



27 January 2009

Mr. James Jones
Project Solutions, LLC
1900 Lasuen Road
Santa Barbara, CA 93103

Subject: El Encanto Hotel & Villas, Santa Barbara, CA
Addendum to Sound Impact Analysis Report Dated the 20th of November 2008

Dear James,

In response to the comments on the Draft Mitigated Negative Declaration contained in Exhibit 15 of the Marc Chytilo letter (Acentech review of El Encanto Hotel Acoustical Report, 14th of January 2009), we provide the following comments consistent with the Acentech letter format and as an addendum to our Sound Impact Analysis Report dated the 20th of November 2008.

We note that Acentech's overall approach to the acoustical review of the proposed El Encanto Hotel is not substantially different from our own and although Acentech used slightly different methods in their analysis in some cases they broadly agree with our conclusions. In addition, we note that Acentech did not carry out a full acoustical analysis and further there were misinterpretations of our report and the project drawings.

2 Review of Newson Brown Acoustics, LLC Report

We have previously responded to comments and questions issued by Acentech in their letter dated the 12th of January 2009; these were attached to the Acentech letter dated the 14th of January 2009 and address some of the comments that nonetheless remain in this letter. For convenience, attached are Acentech's comments and questions and our response.

2.1 Noise Measurements - Ambient

At the time of our visit it was not possible to measure typical ambient noise levels over a period of 24 hours at the EL Encanto Hotel site. On the 7th of September 2008 in the early afternoon a live open air concert took place in the Riviera Park Research and Communications Center which is located directly west of the El Encanto Hotel Site. In addition, ambient noise levels were not measured between 7:00 am and 4:00 pm on the 8th of September 2008 due to construction activity at the El Encanto Hotel site. These levels, if measured, would not have provided an accurate representation of the typical existing exterior ambient noise environment at the site.

Our Sound Impact Report dated the 20th of November 2008 includes a thorough description of the sound measurement methodology. Our analysis was based on comparing the lowest L_{90} background noise levels and average L_{eq} noise levels measured at site to the maximum worst case predicted noise levels documented in our report generated by both the underground utility distribution facility and onsite traffic (L_{90} is the noise level exceeded 90 percent of the time within the measurement time interval and is typically used as a measure of the 'background' noise level and L_{eq} is the equivalent or energy average level for the sample period). Please note, selecting noise control such that the noise generated by the underground utility distribution facility is lower than or comparable to the background L_{90} noise levels measured at site is more stringent than selecting noise control to meet the average time of day weighted CNEL or L_{dn} L_{eq} noise levels. As such, although the presence of extraneous noise meant that a full CNEL could not be performed, by using a more stringent criterion we were able to demonstrate that noise due to the proposed El Encanto Hotel would not be significant.

2.2 County of Santa Barbara Environmental Thresholds

The County of Santa Barbara Thresholds do not apply to a property located in the City of Santa Barbara.

2.3 Noise Measurements - Surface Valet Parking Lot Simulations

These measurements were carried out at 6:15pm on Sunday the 7th of September 2008. Any ambient background noise that also occurred during these sample measurements would have caused the measured noise level to increase. As a result, the activity noise levels are overstated as they include some extraneous ambient noise. The movement of the vehicles within the surface valet parking lot was designed to simulate valet parking operations and the time interval of each measurement was thus the same duration as the activity being simulated. These simulations took into account the noise generated by the opening and closing of car doors. As discussed in our report dated the 20th of November 2008, the acoustical measurements were taken at a distance of approximately 80' from where the cars parked, which is approximately equal to the distance from the northerly most parking spaces in the proposed surface valet parking lot to the property line of 1978 Mission Ridge Road, the closest residential property line.

2.4 Underground Utility Distribution Facility

We note that Acentech used the Trane Acoustics Program (TAP) in their analysis of the underground utility distribution facility. Please note that for this analysis we used software, based on ASHRAE (American Society of Heating Refrigeration and Air-Conditioning Engineers) acoustical analysis principals, which we developed in-house.

The underground utility distribution facility contains two condensed water cooling units. Under worst case scenarios (as described in our Sound Impact Analysis Report dated the 20th of November 2008) we anticipate that the two condensed water cooling units will operate at **full duty** during the daytime and 65% of full duty during the nighttime. Noise data was not available for the condensed water cooling units operating at 65% of full duty and as a result our analysis was based on noise data for these units operating at 72% of full duty (for which the manufacturer had data). As a result, our predicted noise levels for the nighttime operation of this equipment are overstated.

