	-2	6	-2	0	11	0	17	0
(C) CUMULATIVE	0	0	0	0	457	735	856	0	257	0	488	661

GEOMETRICS

GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
		T RR	L LR	T R

TRAFFIC SCENARIOS

- SCENARIO 1: EXISTING (A)
- SCENARIO 2: EXISTING + PROJECT (A+B)
- SCENARIO 3: CUMULATIVE (C)
- SCENARIO 4: CUMULATIVE + PROJECT (C+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	0	0	0	0	0	0	0.00	0.00	0.00	0.00		
NBT	0	0	0	0	0	0	0.00	0.00	0.00	0.00		
NBR	0	0	0	0	0	0	0.00	0.00	0.00	0.00		
SBL	0	0	0	0	0	0	0.00	0.00	0.00	0.00		
SBT	1	1600	282	280	457	455	0.18	0.18	0.29	0.28		
SBR a.	2	3200	735	741	735	741	0.23	0.23	0.23	0.23		
EBL	0	0	856	854	856	854	0.00	0.00	0.00	0.00		
EBT	2	3200	0	0	0	0	0.30	0.30	0.30	0.30		
EBR b.	0	0	98	102	98	102	0.00	0.00	0.00	0.00		
WBL	0	0	0	0	0	0	0.00	0.00	0.00	0.00		
WBT	1	1600	222	239	488	505	0.14	0.15	0.31	0.32		
WBR c.	1	1600	297	299	184	186	0.19	0.19	0.12	0.12		
LOST TIME:							0.10	0.10	0.10	0.10		
INTERSECTION CAPACITY UTILIZATION:							0.77	0.77	1.00	1.00		
LEVEL OF SERVICE:							C	C	E	E		

NOTES:

- a. Free Right Turn
- b. 62% RTOR
- c. 3% RTOR + Volume Reduced For Green Arrow Overlap (SB Thru)

FedEx #06064

REFERENCE #02PM_GP1

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 11/23/05
 TIME PERIOD: PM
 N/S STREET: FAIRVIEW AVENUE
 E/W STREET: HWY 101 NB RAMPS
 CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	0	0	0	0	282	735	856	0	257	0	222	597
(B) PROJECT	0	0	0	0	-2	6	-2	0	11	0	17	0
(C) CUMULATIVE	0	0	0	0	457	735	856	0	257	0	488	661

GEOMETRICS

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

TRAFFIC SCENARIOS

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

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS			
			1	2	3	4	1	2	3	4
NBL	0	0	0	0	0	0	0.00	0.00	0.00	0.00
NBT	0	0	0	0	0	0	0.00	0.00	0.00	0.00
NBR	0	0	0	0	0	0	0.00	0.00	0.00	0.00
SBL	0	0	0	0	0	0	0.00	0.00	0.00	0.00
SBT	1	1600	282	280	457	455	0.18	0.18	0.29	0.28
SBR (a)	2	3200	735	741	735	741	0.23	0.23	0.23	0.23
EBL	2	3200	856	854	856	854	0.27	0.27	0.27	0.27
EBT	0	0	0	0	0	0	0.00	0.00	0.00	0.00
EBR	1	1600	257	268	257	268	0.16	0.17	0.16	0.17
WBL	0	0	0	0	0	0	0.00	0.00	0.00	0.00
WBT	1	1600	222	239	488	505	0.14	0.15	0.31	0.32
WBR (b)	1	1600	297	299	184	186	0.19	0.19	0.12	0.12
LOST TIME:							0.10	0.10	0.10	0.10
INTERSECTION CAPACITY UTILIZATION:							0.74	0.74	0.97	0.97
LEVEL OF SERVICE:							C	C	E	E

NOTES:

- (a) Free Right Turn
- (b) 3% RTOR + Volume Reduced For Green Arrow Overlap (SB Thru)

FEDEX OPERATIONAL INFORMATION & TRIP GENERATION CALCULATIONS

June 2, 2006

06064L01.WP

Tom Zanotti
Fedex

Associated Transportation Engineers is beginning work on the traffic study for the Fedex Relocation Project. We will need operational information for the proposed operations as well as the existing operations. We have gleaned the following from your telephone conversation with Scott Schell of our office. Please verify and provide the additional information as soon as possible so that we can begin the analysis. Thanks for your help.

Proposed Site Operations

1. 1 Tractor trailer arrives from Los Angeles at 6:30 A.M.
- Will not change.
2. Fedex planes arrive between 7:05 and 7:30 A.M. and unload into Fedex trucks. Are trucks there waiting? What time do trucks arrive?
- 1 plane arrives between 7:00 A.M. and 8:00 A.M. Plane will now park at new location. Trucks are on site to unload plane.
3. There are a total of 45-50 employees at the proposed site. Provide employee shift schedules, e.g. 25 workers from 8-5.
- 40 Employees: 7:30 - 5:30; 5 Employees: 7 - 9 and 4 - 6; 2 Employees: 12 - 8
4. 37 drivers arrive in the morning. Provide detail of arrival and departure times for all employees at the proposed site?
- Arrive at 7:30; Depart 8:30
5. 37 trucks leave the proposed site between 8:30 and 8:45. Confirm times. What is the delivery pattern? How many trucks stay in Goleta, head for Santa Barbara, Carpinteria, Buellton, etc?
- 25 head south on 101 toward Santa Barbara and Carpinteria. 12 stay in Goleta or the area surrounding the airport

6. 4 trucks return to the site at midday. What time do they return? Do they leave again? What time?

-They return at 12:00 to the airport, there are no operations after 5:30

7. 33 trucks return to the proposed site between 4:30 and 5:00. From where? Decrible pattern. It will be imprtant to know if most return on the freeway or via surface streets.

- 25 return from Santa Barbara/Carpinteria area, and the rest from the Goleta area.

8. Fedex building will have public drop off from 9:00 to 5:00. We will need to know how many customers per day and peak times. Do you have logs of data?

- Peak time is between 4-5 P.M. We have no customer logs. There are approximately 100 customers per day, with about half arriving between 4-5 P.M.

Existing Operations

Please provide the same operational information for the existing site. The more detail the better.

- The above scenario describes the existing site. The only significant change is the fact that we will be utilizing the Fairview ramp versus the Los Carneros ramp.

FedEx Trip Generation (37 trucks)

A.M.

5 Employees in @ 7:00
 40 Employees in @ 7:30
 37 Trucks out @ 8:30

IN	OUT
5	
40	
	37

P.M.

33 Trucks in @ 4:30-5:00
 5 Employees in @ 4:00
 40 Employees out @ 5:30
 51 Customers in from 4:00-5:00
 32 Customers in from 5:00-6:00
 54 Customers out from 4:00-5:00
 35 Customers out from 5:00-6:00
 5 Employees out @ 6:00

IN	OUT
33	
5	
	40
51	
32	
	54
	35
	6

TOTAL:

166 172

A.M. Peak Hour: 7:30 - 8:30

IN	OUT
40	37

P.M. Peak Hour: 4:00 - 5:00

IN	OUT
89	54

FedEx Trip Generation (47 trucks)

A.M.

5 Employees in @ 7:00
 40 Employees in @ 7:30
 47 Trucks out @ 8:30

IN	OUT
5	
40	
	47

P.M.

47 Trucks in @ 4:30-5:00
 5 Employees in @ 4:00
 50 Employees out @ 5:30
 51 Customers in from 4:00-5:00
 32 Customers in from 5:00-6:00
 54 Customers out from 4:00-5:00
 35 Customers out from 5:00-6:00
 5 Employees out @ 6:00

IN	OUT
47	
5	
	54
51	
32	
	54
	35
	5

TOTAL:

