REVISED PROPOSED FINAL
ENVIRONMENTAL IMPACT REPORT

VOLUME I

VALLE VERDE
RETIREMENT COMMUNITY PROJECT

SCH No. 2009051000

May, 2011

Rodriguez Consulting, Inc.

Valle Verde Retirement Community Project

Revised Proposed Final Environmental Impact Report

Volume I

SCH No. 2009051000

Prepared For

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May, 2011

CITY OF SANTA BARBARA

VALLE VERDE RETIREMENT COMMUNITY PROJECT

REVISED PROPOSED FINAL ENVIRONMENTAL IMPACT REPORT

VOLUME I

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1.0 INTRODUCTION

This document is a Final Environmental Impact Report (EIR) and has been prepared to evaluate the potential for the Valle Verde Retirement Community project to result in significant impacts to the environment. This EIR has been prepared in accordance with the requirements of the California Environmental Quality Act (CEQA). Changes to the Draft EIR and the February 2011 Proposed Final EIR made in response to public review comments are provided in ~~strikeout~~ and underline format.

1.1 PROJECT OVERVIEW

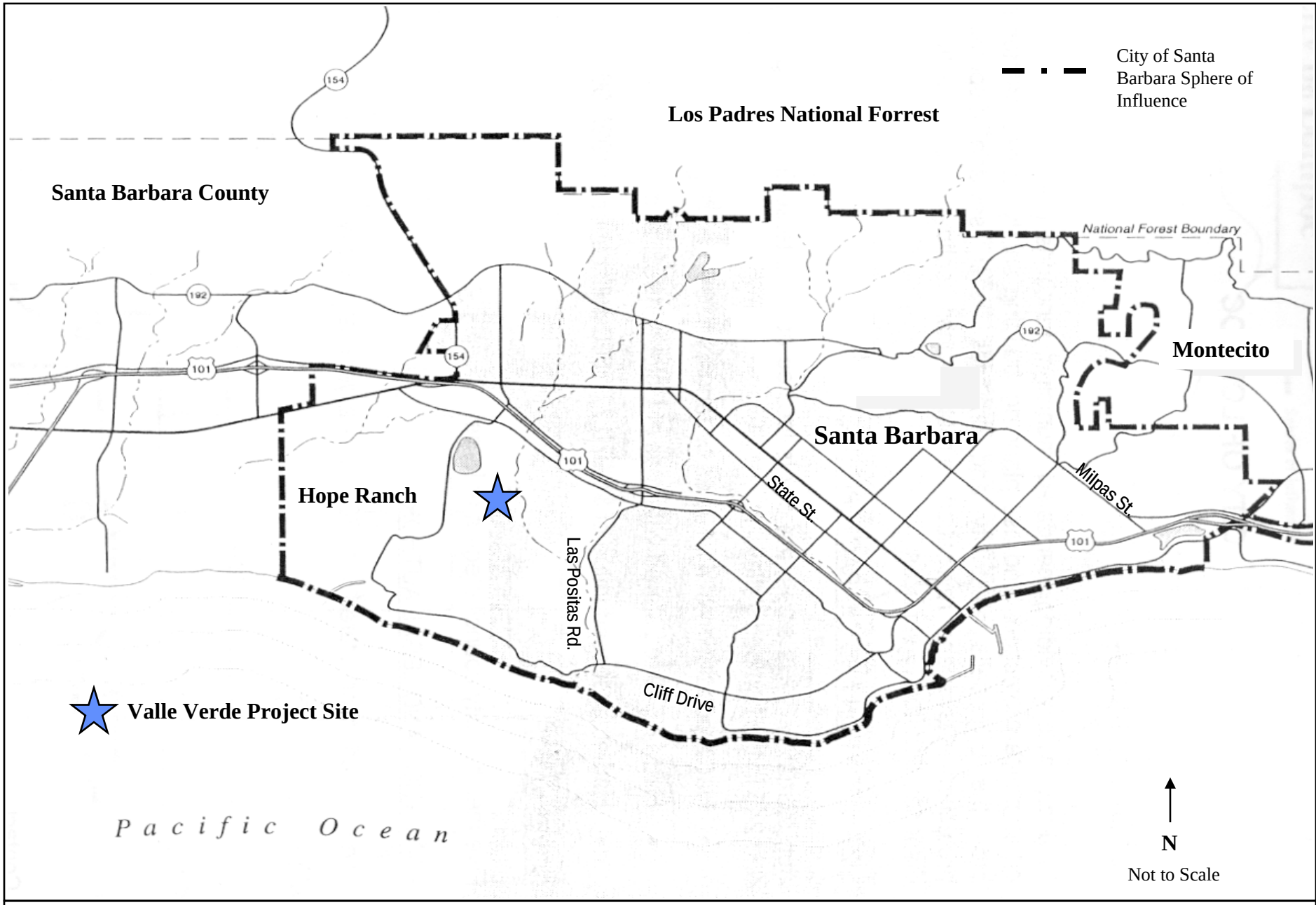
The Valle Verde Retirement Community is located in the Hidden Valley neighborhood in the southwestern portion of the City of Santa Barbara (Figure 1.1-1). The project site is approximately 59.75 acres in size, is comprised of five legal parcels, and is generally bound by residential areas to the south and west; the La Cumbre Country Club to the north; and Hidden Valley Park, Arroyo Burro Creek and residential uses to the east.