Acentech predicted a property line noise level of 30dB(A) with two air coil units operating at 72% of full duty. This is slightly higher than the noise level predicted in our report. However, it is currently unclear if Acentech accounted for the internally acoustically lined elbows and the internal acoustical lining within the mechanical room itself.

The octave band analysis produced by Acentech was based on three condensed water cooling units. However, only two of these units are proposed. In addition, as discussed above, it is currently unclear if Acentech accounted for the internal acoustical lining. With only two air coil units located in the underground utility distribution facility and taking into account the attenuation of high frequency sound provided by the internal acoustical lining, the noise generated by the air coil units located in the utility distribution facility will not subjectively sound hissy or harsh at high frequencies.

Access personnel doors to the underground utility distribution facility will be fitted with self closing hardware. These doors will remain closed at all times to address potential noise leaks, with the exception of when being used to access the underground utility distribution facility. Additionally, in order to reduce potential noise disturbance at the neighboring residential property lines and at hotel cottages, the concrete walls of the underground utility distribution facility will be at least 8" thick.

Newson Brown Acoustics have been contracted to oversee the project during construction to monitor that all noise and vibration control measures are incorporated correctly.

2.5 Podium Parking Structure Ventilation Fan

With exception of the entry drive and pedestrian entrance, the structure is completely enclosed; therefore the garage ventilation fan would not be a source of noise impact.

2.6 Surface Valet Parking Lot – TNM Model

As discussed above in section 2.3, our surface valet parking lot simulations took into account the noise generated by the opening and closing of car doors. In addition, the operating procedures for the surface valet parking lot which will be implemented by the hotel operator will ensure that between the hours of 7:00pm and 8:00am no vehicle will be locked or unlocked automatically with an audible alarm activating device but will be locked or unlocked manually using the key. In addition, valet attendants will request that the driver of each vehicle disable their audible alarm system upon arrival.

The vehicle counts used to calculate the traffic noise from the vehicles entering and exiting the hotel site from Alvarado Place and utilizing the surface valet parking lot during the daytime and nighttime hours when the surface parking lot is most active are highlighted in the attached data tables.

The layout of the hotel site will not allow onsite traffic to reach excessive speeds. In addition, the hotel is concerned with noise from onsite traffic potentially disturbing the neighboring residential properties and hotel guests. Operating procedures for the surface valet parking lot, which will be implemented by the hotel operator, will limit the speed of onsite traffic.

Due to the limited speed of the onsite traffic, vehicles will only need to accelerate for a very short period in order to reach the 10mph (the speed of the onsite traffic used in the TNM Model). As a result the onsite traffic will be traveling at a constant speed the majority of the time, rather than accelerating.

The report produced by Acentech states that the Federal Highway Administration (FHWA) Traffic Noise Model (TNM), predicts noise levels based on line source sound radiation and that parking lot noise is a series of moving point sources. Please note that our report analyzed line source sound radiation and there is less reduction in sound level with distance from a line source when compared to a point source. As a result, the line source analysis is still appropriate and in fact more stringent since the predicted noise levels included in our sound impact analysis report are overstated.

2.7 Mission Village Partially Subterranean Parking Structure – TNM Model

As discussed in our report dated the 20th of November 2008, it is understood that the partially subterranean podium parking structure will be enclosed on all sides with the exception of an entrance for vehicles and an entrance for pedestrians. Both of these entrances face into the El Encanto Hotel site. With the proposed location of the entrances and the relatively substantial structure of the partially subterranean construction which supports the cottages above, it is anticipated that minimal noise due to vehicular movement within podium parking structure will be transferred to the neighboring residential property lines. As a result, it is anticipated that the main source of noise transfer to the adjacent community due to vehicular movement associated with the partially subterranean podium parking structure will be caused by vehicles traveling on the driveway off Mission Ridge Road.

The Mission Village partially subterranean parking structure will be used as a valet parking lot and the associated traffic traveling along Alvarado Place and Mission Ridge Road was taken into account in our analysis of the local road traffic noise. The model traffic speed was increased by 10mph over the local speed limit to 35mph.