180 195

A.M. Peak Hour: 7:30 - 8:30

IN	OUT
40	37
103	54

P.M. Peak Hour: 4:00 - 5:00

FIGURES A-E: TRIP DISTRIBUTION / ASSIGNMENT DATA

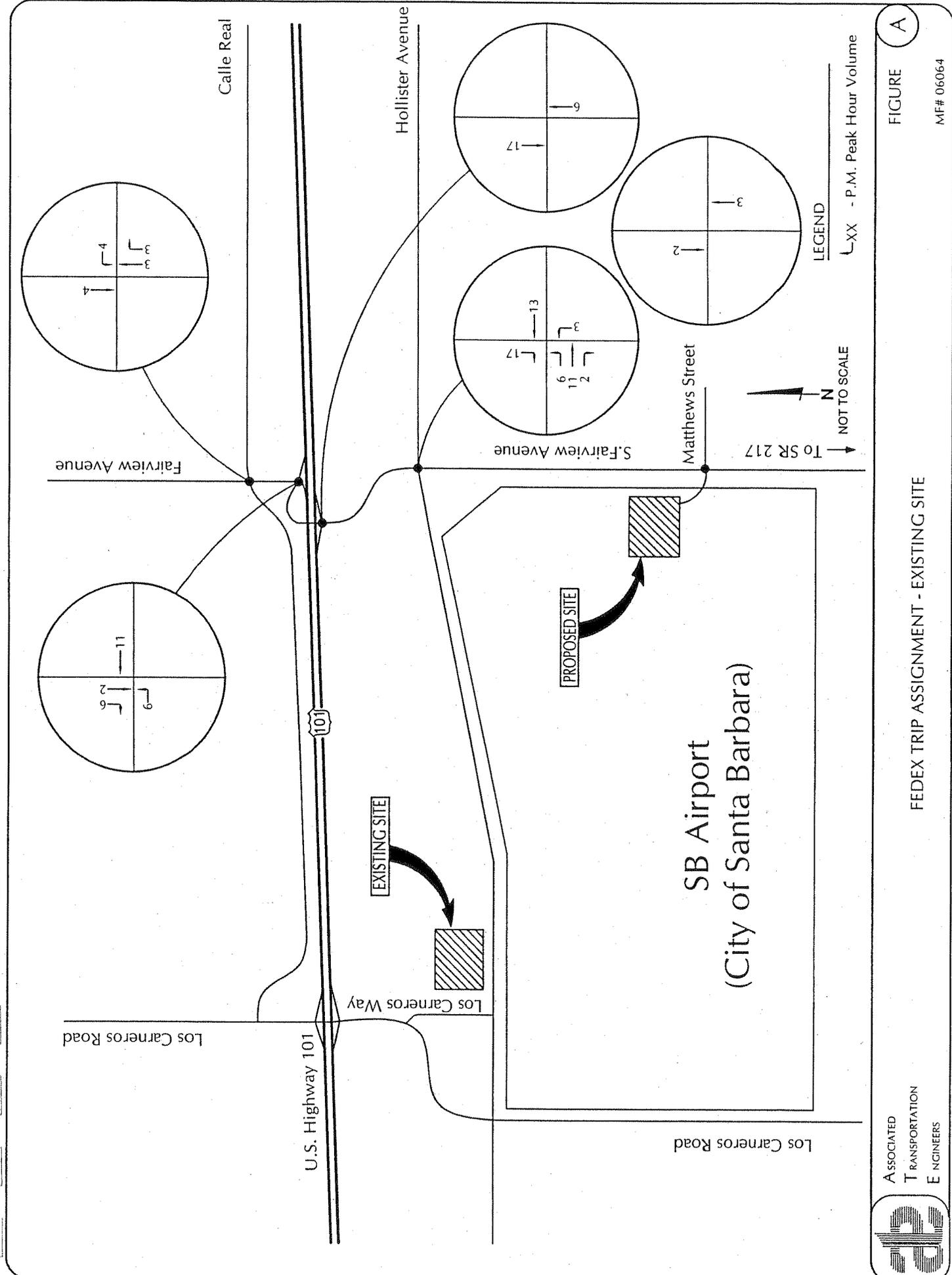


FIGURE A

FEDEX TRIP ASSIGNMENT - EXISTING SITE

MF# 06064



ASSOCIATED
TRANSPORTATION
ENGINEERS