Residential facilities provided by Valle Verde include 213 one- and two-bedroom apartments; 11 studio units; a 45-room, 48-bed Assisted Living facility; a 36-room, 80 bed Skilled Nursing facility; and a six-bed Hospice facility. One additional single-family residence is located on the southwestern portion of the campus on what is commonly referred to as the "Rutherford property." Other resident-serving facilities provided on the Valle Verde campus include an Administration Building, Dining/Multi-Purpose Building, Maintenance Building, Salon/Staff Lounge, Recreation Building; six gazebo structures, and a two-unit/four room bed & breakfast for visitors.

The proposed project would provide 40 new independent living residential units, and also includes the demolition of the single-family residence located on the Rutherford parcel, the demolition of two independent living units (a duplex building), the demolition of four studio units provided in a single structure, the conversion of the six bed Hospice facility to another use, and the conversion of two Bed & Breakfast units to another use. The project would result in a total net increase of 33 units on the project site. Other major project components would result in additions or remodels to the Assisted Living facility, Administration Building, and the Dining/Multi-Purpose Building. The existing Maintenance Building would be demolished and a new maintenance facility would be provided.

Several of the existing parking areas on the project site would be reconfigured and a total of 83 new parking spaces would be provided. After project implementation a total of 414 parking spaces would be provided on the project site.

Other project components include the dedication of a 9.8-acre oak woodland area on the western portion of the project site; a Lot Line Adjustment; and various Zoning Ordinance Modifications to reduce required street and yard setbacks, porch or building eve setbacks, and building separation distance.



City of Santa Barbara
Valle Verde Retirement Community Project EIR

Figure 1.1-1
Project Location Map

The Valle Verde Retirement Community Project requires approval of the following discretionary entitlements.

1. Conditional Use Permit Amendment to allow expansion of the Valle Verde Retirement Community (SBMC § 28.94.030);

2. Modifications to allow less than the required distance between main buildings on the project site (SBMC § 28.15.070);

3. Modifications to allow less than the required front yard setback for some of the proposed residential units and parking spaces (SBMC § 28.15.060);

4. Modifications to allow less than the required interior yard setback for some of the proposed residential units (SBMC § 28.15.060);

5. Lot Line Adjustment to allow adjustment of the property line between two adjoining parcels (SBMC § 27.40 and Government Code § 66412); and

1.2 PURPOSE AND LEGAL AUTHORITY FOR THIS DOCUMENT

The Valle Verde project requires discretionary approvals by the City. Therefore it is subject to the environmental review requirements of the California Environmental Quality Act (CEQA). In accordance with section 15121(a) of the *Guidelines for Implementation of the California Environmental Quality Act* (CEQA Guidelines), the purpose of an EIR is to serve as an information document that "…*will inform public agency decision-makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project*…" This EIR has been prepared as a "Project EIR" pursuant to section 15161 of the CEQA Guidelines. This section states that "…this type of EIR should focus on the changes in the environment that would result from the development. The EIR shall examine all aspects of the project, including planning, construction and operation."

CEQA Guidelines section 15143 indicates that "*an EIR shall focus on the significant effects on the environment. The significant effects should be discussed with emphasis in proportion to their severity and probability of occurrence. Effects dismissed in an Initial Study as clearly insignificant and unlikely to occur need not be discussed further in the EIR unless the Lead Agency subsequently receives information inconsistent with the finding in the Initial Study.*"

The CEQA Guidelines also provide guidance regarding the standards of adequacy for an EIR. Section 15151 of the Guidelines states*: An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts.*

The courts have looked not for perfection but for adequacy, completeness, and good faith effort at full disclosure."

1.3 SCOPE AND CONTENT OF THIS EIR

Impact Evaluation. The Santa Barbara Planning Division prepared an Initial Study (May 21, 2009) for the Valle Verde project (Appendix A), and it was determined that an EIR was required to evaluate the following environmental issue areas:

- Biology
- Transportation and Circulation

A scoping hearing for the project EIR was conducted by the Planning Commission on June 4, 2009. Minutes from the scoping hearing and comments received regarding the EIR Notice of Preparation, which was circulated for public review between May 22 and June, 22, 2009, are provided in Appendix B. As a result of the scoping process, an evaluation of the proposed project's aesthetic impacts was added to the EIR.

The Initial Study prepared for the Valle Verde project also concluded that other environmental impacts of the project would either be less than significant, or could be reduced to a less than significant level by identified mitigation measures. Potential environmental impacts of the proposed project and mitigation measures identified by the Initial Study are summarized in Section 2.0 (Summary) of this EIR, and are described in Section 8.0 (Impacts Found to not be Significant) of this EIR. All proposed mitigation measures for the Valle Verde project are also provided in Appendix A and the Mitigation Monitoring and Reporting Plan prepared for the project (Appendix C).