2.8 Local Road Traffic Noise Analysis - TNM Model

Future and existing traffic volumes were included in Attachment H submitted with our report dated the 20th of November 2008. For your convenience, these are highlighted in the attached data tables. The overall existing and future traffic noise levels were attached to the report issued by Acentech on the 14th of January 2009.

We trust that this is adequate for your current needs. Please do not hesitate to contact us if you have any questions.

Yours Sincerely,
Newsom Brown Acoustics, LLC

A handwritten signature in black ink, appearing to read "Ian Boorer", written in a cursive style.

Ian Boorer

Encl.

c.c. Mr. Douglas E. Fell - Fell, Marking, Abkin, Montgomery, Granet & Raney LLP
Ms. Trish Allen – Suzanne Elledge Planning and Permitting Services, Inc

06-156
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From: McDuffee, Matt
Sent: Monday, January 12, 2009 6:23 PM
To: 'dfell@fmam.com'
Subject: Questions For Newson Brown

Acentech

Mr. Fell,

Please forward my questions to Ian if you can.

- 1) How many B.A.C. VFL-096-41P units will be located in the water cooling room? I believe 3 based on your original report.
- 2) Did you sum the intake and exhaust noise at the property line? It appears you did not.
- 3) Is there a chance that breakout noise or casing radiated noise from the water cooling room will make it outside? I cannot tell how they plan on ducting the intake silencer from the drawings provided. Will the silencers totally block off the path to the outside or will there be room for noise to escape around them?
- 4) Where is the cut sheet for the ventilation fan for the water heating room? I need the fan's sound power data.
- 5) Why did you provide a silencer selection for the water heating room's ventilation fan but no overall noise level after silencer?
- 6) Were the vehicles accelerating or constant speed in your TNM model?
- 7) What was the ground type in your TNM model?
- 8) In section 7.0 you describe the offset of noise level from the increase in traffic volume on the local roads. What was the overall noise level?

Thanks,

Matthew R. McDuffee
Acoustical Consultant

Acentech Inc.

Acoustics | Audiovisual | Technology Planning | Vibration | Quiet Product Design

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14 January 2009

Mr. James Jones
 Project Solutions, LLC
 1900 Lasuen Road
 Santa Barbara, CA 93103

Subject: El Encanto Hotel & Villas, Santa Barbara, CA
 Response to Acentech's Questions Received on the 12th of January 2009

Dear James,

Further to our review of Acentech's questions received on the 12th of January 2009, we provide the following responses.

- i) Originally there were three units. However, in the current design, upon which our analysis is based, there are only two B.A.C. VFL-096-41P units.
- ii) The noise levels reported at the property line of 1978 Mission Ridge Road due to the condensed water cooling equipment are the sum of the noise levels generated at both the intake and ventilation openings. This is explained in section 4.0 of our report dated the 20th of November 2008.
- iii) The intake and ventilation air is ducted to and from the condensed water cooling equipment. In addition, the cross section of the silencers will be equal to the cross section of the ductwork. As a result, noise generated by the condensed water cooling equipment must pass through the internally acoustically lined concrete ducts and silencers, through the concrete mass structure of the utility distribution facility or through three personnel doors before reaching the exterior.
- iv) The noise data for supply fan SF-1, which serves the room housing the water heaters and boilers, was included with our report dated the 20th of November 2008 and was labeled as Attachment E. For your convenience, we have attached a copy of this noise data.
- v) As discussed above, please find attached a copy of the noise data for supply fan SF-1. Please advise if you also require a copy of the silencer cut sheet.
- vi) The vehicles were modeled as traveling at a constant speed.
- vii) The roadway surface type was selected as "average" and the default ground type was selected as "hard soil", as defined by the TNM software.
- viii) The overall noise levels are provided in Table 1, below.

Table 1 – Estimated Noise Levels Due to Increased Hotel Traffic

Receiver Location	Noise Level Due to Road Traffic Prior to Hotel Redevelopment	Noise Level Due to Road Traffic Subsequent to Hotel Redevelopment
1	55.7 dB(A) L _{dn}	55.9 dB(A) L _{dn}
2	57.6 dB(A) L _{dn}	57.8 dB(A) L _{dn}
3	59.3 dB(A) L _{dn}	59.6 dB(A) L _{dn}

Please refer to our report dated the 20th of November 2008 for descriptions of each receiver location. Receiver locations are 35' from the center of the roads.