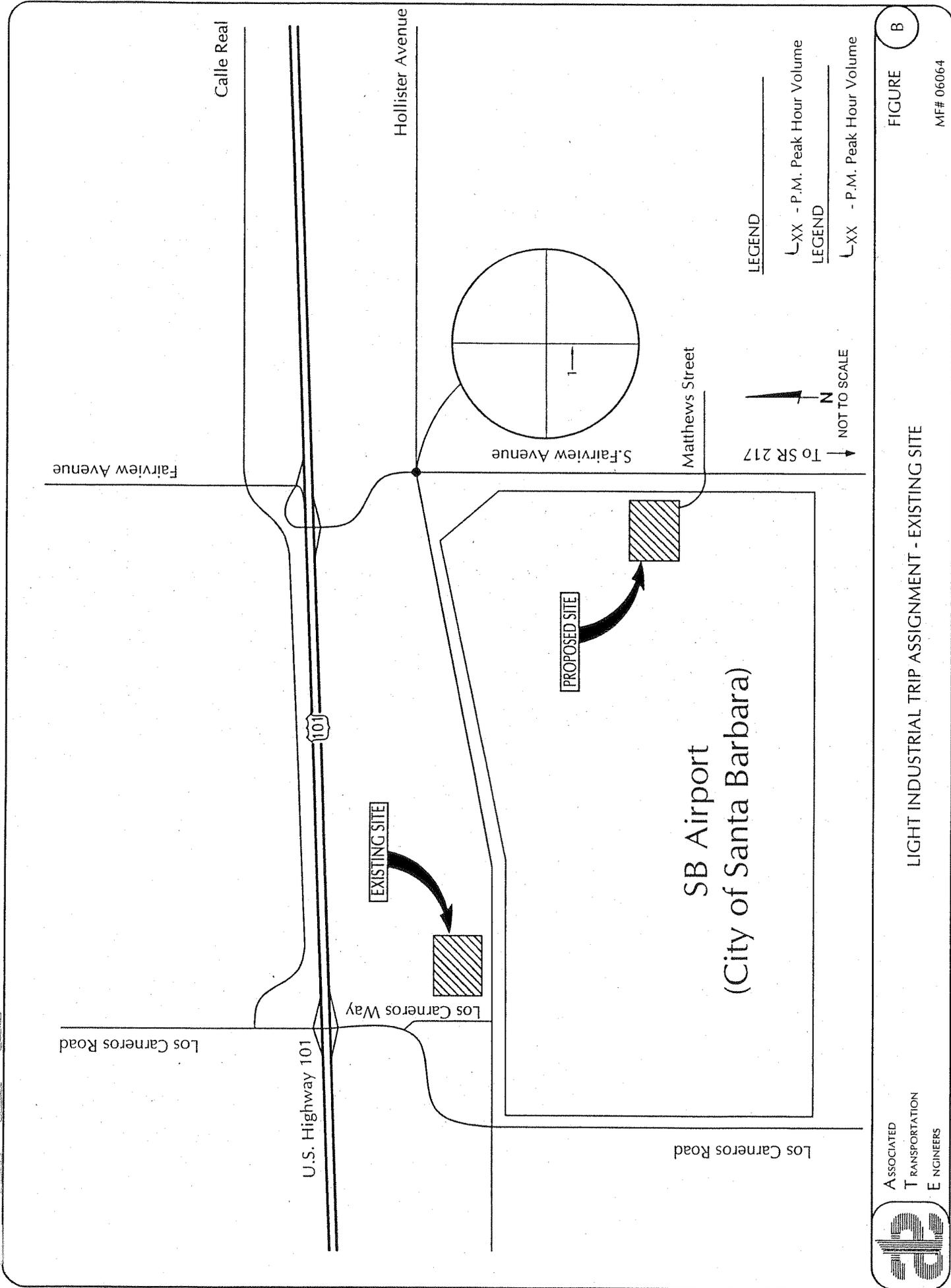


FIGURE B

LIGHT INDUSTRIAL TRIP ASSIGNMENT - EXISTING SITE

MF# 06064

ASSOCIATED
TRANSPORTATION
ENGINEERS

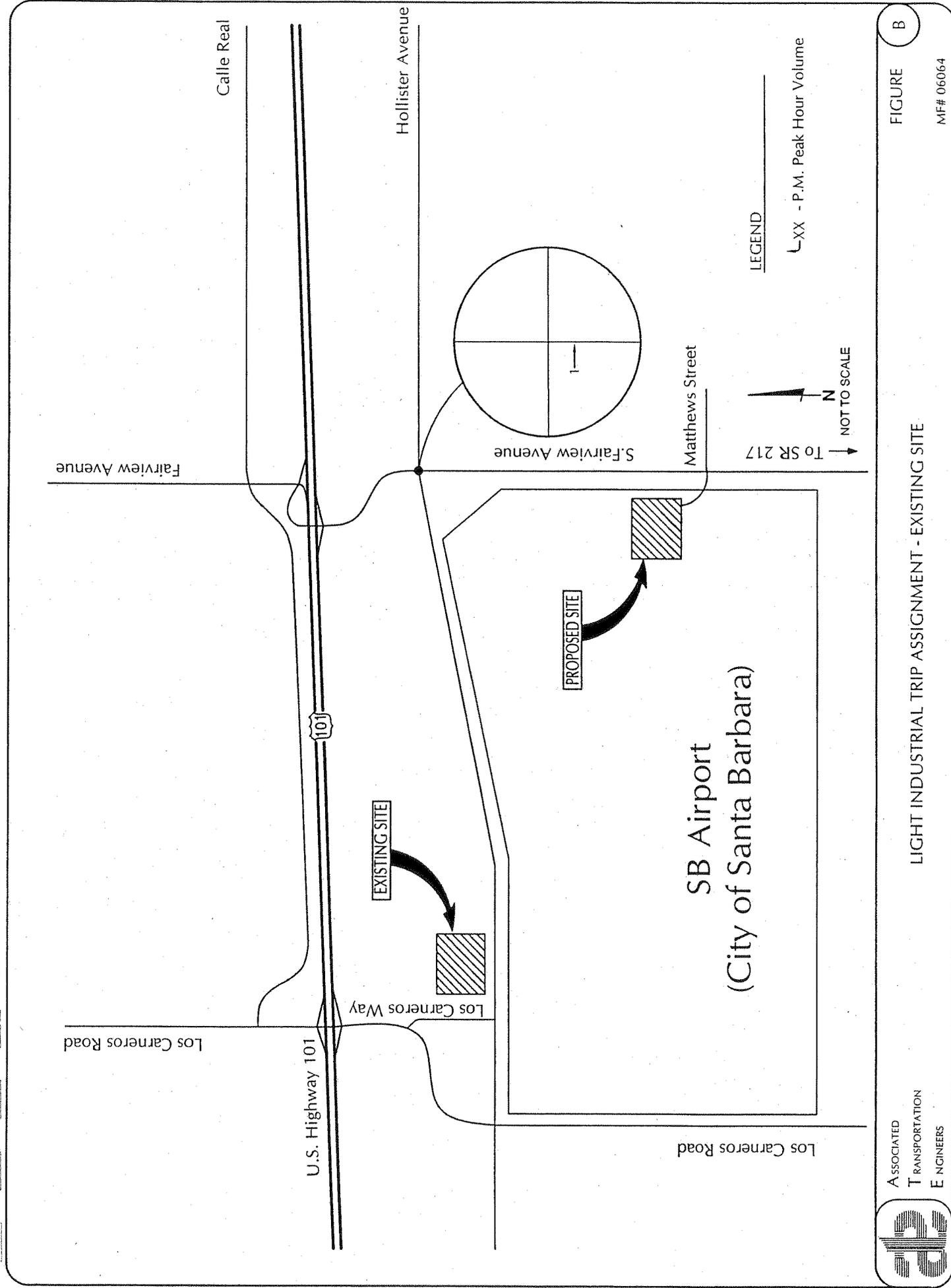
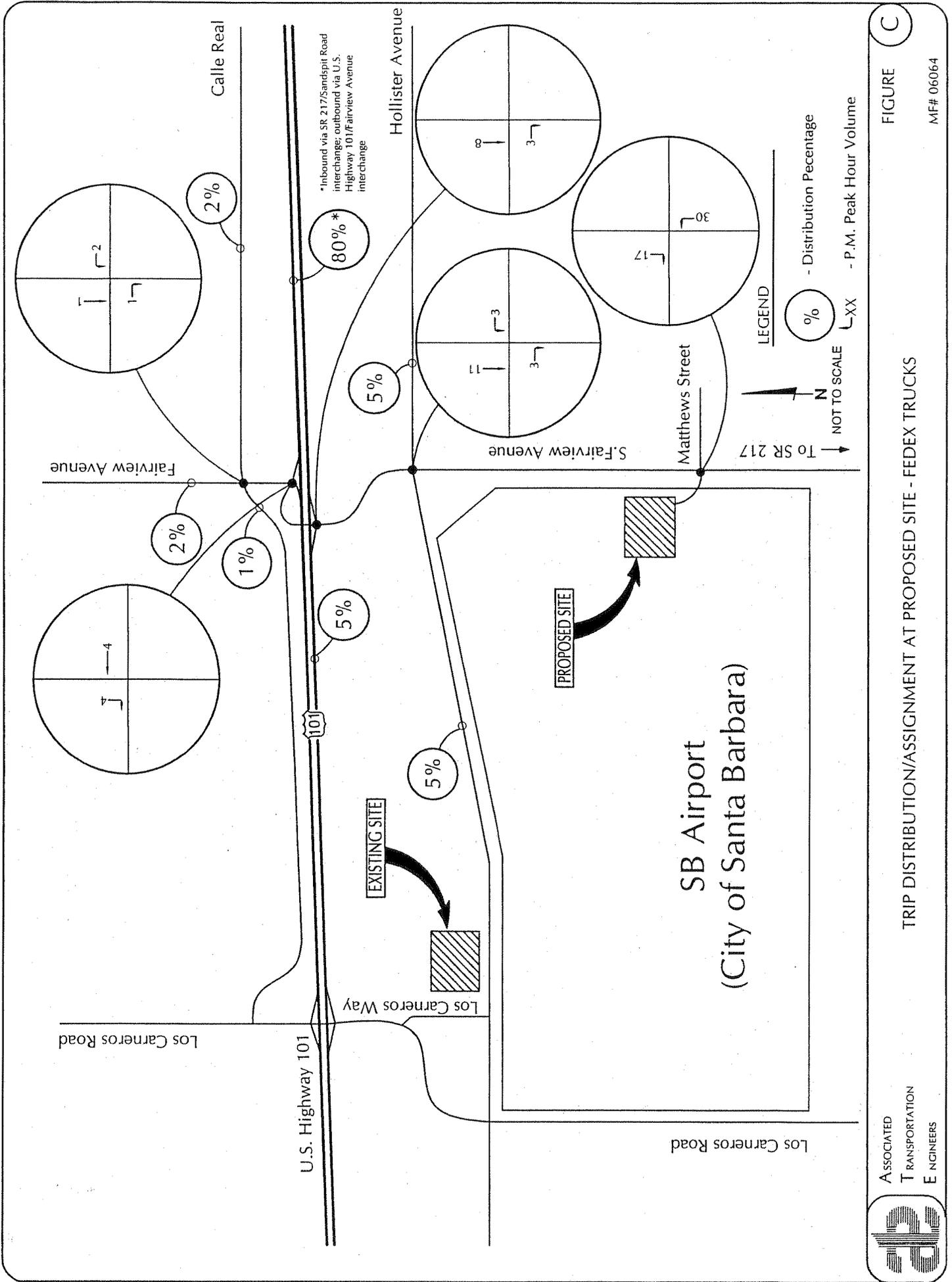
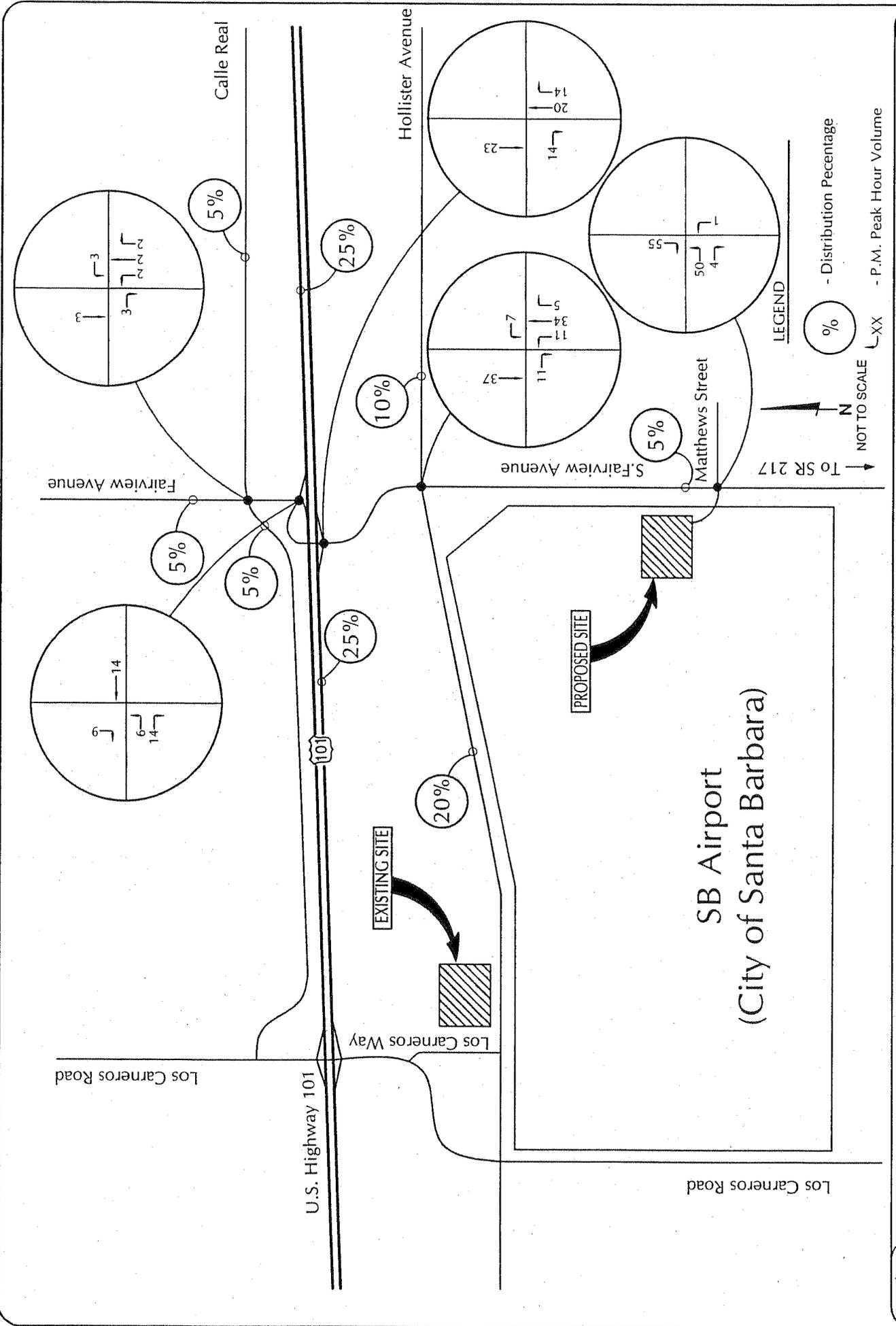