In addition to the environmental impact evaluation sections identified by the Initial Study and required by CEQA (i.e., project-specific and cumulative impacts, growth inducing and significant irreversible impacts), this EIR provides an evaluation of the Valle Verde project in relation to sustainable development objectives.

Alternatives Analysis. The Alternatives section of this EIR (Section 9.0) has been prepared in accordance with the requirements of section 15126.6 of the *CEQA Guidelines* and focuses on alternatives capable of eliminating or reducing significant adverse environmental effects associated with the proposed project, while feasibly attaining most of the objectives of the project. Five alternatives to the proposed project are evaluated:

- No Project - No Development
- No Project - Existing Conditional Use Permit Buildout
- Reduced Biological Impacts – Eliminate the Proposed Driveway Connection to Torino Drive

- Reduced Biological Impacts – Relocated Proposed Residential Units on the Project Site
- Reduced Biological Impacts – Reduced Fuel Management Zone Width

1.4 LEAD AGENCY

Approvals by the Planning Commission (discretionary permits and adoption of the environmental document) and the Architectural Board of Review (design review) are required to implement the Valle Verde project. The City of Santa Barbara Community Development Department, Planning Division is the Lead Agency responsible for the completion of this EIR and the environmental review of the proposed project.

1.5 OTHER APPROVALS

The State Water Resources Control Board must issue a Notice of Intent under the State General Construction Permit to authorization storm water discharges from the project site.

A permit from the Santa Barbara County Air Pollution Control District will also be required for the proposed demolition of on-site structures if it is determined that there is asbestos-containing material in the structure(s). The Air Pollution Control District issues permits for building demolition projects that involve the removal of asbestos-containing material.

1.6 ENVIRONMENTAL IMPACT REPORT PROCESS

The procedural requirements for the preparation, review and adoption of an EIR are briefly described below.

1. **Notice of Preparation (NOP).** After determining that an EIR is required for a project, the Lead Agency files a Notice of Preparation (NOP) soliciting input on the EIR scope from "Responsible," "Trustee," and any involved federal agencies. The NOP is also distributed to the State Clearinghouse if one or more state agencies is a responsible or trustee agency, and to parties previously requesting notice in writing (CEQA Guidelines Section 15082; Public Resources Code Section 21092.2). The NOP is posted in the County Clerk's office for 30 days. A scoping meeting to solicit public input on the issues to be assessed in the EIR is required under City CEQA Guidelines.

2. **Draft Environmental Impact Report (DEIR)**. The DEIR must provide the following information:

    - Table of Contents
    - Summary

- Project Description
- Environmental Setting
- Significant Environmental Impacts (direct; indirect; cumulative; growth-inducing; and unavoidable impacts)
- Mitigation Measures
- Alternatives to the proposed project

3. **Public Notice and Review**. A Lead Agency prepares a Public Notice of Availability of an EIR. The Notice is placed in the County Clerk's office for a minimum of 30 days (Public Resources Code Section 21092). The Lead Agency sends a copy of its Notice to anyone requesting it (CEQA Guidelines Section 15087). Additionally, public notice of DEIR availability is given through at least one of the following procedures: a) publication in a newspaper of general circulation; b) posting on and off the project site; and c) direct mailing to owners and occupants of contiguous properties. A 45-day public review period has been provided for the Valle Verde project. Written comments on the adequacy of the environmental impact analysis provided by the EIR can be provided to the City. Verbal comments regarding the EIR can also be provided in testimony provided to the Planning Commission.

4. **Notice of Completion.** A Lead Agency files a Notice of Completion with the State Clearinghouse after it completes a DEIR.

5. **Final EIR (FEIR).** A FEIR must provide the following information:

   - The DEIR
   - Copies of comments received during the public review of the DEIR
   - A list of persons and entities commenting on the DEIR
   - Responses to comments received on the DEIR

6. **Certification of FEIR**. The Lead Agency certifies that: a) the FEIR has been completed in compliance with CEQA; b) the FEIR was presented to the decision-making body of the Lead Agency; and c) the decision-making body reviewed and considered the information in the FEIR prior to approving a project (CEQA Guidelines Section 15090).

7. **Lead Agency Project Decision**. A Lead Agency may: a) disapprove a project because of its significant environmental effects; b) require changes to a project to reduce or avoid significant environmental effects; or c) approve a project despite its significant environmental effects, if the proper findings and statement of overriding considerations are adopted (CEQA Guidelines Sections 15042 and 15043).