We trust that this is adequate for your current needs. Please do not hesitate to contact us if you have any questions.

Yours Sincerely,
Newsom Brown Acoustics, LLC

A handwritten signature in black ink, appearing to read "Ian Boorer", written in a cursive style.

Ian Boorer

Encl.

c.c. Mr. Douglas E. Fell - Fell, Marking, Abkin, Montgomery, Granet & Raney LLP
Ms. Trish Allen - Suzanne Elledge Planning and Permitting Services, Inc

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Existing Vehicle Classification

Alvarado Street

Hour	Cars	Light Trucks	Heavy Trucks
12:00 a.m.	4	0	0
1:00 a.m.	3	0	0
2:00 a.m.	2	0	0
3:00 a.m.	0	0	0
4:00 a.m.	3	0	0
5:00 a.m.	2	0	0
6:00 a.m.	77	4	0
7:00 a.m.	218	15	1
8:00 a.m.	404	19	3
9:00 a.m.	156	15	2
10:00 a.m.	159	9	2
11:00 a.m.	173	12	1
12:00 Noon	188	4	0
1:00 p.m.	190	5	0
2:00 p.m.	261	11	2
3:00 p.m.	135	14	2
4:00 p.m.	270	8	2
5:00 p.m.	261	6	2
6:00 p.m.	135	4	0
7:00 p.m.	102	0	0
8:00 p.m.	60	1	0
9:00 p.m.	68	0	0
10:00 p.m.	27	0	0
11:00 p.m.	15	0	0

Mission Ridge

Hour	Cars	Light Trucks	Heavy Trucks
12:00 a.m.	2	0	0
1:00 a.m.	2	0	0
2:00 a.m.	0	0	0
3:00 a.m.	1	0	0
4:00 a.m.	5	0	0
5:00 a.m.	1	0	0
6:00 a.m.	42	1	1
7:00 a.m.	56	2	0
8:00 a.m.	75	7	0
9:00 a.m.	75	10	1
10:00 a.m.	64	7	0
11:00 a.m.	72	2	1
12:00 Noon	74	2	0
1:00 p.m.	74	4	0
2:00 p.m.	105	7	0
3:00 p.m.	104	7	0
4:00 p.m.	75	3	1
5:00 p.m.	79	2	0
6:00 p.m.	74	0	0
7:00 p.m.	45	0	0
8:00 p.m.	29	1	0
9:00 p.m.	33	0	0
10:00 p.m.	26	0	0
11:00 p.m.	7	0	0

Existing + Existing Hotel Vehicle Classification

Alvarado Street

Hour	Cars	Light Trucks	Heavy Trucks
12:00 a.m.	31	0	0
1:00 a.m.	20	0	0
2:00 a.m.	15	0	0
3:00 a.m.	8	0	0
4:00 a.m.	3	0	0
5:00 a.m.	28	0	0
6:00 a.m.	118	4	0
7:00 a.m.	299	15	1
8:00 a.m.	487	19	3
9:00 a.m.	211	17	2
10:00 a.m.	255	11	2
11:00 a.m.	275	13	1
12:00 Noon	252	6	0
1:00 p.m.	259	7	0
2:00 p.m.	325	13	2
3:00 p.m.	186	16	2
4:00 p.m.	350	10	2
5:00 p.m.	323	6	2
6:00 p.m.	187	4	0
7:00 p.m.	163	0	0
8:00 p.m.	125	1	0
9:00 p.m.	142	0	0
10:00 p.m.	81	0	0
11:00 p.m.	58	0	0

Mission Ridge

Hour	Cars	Light Trucks	Heavy Trucks
12:00 a.m.	10	0	0
1:00 a.m.	7	0	0
2:00 a.m.	4	0	0
3:00 a.m.	3	0	0
4:00 a.m.	5	0	0
5:00 a.m.	8	0	0
6:00 a.m.	54	1	1
7:00 a.m.	79	2	0
8:00 a.m.	99	7	0
9:00 a.m.	91	10	1
10:00 a.m.	92	7	0
11:00 a.m.	102	2	1
12:00 Noon	92	2	0
1:00 p.m.	94	4	0
2:00 p.m.	123	7	0
3:00 p.m.	119	7	0
4:00 p.m.	98	3	1
5:00 p.m.	97	2	0
6:00 p.m.	89	0	0
7:00 p.m.	62	0	0
8:00 p.m.	47	1	0
9:00 p.m.	54	0	0
10:00 p.m.	42	0	0
11:00 p.m.	19	0	0