FIGURE B
MF# 06064

LIGHT INDUSTRIAL TRIP ASSIGNMENT - EXISTING SITE





ASSOCIATED
 TRANSPORTATION
 ENGINEERS

TRIP DISTRIBUTION/ASSIGNMENT AT PROPOSED SITE - FEDEX EMPLOYEES / PATRONS

FIGURE D

MF# 06064

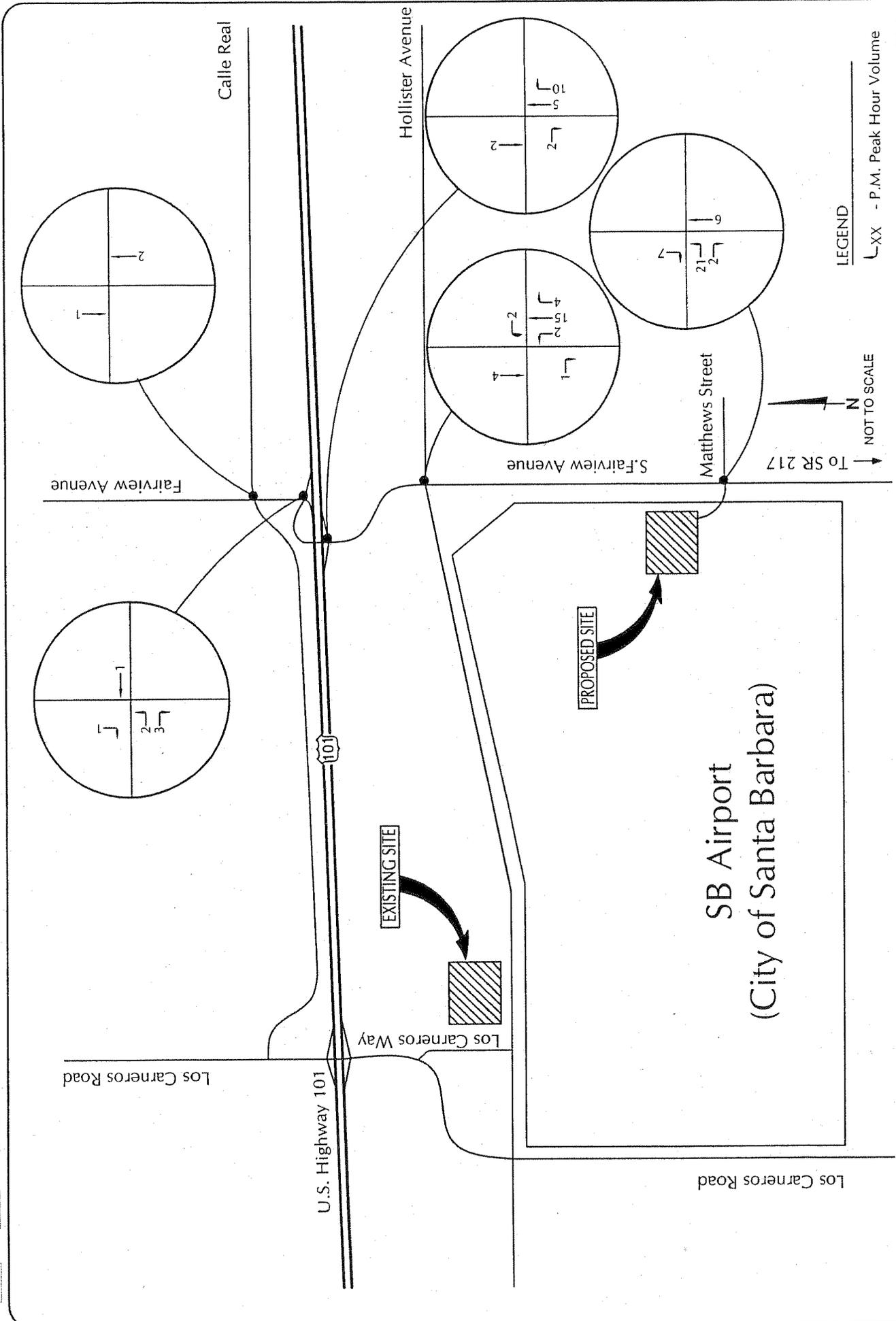


FIGURE E

TRIP ASSIGNMENT AT PROPOSED SITE - MANUFACTURING USE

ASSOCIATED
TRANSPORTATION
ENGINEERS

MF# 06064

LEVEL OF SERVICE CALCULATION WORKSHEETS

- Reference 1 - Fairview Ave./Calle Real
- Reference 2 - Fairview Ave./U.S. 101 NB Ramps
- Reference 3 - Fairview Ave./U.S. 101 SB Ramps
- Reference 4 - Fairview Ave./Hollister Ave.
- Reference 5 - Fairview Ave./Matthews St.

FedEx #06064

REFERENCE #01PM_GP1

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 11/23/05

TIME PERIOD: PM

N/S STREET: FAIRVIEW AVENUE (SPLIT PHASED)

E/W STREET: CALLE REAL

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	459	531	522	123	414	65	53	223	258	370	274	87
(B) PROJECT	2	-3	-1	0	0	0	0	0	4	0	0	0
(C) CUMULATIVE	459	531	522	185	429	93	160	449	353	370	274	87

GEOMETRICS

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

TRAFFIC SCENARIOS

- SCENARIO 1: EXISTING (A)
- SCENARIO 2: EXISTING + PROJECT (A+B)
- SCENARIO 3: CUMULATIVE (C)
- SCENARIO 4: CUMULATIVE + PROJECT (C+B)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS			
			1	2	3	4	1	2	3	4
NBL	0	0	459	461	459	461	0.00	0.00	0.00	0.00
NBT	2	3200	531	528	531	528	0.31 *	0.31 *	0.31 *	0.31 *
NBR a.	1	1600	444	443	444	443	0.28	0.28	0.28	0.28
SBL	1	1600	123	123	185	185	0.08	0.08	0.12	0.12
SBT	2	3200	414	414	429	429	0.14 *	0.14 *	0.16 *	0.16 *
SBR b.	0	0	49	49	70	70	0.00	0.00	0.00	0.00
EBL	1	1600	53	53	160	160	0.03	0.03	0.10	0.10
EBT	1	1600	223	223	449	449	0.14 *	0.14 *	0.28 *	0.28 *
EBR c.	1	1600	88	89	120	121	0.06	0.06	0.08	0.08
WBL	2	3200	370	370	370	370	0.12 *	0.12 *	0.12 *	0.12 *
WBT	1	1600	274	274	274	274	0.21	0.21	0.21	0.21
WBR d.	0	0	69	69	69	69	0.00	0.00	0.00	0.00
LOST TIME:							0.10 *	0.10 *	0.10 *	0.10 *
INTERSECTION CAPACITY UTILIZATION:							0.81	0.81	0.97	0.97
LEVEL OF SERVICE:							D	D	E	E

NOTES:

- a. 15% RTOR
- b. 25% RTOR
- c. 66% RTOR
- d. 21% RTOR

02/20/07

FedEx #06064

REFERENCE #01PM_GP2

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 11/23/05

TIME PERIOD: PM GP-2 ALTERNATIVE

N/S STREET: FAIRVIEW AVENUE (SPLIT PHASED)

E/W STREET: CALLE REAL

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	459	531	522	123	414	65	53	223	268	370	274	87
(B) PROJECT	2	-3	-1	0	0	0	0	0	4	0	0	0
(C) CUMULATIVE	303	677	392	176	458	119	234	472	279	317	183	181

GEOMETRICS

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

TRAFFIC SCENARIOS

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

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	0	0	459	461	303	305	0.00	0.00	0.00	0.00		
NBT	2	3200	531	528	677	674	0.31 *	0.31 *	0.31 *	0.31 *		
NBR a.	1	1600	444	443	333	332	0.28	0.28	0.21	0.21		
SBL	1	1600	123	123	176	176	0.08	0.08	0.11	0.11		
SBT	2	3200	414	414	458	458	0.14 *	0.14 *	0.17 *	0.17 *		
SBR b.	0	0	49	49	89	89	0.00	0.00	0.00	0.00		
EBL	1	1600	53	53	234	234	0.03	0.03	0.15	0.15		
EBT	1	1600	223	223	472	472	0.14 *	0.14 *	0.30 *	0.30 *		
EBR c.	1	1600	91	92	95	96	0.06	0.06	0.06	0.06		
WBL	2	3200	370	370	317	317	0.12 *	0.12 *	0.10 *	0.10 *		
WBT	1	1600	274	274	183	183	0.21	0.21	0.20	0.20		
WBR d.	0	0	68	68	141	141	0.00	0.00	0.00	0.00		
LOST TIME:							0.10 *	0.10 *	0.10 *	0.10 *		
INTERSECTION CAPACITY UTILIZATION:							0.81	0.81	0.98	0.98		
LEVEL OF SERVICE:							D	D	E	E		