8. **Findings/Statement of Overriding Considerations**. For each significant impact of the project identified in the EIR, the Lead or Responsible agency must find, based on substantial evidence, that either: a) the project has been changed to avoid or

substantially reduce the magnitude of the impact; b) changes to the project are within another agency's jurisdiction and such changes have or should be adopted; or c) specific economic, social, or other considerations make the mitigation measures or project alternatives infeasible (CEQA Guidelines Section 15091). If an agency approves a project with unavoidable significant environmental effects, it must prepare a written Statement of Overriding Considerations that sets forth the specific social, economic or other reasons supporting the agency's decision that the significant impacts are acceptable in this case due to the overriding benefits of the project (CEQA Guidelines Section 15092).

9. **Mitigation Monitoring/Reporting Program.** When an agency makes findings on significant effects identified in the EIR, it must adopt a monitoring or reporting program that verifies the implementation of the mitigation measures that were adopted or made conditions of project approval to mitigate significant effects. A copy of the proposed Mitigation Monitoring and Reporting Program is provided in Appendix C of this EIR.

10. **Notice of Determination.** A local agency files a Notice of Determination with the County Clerk after deciding to approve a project for which an EIR is prepared (CEQA Guidelines Section 15094). The Notice is posted for 30 days and sent to anyone previously requesting notice. Posting of the Notice starts a 30-day statute of limitations on CEQA legal challenges (Public Resources Code Section 21167[c]).

2.0 SUMMARY

2.1 PROJECT LOCATION

The Valle Verde Retirement Community is located in the Hidden Valley neighborhood in the southwestern portion of the City of Santa Barbara. The project site is generally bound by residential areas to the south and west; the La Cumbre Country Club to the north; and Hidden Valley Park, Arroyo Burro Creek and residential uses to the east. ~~Local~~ Regional access to the project site is provided by Modoc Road, which is located to the north; and by Las Positas Road, which is located to the east. Local access to the project site is provided by Calle de los Amigos and Torino Drive.

2.2 PROJECT DESCRIPTION

The Valle Verde Retirement Community (Valle Verde) project site encompasses approximately 59.75 acres and presently provides 213 one- and two-bedroom apartments; 11 studio units; a 45-room, 48-bed Assisted Living facility; a 36-room, 80-bed Skilled Nursing facility; and a six-bed Hospice facility. One additional single-family residence is located on the southwestern portion of the campus on what is commonly referred to as the "Rutherford property." The proposed project would provide 40 new independent living residential units, and also includes the demolition of the single-family residence located on the Rutherford parcel, the demolition of two independent living units (a duplex building), the demolition of four studio units provided in a single structure, the conversion of the six-bed Hospice facility to another use, and the conversion of two Bed & Breakfast units to another use. The project would result in a total net increase of 33 units on the project site. Other major project components would result in additions or remodels to the Assisted Living facility, Administration Building, and the Dining/Multi-Purpose Building. The existing Maintenance Building would be demolished and a new maintenance facility would be provided.

Several of the existing parking areas on the project site would be reconfigured and a total of 83 new parking spaces would be provided. After project implementation a total of 414 parking spaces would be provided on the project site. Other elements of the proposed project include the dedication of a 9.8-acre oak woodland area on the western portion of the project site; a Lot Line Adjustment; and various Zoning Ordinance Modifications to reduce required street and yard setbacks, porch or building eve setbacks, and building separation distance.

2.3 SUMMARY OF IMPACTS AND MITIGATION MEASURES

An Initial Study was prepared for the Valle Verde project to evaluate the potential for the project to result in significant environmental impacts (see Appendix A). The EIR scoping process determined that the project would have the potential to result in significant adverse impacts related to:

- Aesthetics
- Biology
- Transportation and Circulation

Based on the determination that the project would have the potential to result in significant adverse environmental impacts, an EIR was required for the project. In addition to evaluating the environmental issue areas listed above, this EIR evaluates alternatives to the proposed project, the project's consistency with applicable City plans and policies, and the project's implementation of sustainable development principles. The EIR also provides a description of the environmental impact analysis provided by the Valle Verde project Initial Study and summarizes the conclusions of the Initial Study as to why impacts related to other environmental issue areas, including the project's contribution to climate change impacts, would not be significant or could be reduced to a less than significant impact with the implementation of identified mitigation measures.

For each significant impact identified by the Initial Study and EIR, the Lead Agency must make findings required by section 15091 of the CEQA Guidelines if the public agency plans on approving or carrying out a project for which an EIR has been prepared. Based on substantial evidence, the Lead Agency must determine that either:

1. The project has been changed to avoid or substantially reduce the magnitude of the identified impacts;

2. Changes to the project are within another agency's jurisdiction and such changes have or should be adopted; or,

3. Specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures or project alternatives identified in the final EIR.

2.3.1 Significant Unavoidable Impacts (Class I)

The Valle Verde project would not result in any significant unavoidable environmental impacts.

2.3.2 Impacts That Can be Reduced to a Less Than Significant Level (Class II)

The Initial Study and EIR prepared for the Valle Verde project identified short- and long-term environmental impacts that would result from the proposed project related to aesthetics, biological resources, geological hazards, hazards, noise and public services (solid waste disposal). It was also concluded that the identified impacts could be reduced to a less than significant level with the implementation of proposed mitigation measures. The identified impacts and proposed mitigation measures are summarized on Table 2.3-1.