Land Use	Size	Units	Rate	Trips
Existing Hotel	88	Rooms	10.5	924

Begin Hour	HOTEL TGEN	
	% of Day	Trips
12:00 a.m.	2.1%	19
1:00 a.m.	1.3%	12
2:00 a.m.	1.0%	9
3:00 a.m.	0.6%	6
4:00 a.m.	0.0%	0
5:00 a.m.	2.0%	18
6:00 a.m.	3.2%	30
7:00 a.m.	6.3%	58
8:00 a.m.	6.5%	60
9:00 a.m.	4.3%	40
10:00 a.m.	7.5%	69
11:00 a.m.	8.0%	74
12:00 Noon	5.0%	46
1:00 p.m.	5.4%	50
2:00 p.m.	5.0%	46
3:00 p.m.	4.0%	37
4:00 p.m.	6.3%	58
5:00 p.m.	4.8%	44
6:00 p.m.	4.0%	37
7:00 p.m.	4.7%	43
8:00 p.m.	5.0%	46
9:00 p.m.	5.7%	53
10:00 p.m.	4.2%	39
11:00 p.m.	3.3%	30

Begin Hour	TRIP DISTRIBUTION (a)	
	140% VIA ALVARADO	40% VIA MISSION RIDGE
12:00 a.m.	27	8
1:00 a.m.	17	5
2:00 a.m.	13	4
3:00 a.m.	8	2
4:00 a.m.	0	0
5:00 a.m.	26	7
6:00 a.m.	41	12
7:00 a.m.	81	23
8:00 a.m.	84	24
9:00 a.m.	56	16
10:00 a.m.	97	28
11:00 a.m.	103	30
12:00 Noon	65	18
1:00 p.m.	70	20
2:00 p.m.	65	18
3:00 p.m.	52	15
4:00 p.m.	81	23
5:00 p.m.	62	18
6:00 p.m.	52	15
7:00 p.m.	61	17
8:00 p.m.	65	18
9:00 p.m.	74	21
10:00 p.m.	54	16
11:00 p.m.	43	12

(a) Distribution based on previous parking supply located on Mission Ridge and previous valet/self-park operations.

Existing + Future Hotel Vehicle Classification

Alvarado Street

Mission Ridge

Hour	Cars	Light Trucks	Heavy Trucks
12:00 a.m.	36	0	0
1:00 a.m.	23	0	0
2:00 a.m.	17	0	0
3:00 a.m.	9	0	0
4:00 a.m.	3	0	0
5:00 a.m.	33	0	0
6:00 a.m.	126	4	0
7:00 a.m.	315	15	1
8:00 a.m.	504	19	3
9:00 a.m.	221	17	2
10:00 a.m.	273	11	2
11:00 a.m.	295	13	1
12:00 Noon	264	6	0
1:00 p.m.	272	7	0
2:00 p.m.	337	13	2
3:00 p.m.	196	16	2
4:00 p.m.	366	10	2
5:00 p.m.	335	6	2
6:00 p.m.	197	4	0
7:00 p.m.	174	0	0
8:00 p.m.	137	1	0
9:00 p.m.	156	0	0
10:00 p.m.	92	0	0
11:00 p.m.	66	0	0

Hour	Cars	Light Trucks	Heavy Trucks
12:00 a.m.	13	0	0
1:00 a.m.	9	0	0
2:00 a.m.	5	0	0
3:00 a.m.	4	0	0
4:00 a.m.	5	0	0
5:00 a.m.	11	0	0
6:00 a.m.	59	1	1
7:00 a.m.	89	2	0
8:00 a.m.	109	7	0
9:00 a.m.	97	10	1
10:00 a.m.	103	7	0
11:00 a.m.	114	2	1
12:00 Noon	100	2	0
1:00 p.m.	102	4	0
2:00 p.m.	131	7	0
3:00 p.m.	125	7	0
4:00 p.m.	108	3	1
5:00 p.m.	104	2	0
6:00 p.m.	95	0	0
7:00 p.m.	69	0	0
8:00 p.m.	55	1	0
9:00 p.m.	63	0	0
10:00 p.m.	48	0	0
11:00 p.m.	24	0	0