NOTES:

- a.15% RTOR
- b.25% RTOR
- c.66% RTOR
- d.22% RTOR

FedEx #06064

REFERENCE #02PM_GP1_02

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 11/23/05

TIME PERIOD: PM

N/S STREET: FAIRVIEW AVENUE

E/W STREET: HWY 101 NB RAMPS

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	0	0	0	0	282	735	856	0	257	0	222	597
(B) PROJECT	0	0	0	0	-2	6	-2	0	11	0	6	0

GEOMETRICS

GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
		T RR	L LR	T R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
 SCENARIO 2: EXISTING + PROJECT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES		SCENARIO V/C RATIOS			
			1	2	1	2		
NBL	0	0	0	0	0.00	0.00		
NBT	0	0	0	0	0.00	0.00		
NBR	0	0	0	0	0.00	0.00		
SBL	0	0	0	0	0.00	0.00		
SBT	1	1600	282	280	0.18 *	0.18 *		
SBR a.	2	3200	735	741	0.23	0.23		
EBL	0	0	856	854	0.00	0.00		
EBT	2	3200	0	0	0.30 *	0.30 *		
EBR b.	0	0	98	102	0.00	0.00		
WBL	0	0	0	0	0.00	0.00		
WBT	1	1600	222	228	0.14	0.14		
WBR c.	1	1600	297	299	0.19 *	0.19 *		
LOST TIME:					0.10 *	0.10 *		
INTERSECTION CAPACITY UTILIZATION:					0.77	0.77		
LEVEL OF SERVICE:					C	C		

NOTES:

- a. Free Right Turn
- b. 62% RTOR
- c. 3% RTOR + Volume Reduced For Green Arrow Overlap (SB Thru)

FedEx #06064

REFERENCE #02PM_GP1_02

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 11/23/05

TIME PERIOD: PM

N/S STREET: FAIRVIEW AVENUE GP 1 ALTERNATIVE

E/W STREET: HWY 101 NB RAMPS

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) CUMULATIVE	0	0	0	0	457	735	856	0	257	0	488	661
(B) PROJECT	0	0	0	0	-2	6	-2	0	11	0	6	0

GEOMETRICS

GEOMETRICS	NORTH BOUND			SOUTH BOUND		EAST BOUND		WEST BOUND	
				T	RR	L	LR	T	R

TRAFFIC SCENARIOS

SCENARIO 1: CUMULATIVE (A)
 SCENARIO 2: CUMULATIVE + PROJECT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES		SCENARIO V/C RATIOS					
			1	2	1	2				
NBL	0	0	0	0	0.00	0.00				
NBT	0	0	0	0	0.00	0.00				
NBR	0	0	0	0	0.00	0.00				
SBL	0	0	0	0	0.00	0.00				
SBT	1	1600	457	455	0.29 *	0.29 *				
SBR a.	2	3200	735	741	0.23	0.23				
EBL	0	0	856	854	0.00	0.00				
EBT	2	3200	0	0	0.31 *	0.31 *				
EBR b.	0	0	129	134	0.00	0.00				
WBL	0	0	0	0	0.00	0.00				
WBT	1	1600	488	494	0.31	0.31				
WBR c.	1	1600	184	186	0.12 *	0.12 *				
LOST TIME:					0.10 *	0.10 *				
INTERSECTION CAPACITY UTILIZATION: LEVEL OF SERVICE:					0.82 D	0.82 D				

NOTES:

- a. Free Right Turn
- b. 50% RTOR
- c. 3% RTOR + Volume Reduced For Green Arrow Overlap (SB Thru)

FedEx #06064

REFERENCE #02PM_GP1_02

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 11/23/05

TIME PERIOD: PM

N/S STREET: FAIRVIEW AVENUE GP 2 ALTERNATIVE

E/W STREET: HWY 101 NB RAMPS

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) CUMULATIVE	0	0	0	0	339	715	647	0	360	0	412	725
(B) PROJECT	0	0	0	0	-2	6	-2	0	11	0	6	0

GEOMETRICS

GEOMETRICS	NORTH BOUND			SOUTH BOUND		EAST BOUND		WEST BOUND	
	L	T	R	T	RR	L	LR	T	TR

TRAFFIC SCENARIOS

SCENARIO 1: CUMULATIVE (A)
 SCENARIO 2: CUMULATIVE + PROJECT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES		SCENARIO V/C RATIOS					
			1	2	1	2				
NBL	0	0	0	0	0.00	0.00				
NBT	0	0	0	0	0.00	0.00				
NBR	0	0	0	0	0.00	0.00				
SBL	0	0	0	0	0.00	0.00				
SBT	1	1600	339	337	0.21 *	0.21 *				
SBR a.	2	3200	715	721	0.22	0.23				
EBL	0	0	647	645	0.00	0.00				
EBT	2	3200	0	0	0.26 *	0.26 *				
EBR b.	0	0	180	186	0.00	0.00				
WBL	0	0	0	0	0.00	0.00				
WBT	1	1600	412	418	0.26	0.26				
WBR c.	1	1600	364	366	0.23 *	0.23 *				
LOST TIME:					0.10 *	0.10 *				
INTERSECTION CAPACITY UTILIZATION:					0.80	0.80				
LEVEL OF SERVICE:					C	C				

NOTES:

- a. Free Right Turn
- b. 50% RTOR
- c. 3% RTOR + Volume Reduced For Green Arrow Overlap (SB Thru)

FedEx #06064

REFERENCE #03PM_revised

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 11/23/05

TIME PERIOD: PM

N/S STREET: FAIRVIEW AVENUE

E/W STREET: HWY 101 SB RAMPS

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	0	693	414	368	588	0	226	0	141	0	0	0
(B) PROJECT	0	9	4	0	6	0	0	0	15	0	0	0
(C) CUMULATIVE	0	1037	726	368	853	0	226	0	264	0	0	0

GEOMETRICS

GEOMETRICS	NORTH BOUND		SOUTH BOUND		EAST BOUND		WEST BOUND	
	TT	R	LL	TT	L	R		

TRAFFIC SCENARIOS

- SCENARIO 1: EXISTING (A)
- SCENARIO 2: EXISTING + PROJECT (A+B)
- SCENARIO 3: CUMULATIVE (C)
- SCENARIO 4: CUMULATIVE + PROJECT (C+B)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	0	0	0	0	0	0	0.00	0.00	0.00	0.00		
NBT	2	3200	693	702	1037	1046	0.22 *	0.22 *	0.32 *	0.33 *		
NBR (a)	1	1600	414	418	726	730	0.26	0.26	0.45	0.46		
SBL	2	3200	368	368	368	368	0.12 *	0.12 *	0.12 *	0.12 *		
SBT	2	3200	588	594	853	859	0.18	0.19	0.27	0.27		
SBR	0	0	0	0	0	0	0.00	0.00	0.00	0.00		
EBL	1	1600	226	226	226	226	0.14 *	0.14 *	0.14 *	0.14 *		
EBT	0	0	0	0	0	0	0.00	0.00	0.00	0.00		
EBR	1	1600	141	156	264	279	0.09	0.10	0.17	0.17		
WBL	0	0	0	0	0	0	0.00	0.00	0.00	0.00		
WBT	0	0	0	0	0	0	0.00	0.00	0.00	0.00		
WBR	0	0	0	0	0	0	0.00	0.00	0.00	0.00		
LOST TIME:							0.10 *	0.10 *	0.10 *	0.10 *		
INTERSECTION CAPACITY UTILIZATION:							0.58	0.58	0.68	0.69		
LEVEL OF SERVICE:							A	A	B	B		

NOTES:

(a) Not critical due to RTOR overlap with off ramp

02/20/07

FedEx #06064

REFERENCE #03PM_GP2

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 11/23/05

TIME PERIOD: PM GP-2 ALTERNATIVE

N/S STREET: FAIRVIEW AVENUE

E/W STREET: HWY 101 SB RAMPS

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	0	693	414	368	588	0	226	0	141	0	0	0
(B) PROJECT	0	9	4	0	6	0	0	0	15	0	0	0
(C) CUMULATIVE	0	921	606	232	895	0	87	0	438	0	0	0

GEOMETRICS

GEOMETRICS	NORTH BOUND		SOUTH BOUND		EAST BOUND		WEST BOUND	
	TT	R	LL	TT	L	R	L	R

TRAFFIC SCENARIOS

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

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS			
			1	2	3	4	1	2	3	4
NBL	0	0	0	0	0	0	0.00	0.00	0.00	0.00
NBT	2	3200	693	702	921	930	0.22 *	0.22 *	0.29 *	0.29 *
NBR (a)	1	1600	414	418	606	610	0.26	0.26	0.38	0.38
SBL	2	3200	368	368	232	232	0.12 *	0.12 *	0.07 *	0.07 *
SBT	2	3200	588	594	895	901	0.18	0.19	0.28	0.28
SBR	0	0	0	0	0	0	0.00	0.00	0.00	0.00
EBL	1	1600	226	226	87	87	0.14 *	0.14 *	0.05 *	0.05 *
EBT	0	0	0	0	0	0	0.00	0.00	0.00	0.00
EBR	1	1600	141	156	438	453	0.09	0.10	0.27	0.28
WBL	0	0	0	0	0	0	0.00	0.00	0.00	0.00
WBT	0	0	0	0	0	0	0.00	0.00	0.00	0.00
WBR	0	0	0	0	0	0	0.00	0.00	0.00	0.00
LOST TIME:							0.10 *	0.10 *	0.10 *	0.10 *
INTERSECTION CAPACITY UTILIZATION:							0.58	0.58	0.51	0.51
LEVEL OF SERVICE:							A	A	A	A