2.3.3 Less Than Significant Impacts (Class III)

The Initial Study and EIR prepared for the Valle Verde project determined that the project would not result in significant impacts related to air quality, cultural resources, population and housing, transportation, recreation and water resources. For some of these issue areas, the Initial Study recommended mitigation measures to further reduce the less than significant impacts of the project. Suggested mitigation measures provided by the Initial Study are provided on Table 2.3-1.

2.4 ALTERNATIVES

Consistent with the requirements of CEQA this EIR has evaluated a range of reasonable alternatives to the proposed project. The alternatives evaluated by the EIR are summarized below.

No Project Alternative – No Development Scenario. This alternative evaluated the environmental effects of not implementing the proposed project. The analysis concluded that leaving the project site in its current condition would avoid all project-related environmental impacts, therefore, the "No Project – No Development" alternative would be the environmentally superior alternative. However, this alternative would not attain the primary objectives of the proposed project.

No Project – Existing CUP Buildout. This alternative would provide additional residential dwelling units on the project site by dividing 20 existing units into 40 smaller units, consistent with the requirements of the existing Conditional Use Permit that has been approved for the Valle Verde facility. No discretionary permits or approvals would be required from the City to implement this alternative. It is not known what the market demand would be for the small units created by this alternative.

Implementation of this alternative would limit project-related changes to the existing environmental conditions on the project site because only interior modifications to existing buildings would occur. As a result, the proposed project's significant but mitigable aesthetic (mature tree removal) and biology impacts would be avoided. The traffic impacts of this alternative would be similar to the less than significant impacts of the proposed project, however, the alternative would result in a slight increase in overall traffic generation when compared to the traffic generation characteristics of the proposed project. Due primarily to the small increase in traffic volume that would result from the implementation of this alternative and possible implementation feasibility issues, this alternative is not considered to be the environmentally superior alternative.

Eliminate the Proposed Driveway Connection to Torino Drive. The objective of this alternative was to minimize impacts to biological resources that would occur on the Rutherford parcel. However, the analysis of this alternative concluded that its impacts to oak

trees would generally be similar to the impacts of the proposed project, and the alternative would remove more non-native grassland than would be removed by the proposed project. This alternative would also require more on-site grading and the use of retaining walls than the proposed project. Therefore, this alternative would not be environmentally superior to the proposed project.

Reduced Fuel Management Zone Width. This alternative would reduce the width of the proposed fuel management area along the project site's western border from 75 to 50 feet. In conjunction with a reduced fuel management zone, specified building techniques used for structures located in high wildfire hazards would be required for proposed structures on the western side of the project site.

The objective of this alternative was to minimize impacts to oak woodland and coastal sage scrub habitat that would result from proposed fuel management activities. The fuel management-related impacts to coastal sage scrub and oak woodland habitat that would result from this alternative would be reduced when compared to the impacts of the proposed project. However, this alternative would not avoid fuel-management-related habitat impacts and would not provide the fuel management benefits that would result from the implementation of the proposed project. In addition, this alternative would not avoid or minimize impacts to individual oak trees located on or adjacent to proposed building sites on the western portion of the project site.

Relocate Proposed Residential Units on the Project Site. The objective of this alternative is to minimize project-related impacts to the biological resources located along the project site's western border. When compared to the impacts of the proposed project, this alternative would reduce fuel management-related impacts to biological resources and fewer oak trees would be removed or impacted. The implementation of this alternative would provide a more substantial reduction in impacts to biological resources than would be achieved by the "Reduced Fuel Management Zone Width" alternative.

This alternative would implement the primary objectives of the project to enhance existing campus facilities and to provide additional senior housing. This alternative would be somewhat inconsistent with the objective related to preserving outdoor areas on the previously developed portions of the Valle Verde campus, however, CEQA does not require alternatives to fully achieve each of the proposed project's objectives. Therefore, the "Relocate Proposed Residential Units on the Project Site" alternative would be the alternative, other than the "No Project – No Development" alternative, that is environmentally superior to the proposed project.

2.5 AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED

Input regarding the environmental review of the Valle Verde project was received during a public hearing that was held on June 4, 2009. The purpose of the hearing was to accept testimony regarding the potential environmental impacts of the proposed project that

should be evaluated in the project EIR. Comments were received on a variety of issues area, but generally focused on traffic-related issues and neighborhood compatibility. Written comments regarding the scope of this EIR are provided in EIR Appendix B.

Table 2.3–1

Valle Verde Retirement Community Project EIR
Impacts and Proposed Mitigation Measures

Significant and Unavoidable (Class I) Impacts

The Valle Verde Project would not result in any significant unavoidable impacts.

Significant but Mitigable (Class II) Impacts

Aesthetics

AES-1 Development of the Valle Verde project would result in the removal of, or significant impacts to, skyline and specimen trees located on the project site.