Land Use	Size	Units	Rate	Trips
Future Hot	97	Rooms	10.5	1,019

Begin Hour	HOTEL TGEN	
	% of Day	Trips
12:00 a.m.	2.1%	21
1:00 a.m.	1.3%	13
2:00 a.m.	1.0%	10
3:00 a.m.	0.6%	6
4:00 a.m.	0.0%	0
5:00 a.m.	2.0%	20
6:00 a.m.	3.2%	33
7:00 a.m.	6.3%	64
8:00 a.m.	6.5%	66
9:00 a.m.	4.3%	44
10:00 a.m.	7.5%	76
11:00 a.m.	8.0%	81
12:00 Noon	5.0%	51
1:00 p.m.	5.4%	55
2:00 p.m.	5.0%	51
3:00 p.m.	4.0%	41
4:00 p.m.	6.3%	64
5:00 p.m.	4.8%	49
6:00 p.m.	4.0%	41
7:00 p.m.	4.7%	48
8:00 p.m.	5.0%	51
9:00 p.m.	5.7%	58
10:00 p.m.	4.2%	43
11:00 p.m.	3.3%	34

Begin Hour	TRIP DISTRIBUTION (a)	
	161% VIA ALVARADO	51% VIA MISSION RIDGE
12:00 a.m.	32	11
1:00 a.m.	20	7
2:00 a.m.	15	5
3:00 a.m.	9	3
4:00 a.m.	0	0
5:00 a.m.	31	10
6:00 a.m.	49	17
7:00 a.m.	97	33
8:00 a.m.	100	34
9:00 a.m.	66	22
10:00 a.m.	115	39
11:00 a.m.	123	42
12:00 Noon	77	26
1:00 p.m.	83	28
2:00 p.m.	77	26
3:00 p.m.	62	21
4:00 p.m.	97	33
5:00 p.m.	74	25
6:00 p.m.	62	21
7:00 p.m.	72	24
8:00 p.m.	77	26
9:00 p.m.	88	30
10:00 p.m.	65	22
11:00 p.m.	51	17

(a) Distribution based on future parking supply located on Mission Ridge and proposed valet operations.

Net Change (Future Hotel - Existing Hotel)

Alvarado Street

Hour	Cars	Light Trucks	Heavy Trucks
12:00 a.m.	5	0	0
1:00 a.m.	3	0	0
2:00 a.m.	2	0	0
3:00 a.m.	1	0	0
4:00 a.m.	0	0	0
5:00 a.m.	5	0	0
6:00 a.m.	8	0	0
7:00 a.m.	15	0	0
8:00 a.m.	17	0	0
9:00 a.m.	10	0	0
10:00 a.m.	18	0	0
11:00 a.m.	20	0	0
12:00 Noon	12	0	0
1:00 p.m.	13	0	0
2:00 p.m.	12	0	0
3:00 p.m.	10	0	0
4:00 p.m.	16	0	0
5:00 p.m.	12	0	0
6:00 p.m.	10	0	0
7:00 p.m.	11	0	0
8:00 p.m.	12	0	0
9:00 p.m.	14	0	0
10:00 p.m.	10	0	0
11:00 p.m.	8	0	0

Mission Ridge

Hour	Cars	Light Trucks	Heavy Trucks
12:00 a.m.	3	0	0
1:00 a.m.	2	0	0
2:00 a.m.	1	0	0
3:00 a.m.	1	0	0
4:00 a.m.	0	0	0
5:00 a.m.	3	0	0
6:00 a.m.	5	0	0
7:00 a.m.	9	0	0
8:00 a.m.	10	0	0
9:00 a.m.	6	0	0
10:00 a.m.	11	0	0
11:00 a.m.	12	0	0
12:00 Noon	7	0	0
1:00 p.m.	8	0	0
2:00 p.m.	7	0	0
3:00 p.m.	6	0	0
4:00 p.m.	9	0	0
5:00 p.m.	7	0	0
6:00 p.m.	6	0	0
7:00 p.m.	7	0	0
8:00 p.m.	7	0	0
9:00 p.m.	9	0	0
10:00 p.m.	6	0	0
11:00 p.m.	5	0	0