NOTES:

(a) Not critical due to RTOR overlap with off ramp

FedEx #06064

REFERENCE #04PM_revised

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 11/23/05

TIME PERIOD: PM

N/S STREET: FAIRVIEW AVENUE

E/W STREET: HOLLISTER AVENUE

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	79	315	52	284	125	214	462	554	68	34	626	566
(B) PROJECT	6	19	1	0	44	-15	-6	-10	11	7	-13	0
(C) CUMULATIVE	111	405	74	292	187	191	480	745	89	9	617	523

GEOMETRICS

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

TRAFFIC SCENARIOS

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

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS			
			1	2	3	4	1	2	3	4
NBL	1	1600	79	85	111	117	0.05	0.05	0.07	0.07
NBT	2	3200	315	334	405	424	0.11 *	0.12 *	0.15 *	0.15 *
NBR a.	0	0	38	39	54	55	0.00	0.00	0.00	0.00
SBL	2	3200	284	284	292	292	0.09 *	0.09 *	0.09 *	0.09 *
SBT	2	3200	125	169	187	231	0.04	0.05	0.06	0.07
SBR b.	1	1600	158	147	141	130	0.10	0.09	0.09	0.08
EBL	2	3200	462	456	480	474	0.14 *	0.14 *	0.15 *	0.15 *
EBT	2	3200	554	544	745	735	0.17	0.17	0.23	0.23
EBR c.	1	1600	56	65	73	82	0.04	0.04	0.05	0.05
WBL	1	1600	34	41	9	16	0.02	0.03	0.01	0.01
WBT	2	3200	626	613	617	604	0.20	0.19	0.19	0.19
WBR d.	1	1600	379	379	335	335	0.24 *	0.24 *	0.21 *	0.21 *
LOST TIME:							0.10 *	0.10 *	0.10 *	0.10 *
INTERSECTION CAPACITY UTILIZATION:							0.68	0.69	0.70	0.70
LEVEL OF SERVICE:							B	B	B	B

NOTES:

- a. 27% RTOR
- b. 26% RTOR, Not critical due to RTOR
- c. 18% RTOR
- d. 8% RTOR, Volume reduced for green arrow overlap

FedEx #06064

REFERENCE #04PM_GP2

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 11/23/05

TIME PERIOD: PM GP-2 ALTERNATIVE

N/S STREET: FAIRVIEW AVENUE

E/W STREET: HOLLISTER AVENUE

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	79	315	52	284	125	214	462	554	68	34	626	566
(B) PROJECT	6	19	1	0	44	-15	-6	-10	11	6	-13	0
(C) CUMULATIVE	231	660	114	419	324	376	633	678	39	75	345	664

GEOMETRICS

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

TRAFFIC SCENARIOS

- SCENARIO 1: EXISTING (A)
- SCENARIO 2: EXISTING + PROJECT (A+B)
- SCENARIO 3: CUMULATIVE (C)
- SCENARIO 4: CUMULATIVE + PROJECT (C+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS			
			1	2	3	4	1	2	3	4
NBL	1	1600	79	85	231	237	0.05	0.05	0.1444	0.1481
NBT	2	3200	315	334	660	679	0.11 *	0.12 *	0.2323 *	0.2384 *
NBR a.	0	0	38	39	83.22	83.95	0.00	0.00	0.0000	0.0000
SBL	2	3200	284	284	419	419	0.09 *	0.09 *	0.1309 *	0.1309 *
SBT	2	3200	125	169	324	368	0.04	0.05	0.1013	0.1150
SBR b.	1	1600	158	147	278	267	0.10	0.09	0.1738	0.1669
EBL	2	3200	462	456	633	627	0.14 *	0.14 *	0.1978 *	0.1959 *
EBT	2	3200	554	544	678	668	0.17	0.17	0.2119	0.2088
EBR c.	1	1600	56	65	32	41	0.04	0.04	0.0200	0.0256
WBL	1	1600	34	40	75	81	0.02	0.03	0.0469	0.0506
WBT	2	3200	626	613	345	332	0.20	0.19	0.1078	0.1038
WBR d.	1	1600	379	379	402	402	0.24 *	0.24 *	0.2513 *	0.2513 *
LOST TIME:							0.10 *	0.10 *	0.1000 *	0.1000 *
INTERSECTION CAPACITY UTILIZATION:							0.68	0.69	0.9120	0.9200
LEVEL OF SERVICE:							B	B	E	E

NOTES:

- a. 27% RTOR
- b. Not critical due to RTOR, 26% RTOR
- c. Volume reduced for green arrow overlap, (SB lefts)
- d. 8% RTOR

02/20/07

TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information	
Analyst	MMF		Intersection	FAIRVIEW/VERHELLE
Agency/Co.	ATE		Jurisdiction	GOLETA
Date Performed	9/20/2006		Analysis Year	2006 EXISTING_REVISED
Analysis Time Period	PM PEAK			

Project Description <i>FED EX</i>	
East/West Street: <i>PROJECT DWY.</i>	North/South Street: <i>FAIRVIEW AVE</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	0	190	4	14	157	2
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	190	4	14	157	2
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	<i>LTR</i>			<i>LTR</i>		
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	58	0	8	6	0	39
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	58	0	8	6	0	39
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		<i>LTR</i>			<i>LTR</i>	

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>LTR</i>	<i>LTR</i>		<i>LTR</i>			<i>LTR</i>	
v (veh/h)	0	14		45			66	
C (m) (veh/h)	1433	1391		802			563	
v/c	0.00	0.01		0.06			0.12	
95% queue length	0.00	0.03		0.18			0.40	
Control Delay (s/veh)	7.5	7.6		9.8			12.2	
LOS	A	A		A			B	
Approach Delay (s/veh)	--	--	9.8			12.2		
Approach LOS	--	--	A			B		

AWD = 10.8 = LOS B

TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information		
Analyst	MMF		Intersection	FAIRVIEW/VERHELLE	
Agency/Co.	ATE		Jurisdiction	GOLETA	
Date Performed	9/20/2006		Analysis Year	2006 EXISTING + PROJECT	
Analysis Time Period	PM PEAK				

Project Description: <i>FED EX</i>	
East/West Street: <i>PROJECT DWY.</i>	North/South Street: <i>FAIRVIEW AVE</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	27	187	4	14	155	65
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	27	187	4	14	155	65
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	<i>LTR</i>			<i>LTR</i>		
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	87	0	10	6	0	39	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	87	0	10	6	0	39	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)		0			0		
Flared Approach		<i>N</i>			<i>N</i>		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration		<i>LTR</i>			<i>LTR</i>		

Delay, Queue Length, and Level of Service									
Approach	Northbound	Southbound	Westbound			Eastbound			
Movement	1	4	7	8	9	10	11	12	
Lane Configuration	<i>LTR</i>		<i>LTR</i>			<i>LTR</i>			
v (veh/h)	27	14		45			97		
C (m) (veh/h)	1361	1395		781			489		
v/c	0.02	0.01		0.06			0.20		
95% queue length	0.06	0.03		0.18			0.73		
Control Delay (s/veh)	7.7	7.6		9.9			14.2		
LOS	A	A		A			B		
Approach Delay (s/veh)	--	--		9.9			14.2		
Approach LOS	--	--		A			B		

AWD = 116 = LOS B

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LDH	Intersection	FAIRVIEW/VERHELLE
Agency/Co.	ATE	Jurisdiction	GOLETA
Date Performed	9/20/2006	Analysis Year	2006 GP 1 ALTERNATIVE
Analysis Time Period	PM PEAK		
Project Description <i>FED EX</i>			
East/West Street: <i>PROJECT DWY.</i>		North/South Street: <i>FAIRVIEW AVE</i>	
Intersection Orientation: <i>North-South</i>		Study Period (hrs): <i>0.25</i>	

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	0	301	4	14	206	2
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	301	4	14	206	2
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	<i>LTR</i>			<i>LTR</i>		
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	58	0	8	6	0	39
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	58	0	8	6	0	39
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		<i>LTR</i>			<i>LTR</i>	

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>LTR</i>	<i>LTR</i>		<i>LTR</i>			<i>LTR</i>	
v (veh/h)	0	14		45			66	
C (m) (veh/h)	1375	1267		681			444	
v/c	0.00	0.01		0.07			0.15	
95% queue length	0.00	0.03		0.21			0.52	
Control Delay (s/veh)	7.6	7.9		10.7			14.5	
LOS	A	A		B			B	
Approach Delay (s/veh)	--	--		10.7			14.5	
Approach LOS	--	--		B			B	