AES-1a Landscape Plans. Prior to issuance of grading or building permits, final landscaping plans for the development shall be submitted for review and approval by the Environmental Analyst, Creeks Division and Architecture Board of Review (ABR), and shall include the following:

1. Planting of only native species in development areas adjacent to native riparian, oak woodland, and coastal sage scrub areas. Drought tolerant, water wise landscaping shall be used throughout the site. No highly invasive non-native species listed by the California Native Plant Society are to be used onsite.

2. Replacement of all skyline and specimen trees proposed for removal or significantly impacted onsite at a minimum of a 1:1 ratio, with native species. Should any of the large sycamore trees onsite be impacted by the project, they shall be replaced at a 3:1 ratio per the specifications of the Tree Assessment and Protection Plan.

Biology

BIO-1 Development of proposed structures and long-term fuel management activities would permanently remove or disturb 0.24 acre of oak woodland and 0.12 acre of coastal sage scrub habitat.

Proposed development would result in direct (i.e., habitat removal) impacts to 0.04 of an acre (1,534 square feet) of oak woodland habitat, and proposed fuel management activities would result in long-term impacts to 0.20 of an acre (8,817 square feet) of oak woodland. The proposed project would result in direct impacts to 0.01 of an acre (401 square feet) of coastal sage scrub habitat and fuel management activities would result in long-term impacts to 0.11 of an acre (5,007 square feet) of coastal sage scrub.

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BIO-1a. Habitat Restoration Plan. Prior to issuance of grading or building permits, an oak woodland and coastal sage scrub restoration plan prepared by a qualified biologist shall be submitted for review and approval by the City's Environmental Analyst. At minimum, the restoration plan shall contain the following elements.

1. The plan shall include all recommendations related to restoration and tree replacement contained in the Biological Assessment and Tree Assessment and Protection Plan prepared for the project.

2. Removed/disturbed oak woodland and coastal sage scrub habitat shall be provided/restored at a minimum 2:1 replacement ratio. ~~To the extent possible~~, ~~t~~This mitigation shall be performed on the project site in existing non-native and/or disturbed habitat such as areas where fuel management activities have occurred but will no longer be required, and nonnative annual grassland habitat. The habitat restoration plan shall at a minimum create 0.48 of an acre of oak woodland and 0.24 of an acre of coastal sage scrub habitat. The oak woodland and coastal sage scrub habitat restoration/mitigation may be implemented in conjunction with proposed oak tree replacement mitigation (BIO-2a).

3. At minimum, the oak woodland and coastal sage scrub habitat restoration/mitigation plan shall describe the following plan elements:

   a. Restoration site selection criteria.
   b. Where restoration/mitigation will occur.
   c. The existing conditions in the restoration/mitigation area(s).
   d. Site preparation and planting methods.
   e. A planting pallet using locally obtained native coast live oak trees and coastal sage scrub plant materials.
   f. A maintenance schedule.
   g. Mitigation goals, objectives, and success criteria.
   h. A description of the monitoring methods and reporting that will be used to document and measure the progress of the restoration/mitigation effort.

4. The coastal sage scrub habitat restoration/mitigation performance standard shall be a minimum of 80 percent native herb and shrub cover. The oak woodland habitat restoration/mitigation performance standard shall be a minimum of 45 percent canopy cover for native trees. Both the coastal sage scrub and oak woodland areas shall have no more than 15 percent non-native weeds (excluding non-native annual grasses) and the required performance standards shall be achieved within five (5) years after initial planting.

5. Monitoring of the restoration areas shall occur for a minimum of five (5) years. Monitoring reports shall be submitted annually and at the completion of the five year period. If the final report indicates that the restoration project has in part or in whole been unsuccessful based on the performance standards specified in the restoration plan, the applicant shall submit within 90 days a revised or supplemental restoration program.

6. All plantings shall be maintained for the life of the project.

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7. All cleared, graded, or disturbed areas on the project site shall be planted or protected and maintained for erosion control purposes as soon as feasible following initial disturbance.

8. All disturbed soil around the margins of the development proposed on the western side of the campus adjacent to the existing oak woodland shall be hydroseeded with a native coastal sage scrub seed mix using native species found in adjacent habitats. Seed shall be collected from locally-occurring plants (either on-site or within the south coast of Santa Barbara County).

9. Areas adjacent to the oak woodland on the western side of the property that are currently subject to fuel modification but would no longer require management after the approval of the proposed project (approximately 1.5 acres), shall be cleared of existing invasive, nonnative species (oleander, ice plant, ivy, etc.) and replanted with native, locally-occurring ground cover, brush and trees found in the oak woodland and coastal sage scrub habitats.

10. Planting shall be undertaken immediately after completion of construction.

11. Cages around the saplings shall be installed during planting to prevent wildlife from damaging the young trees. Weeds shall be controlled and a 2-3 inch layer of mulch shall be placed around the trees, but not against the stems. Newly planted saplings shall be irrigated with drip or other water source for the first two years, until the saplings are established.