AWD = 12.4 = LOS B

TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information		
Analyst	LDH		Intersection	FAIRVIEW/VERHELLE	
Agency/Co.	ATE		Jurisdiction	GOLETA	
Date Performed	9/20/2006		Analysis Year	2006 GP 1 + PROJECT	
Analysis Time Period	PM PEAK				

Project Description		FED EX	
East/West Street:		PROJECT DWY.	
North/South Street:		FAIRVIEW AVE	
Intersection Orientation:		North-South	
Study Period (hrs):		0.25	

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound			
	Movement	1	2	3	4	5	6
		L	T	R	L	T	R
Volume (veh/h)	27	298	4	14	204	65	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	27	298	4	14	204	65	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration	LTR			LTR			
Upstream Signal		0			0		

Minor Street	Eastbound			Westbound			
	Movement	7	8	9	10	11	12
		L	T	R	L	T	R
Volume (veh/h)	87	0	10	6	0	39	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	87	0	10	6	0	39	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration		LTR			LTR		

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound			
	Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR			LTR		
v (veh/h)	27	14		45			97		
C (m) (veh/h)	1306	1270		662			383		
v/c	0.02	0.01		0.07			0.25		
95% queue length	0.06	0.03		0.22			0.99		
Control Delay (s/veh)	7.8	7.9		10.8			17.6		
LOS	A	A		B			C		
Approach Delay (s/veh)	--	--		10.8			17.6		
Approach LOS	--	--		B			C		

AWD = 137 = LOS B

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LDH	Intersection	FAIRVIEW/VERHELLE
Agency/Co.	ATE	Jurisdiction	GOLETA
Date Performed	9/20/2006	Analysis Year	2006 GP-2 ALTERNATIVE
Analysis Time Period	PM PEAK		

Project Description: <i>FED EX</i>	
East/West Street: <i>PROJECT DWY.</i>	North/South Street: <i>FAIRVIEW AVE</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound			
	Movement	1	2	3	4	5	6
	L	T	R	L	T	R	
Volume (veh/h)	0	253	4	14	237	2	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	253	4	14	237	2	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	<i>Undivided</i>						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration	<i>LTR</i>			<i>LTR</i>			
Upstream Signal		0			0		

Minor Street	Eastbound			Westbound			
	Movement	7	8	9	10	11	12
	L	T	R	L	T	R	
Volume (veh/h)	58	0	8	6	0	39	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	58	0	8	6	0	39	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)	0			0			
Flared Approach		<i>N</i>			<i>N</i>		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration		<i>LTR</i>			<i>LTR</i>		

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound			
	Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>LTR</i>	<i>LTR</i>		<i>LTR</i>			<i>LTR</i>		
v (veh/h)	0	14		45			66		
C (m) (veh/h)	1340	1320		719			455		
v/c	0.00	0.01		0.06			0.15		
95% queue length	0.00	0.03		0.20			0.50		
Control Delay (s/veh)	7.7	7.8		10.3			14.2		
LOS	A	A		B			B		
Approach Delay (s/veh)	--	--		10.3			14.2		
Approach LOS	--	--		B			B		

AWD = 12.1 = LOS B

TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information	
Analyst	LDH		Intersection	FAIRVIEW/VERHELLE
Agency/Co.	ATE		Jurisdiction	GOLETA
Date Performed	9/20/2006		Analysis Year	2006 GP-2 + PROJECT
Analysis Time Period	PM PEAK			

Project Description <i>FED EX</i>	
East/West Street: <i>PROJECT DWY.</i>	North/South Street: <i>FAIRVIEW AVE</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	27	250	4	14	235	65
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	27	250	4	14	235	65
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	<i>LTR</i>			<i>LTR</i>		
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	87	0	10	6	0	39
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	87	0	10	6	0	39
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		<i>LTR</i>			<i>LTR</i>	

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>LTR</i>	<i>LTR</i>		<i>LTR</i>			<i>LTR</i>	
v (veh/h)	27	14		45			97	
C (m) (veh/h)	1273	1323		698			392	
v/c	0.02	0.01		0.06			0.25	
95% queue length	0.06	0.03		0.21			0.96	
Control Delay (s/veh)	7.9	7.8		10.5			17.2	
LOS	A	A		B			C	
Approach Delay (s/veh)	--	--		10.5			17.2	
Approach LOS	--	--		B			C	

AWD = 13.5 = LOS B



City of Santa Barbara

Planning Division

ARCHITECTURAL BOARD OF REVIEW MINUTES

Monday, March 27, 2006 **David Gebhard Public Meeting Room: 630 Garden Street** **3:00 P.M.**

BOARD MEMBERS:
 BRUCE BARTLETT, Chair, Absent
 JAMES LECRON, Vice-Chair, Absent
 CHRISTOPHER MANSON-HING, Present
 GARY MOSEL, Absent
 RANDY MUDGE, Present
 LAURIE ROMANO, Present, left at 5:33 p.m. and returned at 5:34 p.m.
 DAWN SHERRY, Present
 MARK WIENKE, Present
 GRANT HOUSE, Absent

CITY COUNCIL LIAISON:
 STELLA LARSON, Absent

PLANNING COMMISSION LIAISON:
 STELLA LARSON, Absent

STAFF:
 JAIME LIMÓN, Design Review Supervisor, Absent.
 KELLY BRODISON, Planning Technician, Present
 KATHLEEN GOO, Commission Secretary, Present

Website: www.SantaBarbaraCa.gov

ARCHITECTURAL BOARD OF REVIEW SUBMITTAL CHECKLIST (See ABR Guidelines & Design Review Submittal Requirements for Details)		
CONCEPT REVIEW	Required	<p><u>Master Application & Submittal Fee</u> - (Location: 630 Garden Street)</p> <p><u>Photographs</u> - of the existing building (if any), adjacent structures, composite panoramic view of the site, surrounding areas & neighborhood streetscape - mounted or folded to no larger than an 8.5" x 14" photo display board.</p> <p><u>Plans</u> - three sets of <u>folded plans</u> are required <u>at the time of submittal & each time plans are revised</u>.</p> <p><u>Vicinity Map and Project Tabulations</u> - (Include on first drawing)</p> <p><u>Site Plan</u> - drawn to scale showing the property boundaries, existing & proposed structures, building & area square footages, building height, areas to be demolished, parking, site topography, conceptual grading & retaining walls, & existing landscaping. Include footprints of adjacent structures.</p> <p><u>Exterior elevations</u> - showing existing & proposed grading where applicable.</p>
	Suggested	<p><u>Site Sections</u> - showing the relationship of the proposed building & grading where applicable.</p> <p><u>Plans</u> - floor, roof, etc.</p> <p><u>Rough sketches</u> are encouraged early in the process for initial design review to avoid pursuing incompatible proposals. However, more complete & thorough information is recommended to facilitate an efficient review of the project.</p>
PRELIMINARY REVIEW	Required	<p>Same as above with the following additions:</p> <p><u>Plans</u> - floor, roof, etc.</p> <p><u>Site Sections</u> - showing the relationship of the proposed building & grading where applicable.</p> <p><u>Preliminary Landscape Plans</u> - required for commercial & multi-family, single-family projects where grading occurs. Preliminary planting plan with proposed trees & shrubs & plant list with names. Plans to include street parkway strips.</p>
	Suggested	<p><u>Color & Material Samples</u> - to be mounted on a board no larger than 8.5" x 14" & detailed on all sets of plans.</p> <p><u>Exterior Details</u> - windows, doors, eaves, railings, chimney caps, flashing, etc.</p> <p>Materials submitted for preliminary approval form the basis for working drawings & must be complete & accurate.</p>
FINAL & CONSENT	Required	<p>Same as above with the following additions:</p> <p><u>Color & Material Samples</u> - to be mounted on a board no larger than 8.5" x 14" and detailed on all sets of plans.</p> <p><u>Cut Sheets</u> - exterior light fixtures and accessories where applicable.</p> <p><u>Exterior Details</u> - windows, doors, eaves, railings, chimney caps, flashing, etc.</p> <p><u>Final Landscape Plans</u> - landscape construction documents including planting & irrigation plan.</p> <p><u>Consultant/Engineer Plans</u> - electrical, mechanical, structural, & plumbing where applicable.</p>

CONCEPT REVIEW - NEW ITEM: PUBLIC HEARING

2. 495 S FAIRVIEW AVE

A-F/SD-3 Zone

Assessor's Parcel Number: 073-450-003
Application Number: MST2006-00131
Owner: City of Santa Barbara
Applicant: John Peterson, Federal Express Corp.
Architect: Jerry James

(Proposal to convert an existing 39,970 square foot aircraft hangar to a FedEx sorting facility containing 47 vans and a two bay vehicle maintenance shop. The project includes remodeling the existing office space and minor alterations to landscaping and parking lot. The project requires a Coastal Development Permit.)

(COMMENTS ONLY; PROJECT REQUIRES ENVIRONMENTAL ASSESSMENT AND PLANNING COMMISSION APPROVAL FOR A COASTAL DEVELOPMENT PERMIT.)

(3:58)

Laurie Owens, Airport Project Planner for the City of Santa Barbara; Jerry James, Architect; John Peterson, Applicant and representative for Federal Express Corp.; and Phil Suding, Landscape Architect for Suding Designs, present.

Public comment opened at 4:06 p.m., and as no one wished to speak, closed at 4:07 p.m.

Ms. Owens reported to the Board that the project still requires Planning Commission approval for a Coastal Development Permit, and that the applicant has not yet submitted for Environmental Assessment Review.

Motion: Continued indefinitely with the following comments: 1) The Board feels the architectural changes to the building are acceptable and minimal in nature. 2) The applicant, as noted on the plans, shall match the colors of the existing curtain wall frame door entry areas of anodized aluminum to the existing door conditions. 3) The applicant is to restudy the existing landscape plan to include pine trees or larger canopy trees as noted on the plans, especially within the larger finger pockets. 4) Applicant shall replace all removed plantings to add more landscaping to the existing areas. 5) The applicant shall verify the turning radii for vehicle accessibility and depict the turning radii on the plans.

Action: Manson-Hing/Sherry, 5/0/0.

***** THE BOARD RECESSED FROM 4:21 P.M. UNTIL 4:28 P.M. *****

MEMORANDUM

DATE: January 5, 1999

TO: Don Olson, City Planner / Assistant Community Development Director
Bettie Hennon, Senior Planner II

FROM: Jan Hubbell, Project Planner

SUBJECT: Airport Specific Plan Square Footage and Related Questions

As you know, several questions have arisen regarding how square footage is distributed in the Specific Plan. These are answered as follows:

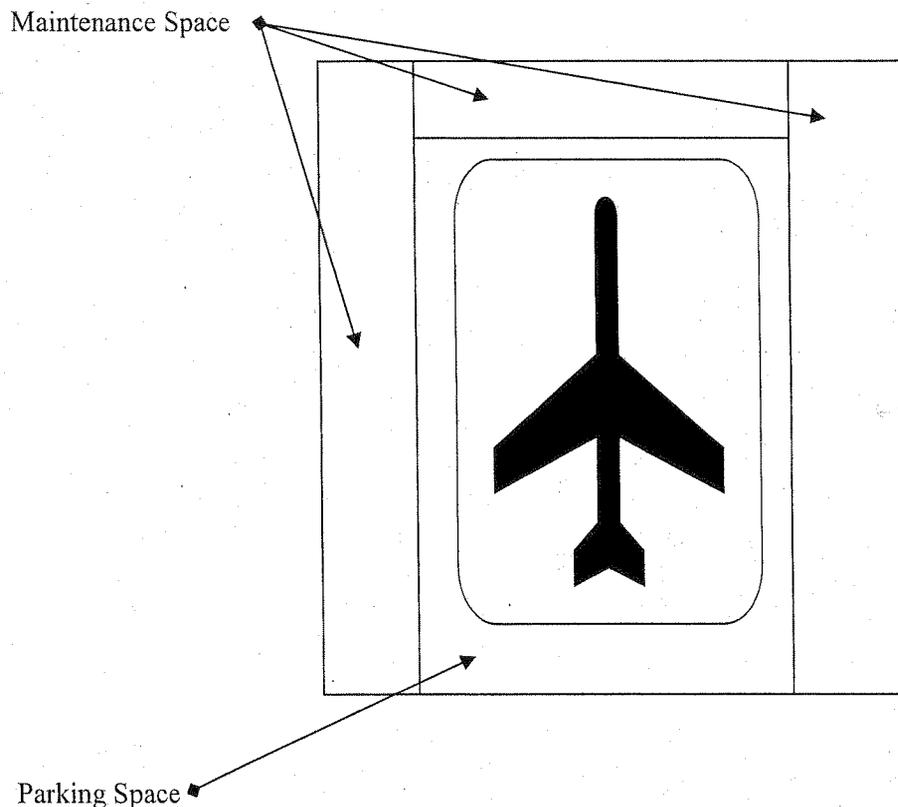
1. How much square footage is available under the Specific Plan? A total of 240,000 square feet is allowed by the Specific Plan. Square footage is being taken from the following categories:
 - 100,000 square feet from the Vacant Lands category
 - 80,000 square feet from the Economic Development category
 - 45,000 square feet from the Small/Minor Additions categories
 - 15,000 square feet from existing square footage demolished prior to preparation of the Specific Plan (but after passage of Measure E)

This does not include square footage that was demolished after preparation of the Specific Plan began. Rebuilding of that square footage is not new and is, therefore, not subject to Charter Section 1508.

2. Is there any Economic Development square footage available? The whole 80,000 square feet of Economic Development square footage assigned to the Specific Plan has been "Conceptually Qualified" by City Council for use by The Gateway Center proposed by Bermant Development Co. This means that there is no more Economic Development square footage available in the Specific Plan area without an amendment to the Specific Plan. The Specific Plan does say that the numbers are approximate; however, the EIR/EA was based on these numbers. Please do not forget that the "Tracor" hangar complex is part of the Specific Plan.
3. When assigning square footage to hangars, what counts as square footage? If the hangar is used primarily for storing or "parking" aircraft, the hangar is not counted as square footage. Incidental maintenance and repair of the aircraft that is parked in that hangar does not count as square footage. However, if the hangar is used primarily for aircraft repair and maintenance; that is, the same airplane does not always stay parked there, but many aircraft over time are repaired there,

Exhibit: F

the areas used for maintenance and repair purposes are counted as square footage. An example is shown below:



The Maintenance Space is where tools are stored and repair takes place; there may also be office space in this area. When the hangar is not primarily used for parking purposes, this area counts as square footage. The Parking Space in the center of the hangar is where the aircraft is parked. This area never counts as square footage. If (as has been the case in the "Tracor" complex) some of the Maintenance Space has a two story facility added to it for repair and/or office purposes, the first floor does not count because it has already been counted. Only the new second floor square footage counts.¹

4. How are we tracking Charter Section 1508 square footage for the Airport? The existing Assessor's Parcels do not accurately reflect existing legal lots in the Airport area. The existing legal lots are old, poorly described and may actually overlap in some areas. New parcels were tentatively laid out for the Specific Plan area as part of the Airport Industrial Area Specific Plan. The Airport is proposing to merge the parcels in the Specific Plan area and create new parcels that more accurately reflect present and future leaseholds. The timing of this proposal is not known.

¹ This was confirmed by checking the GPU file for a project at Lucas Aviation (GPU96-0112).

In the meantime, we will use the parcel layout in the Specific Plan. In addition, it should be pointed out that, under the SP-6 Zone, special provisions have been made for square footage from the Vacant Lands and Small Additions categories. Square footage allowed on vacant City-owned parcels at the Airport (both in the Specific Plan area and outside that area) may be relocated to other City-owned parcels at the Airport if it is found that the "sending" parcel will be used for parking, required open space, Airport operations found in the A-A-O Zone or wetland protection/mitigation in the G-S-R Zone. Small Addition square footage may also be relocated from City-owned parcels to other City-owned parcels at the Airport even though such relocation might result in more than one Small Addition on a particular parcel.

RELEVANT POLICIES

Hazards

California Coastal Act

Section 30253:

“New development shall: (1) Minimize risks to life and property in areas of high geologic, flood and fire hazard; (2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs...”

City Local Coastal Plan

Flooding, Part I

“Encourage the use of permeable or pervious surfaces in all new development to minimize additional surface runoff.”

Cultural Resources

California Coastal Act

Section 30244:

“Where development would adversely impact archaeological or paleontologic resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.”

General Plan - Conservation Element

Policy 1.0:

“Activities and development which could damage or destroy archaeological, historic or architectural resources are to be avoided.”

Local Coastal Plan - Airport and Goleta Slough

Policy F-3:

“New development shall protect and preserve archaeological or other culturally sensitive resources from destruction, and shall minimize and, where feasible, avoid impacts to such resources. ‘Archaeological or other culturally sensitive resources’ include human remains, and archaeological, paleontological or historic resources.”

Traffic

Local Coastal Plan - Airport and Goleta Slough

Policy G-1:

“Prior to approval of any development at the Airport by the Airport Commission, Architectural Board of Review, or other discretionary bodies of the City, a finding shall be made that adequate public service, including water, wastewater, traffic circulation, and parking are available to meet the needs generated by the proposed development.”

Visual Quality

California Coastal Act

Section 30251:

“The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local governments shall be subordinate to the character of the setting.”

City Local Coastal Plan

Policy 9.3:

“All new development in the coastal zone shall provide underground utilities and the undergrounding of existing overhead utilities shall be considered high priority.”

Local Coastal Plan - Airport and Goleta Slough

Policy E-1:

“Airport facility development shall reflect a high standard of development consistent with the character and quality of Santa Barbara.”

Policy G-1:

“Prior to approval of any development at the Airport by the Airport Commission, Architectural Board of Review, or other discretionary bodies of the City, a finding shall be made that adequate public service, including water, wastewater, traffic circulation, and parking are available to meet the needs generated by the proposed development.”

Development

California Coastal Act

Section 30250:

“New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels...”

H:\Group Folders\Facility - Planning\Abermond\495 Fairview\relevant policies.doc