12. All trees removed during construction shall have their trunks and large limbs cut into three to four-feet long sections and scattered around adjacent natural habitat to function as microhabitat for small animals.

Recommended Mitigation Measure. The following mitigation measure (13) is recommended to enhance the restoration of oak woodland habitat impacted by the proposed project by reducing the amount of time required to restore the habitat value of impacted areas. Implementation of this measure in a timely manner (i.e., prior to occupancy permit issuance), however, may require that the larger replacement trees not be grown from acorns collected from onsite oak trees, as required by proposed mitigation measure BIO-2a.1. Instead, larger replacement trees shall be locally obtained native coast live oak trees. Implementation of this recommended mitigation measure is not required to reduce impacts to oak woodland habitat to a less than significant level.

13. To restore oak woodland habitat functions as quickly as possible, it is recommended that at least 80 percent of the of removed native trees ~~replacement~~ (80 percent of 15~~0~~ removed oak ~~replacement~~ trees = 12~~0~~ trees) be performed using 15-gallon or 24-inch box trees at a 3:1 mitigation ratio (12 removed trees would require 36 15-gallon and/or 24-inch box trees); and that 20 percent of the removed native trees ~~replacement~~ be ~~performed~~ replaced using one to five gallon trees planted at a 10:1 mitigation ratio (3 impacted trees would require 30 one- to five-gallon replacement trees).~~20 percent of 150 replacement trees = 30 trees).~~

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BIO-2. Implementation of the proposed project would result in significant impacts to native and specimen trees resulting from the removal of 15 coast live oak trees and one (1) Monterey pine tree. The project would also significantly impact six (6) coast live oak trees, one (1) redwood, two (2) Monterey pine trees, and one (1) western sycamore by encroaching into more than 20 percent of the tree's critical root zone. In addition, the project would disturb and/or encroach minimally (less than 20 percent) into the critical root zone of 31 coast live oak trees.

BIO-2a. Native and Specimen Tree Replacement and Protection. The project applicant shall implement the Valle Verde Retirement Community Tree Assessment and Protection Plan (Spiewak, 2008), and the mitigation measures provided by the Initial Study prepared for the Valle Verde project. The following tree replacement/protection measures shall be implemented.

1. A minimum oak tree replacement ratio of 10:1 shall be required to mitigate the loss of the 15 coast live oaks. A minimum survivorship ratio of 8:1 after three years post-planting shall be achieved. Acorns collected from on-site oak trees shall be used. One hundred fifty oak saplings, one gallon in size shall be planted in areas between the new structures on the west side of the property (project north) and the oak woodland. Additional trees shall be planted if damage occurs to existing trees during construction related activities. Mitigation trees and required protection/maintenance requirements shall be installed prior to issuance of project permits.

2. The following measures shall be noted on the grading plan submitted to the building department prior to issuance of grading permit and implemented prior and during construction-related activities to ensure the protection of trees:

    a. Tree protection fencing and barriers shall be installed as indicated on the fencing plan.

    b. Fences shall be chain link or orange plastic, four to six feet high and positioned at the Critical Root Zone (CRZ) as specified in the tree inventory table and illustrated on the site maps of the Tree Assessment and Protection Plan.

    c. CRZs shall have a radius measured from the center of the trunk to the outside edge of the CRZ, wherever possible. If work is approved within the CRZ, the fence shall be placed at the outside edge of the work zone.

    d. Fencing shall remain upright and intact throughout the duration of the project.

    e. Construction related activities shall be prohibited within the Tree Protection Zones (TPZ), including the use of heavy equipment, storage of materials, or accumulation of soil for later use.

    f. Demolition and excavation within TPZs of all native and non-native trees shall be done by hand where reasonable. Reasonableness shall be determined by the Project Environmental Coordinator, Supervising General Contractor and the Project Arborist.

    g. Special attention shall be given to construction related activity around sycamore No. 104 and all oak trees to minimize impacts. Three 24-inch boxed sycamores shall be planted to mitigate

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impacts to sycamore #104.

h. Any roots encountered within the CRZs of trees, even if outside the TPZs shall be cleanly cut back to an undisturbed section of the root zone. In areas where roots are cut, the soil profile shall be irrigated to reduce drying of newly exposed soil and subsequent damage to remaining roots in that profile. The Project Arborist shall determine the quantity, area and frequency of irrigation to the disturbed area.

i. A permethrin-based pesticide (Astro) shall be applied to the lower six feet of oak tree trunks stressed from root cutting in the early Spring and late Summer (through September), to reduce the risk of attack by fatal oak bark beetles. It may need to be repeated for several years at the discretion of the City Arborist.

j. Tree removal should, to the extent feasible, be scheduled between August 16 and January 31 to avoid the bird nesting season, or survey and construct only if nesting birds are absent (see mitigation measure BIO-3a.2).

k. All trees not indicated for removal on the site plan shall be preserved, protected, and maintained, in substantial accordance with the Tree Assessment and Protection Plan dated November 12, 2008.

l. All required mitigation trees, and each of the impacted but not significantly impacted trees shall be monitored once a year following the completion of construction activities for a period of five years. Should any of these trees die during the monitoring period, they shall be replaced at the specified tree replacement mitigation ratio.

BIO-3 Project-related construction activities have the potential to impact active bird nests, and construction activities on the western portion of the project site have the potential to impact silvery legless lizards and coast horned lizards.

BIO-3a Sensitive Species Surveys and Monitoring. Prior to issuance of any grading or building permits, the applicant shall submit a draft contract with a qualified biologist for the review and approval of the Environmental Analyst. The following monitoring and survey activities shall be implemented:

1. A qualified biologist shall supervise the installation of the construction fencing around all work areas and access roads. Fencing shall be maintained through the duration of project construction.

2. Tree removal/relocation/trimming activities shall not occur during nesting season (February 1 – August 15). If these activities must occur during this time, a qualified biologist shall conduct a survey of the trees no more than one week prior to the activity to identify active nests and nest holes. The biologist shall map the location of all active and inactive nests and nest holes in trees. A 300-foot radius no-disturbance buffer shall be established around trees containing active nests and this buffer shall be maintained until the biologist has verified that young birds have fledged the nest.

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3. A city approved biologist familiar with the habits of legless lizards and coast horned lizards shall monitor initial vegetation removal efforts (grubbing), grading and other surface-disturbing activities for silvery legless lizards and coast horned lizards. The biologist shall direct the equipment operator to slowly remove vegetation and the top 12 inches of topsoil while the biologist scans the soil for lizards. Any and all reptiles found shall be relocated to appropriate microhabitats in adjacent, undisturbed habitat out of harm's way. The monitoring biologist shall complete a California Natural Diversity Database Field Survey form should any sensitive reptiles be found and shall fax a copy to the City, and the California Department of Fish and Game California Natural Diversity Database per the instructions on the field survey form.

BIO-4. The proposed project has the potential to result in significant impacts to Santa Barbara honeysuckle and mesa horkelia, which are considered to be sensitive plant species.

BIO-4a. Sensitive Plan survey and Restoration Requirements. Prior to issuance of grading or building permits, a survey plan prepared by a qualified biologist shall be submitted for review and approval by the City's Environmental Analyst. The survey plan shall also describe restoration efforts that will be implemented if it is determined that the proposed project would result in significant impacts to Santa Barbara honeysuckle and/or mesa horkelia. At minimum, the plan shall contain the following elements.

1. Prior to the issuance of a grading permit, a botanical survey shall be performed to confirm the presence or absence of Santa Barbara honeysuckle and mesa horkelia on the western side of the project site.

2. The grading limits and the outer limits of the proposed fuel modification zone shall be staked by a licensed surveyor prior to performance of the botanical surveys. The surveys shall be performed by a qualified biologist/botanist and shall be performed within one month of any scheduled ground and/or vegetation disturbance.

3. Should the surveys required by mitigation measure BIO-4a.1 find any sensitive plants within the area where disturbance will occur, a mitigation plan shall be prepared by a qualified biologist/botanist. The mitigation plan shall describe what measures shall be used to avoid impacts to any sensitive plants found in the survey area. Should the removal of any sensitive plant be unavoidable, replacement shall be performed at a minimum 10:1 ratio for each plant that is removed. This sensitive plant replacement mitigation may be implemented in conjunction with the proposed oak woodland and coastal sage scrub habitat restoration/mitigation plan (BIO-2a).

4. At minimum, the habitat restoration/mitigation plan shall describe the plan elements:

    a. Restoration site selection criteria.
    b. Where restoration/mitigation will occur.
    c. The existing conditions in the restoration/mitigation area(s).
    d. Site preparation and planting methods.
    e. A planting pallet using locally obtained plant materials.
    f. A maintenance schedule.
    g. Mitigation goals, objectives, and success criteria.

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h. A description of the monitoring methods and reporting that will be used to document and measure the progress of the restoration/mitigation effort.

5. The sensitive plant mitigation performance standard shall be a minimum 80 percent survival of all mitigation plantings, with no more than 15 percent non-native weeds (excluding non-native annual grasses) to be achieved within 5 years after initial planting.

6. Monitoring of the restoration area shall occur for a minimum of five (5) years. Monitoring reports shall be submitted annually and at the completion of the five year period. If the final report indicates that the restoration project has in part or in whole been unsuccessful based on the performance standards specified in the restoration plan, the applicant shall submit within 90 days a revised or supplemental restoration program.

Proposed mitigation measure AES-1 requires the replacement of skyline and specimen trees removed from the project site. No additional mitigation is required for impacts to large non-native trees located on the project site.

Geological Hazards

The following mitigation measure was identified by the Valle Verde Initial Study to reduce the potential for significant geological hazard impacts to a less than significant level.

GEO-1. Compliance with Regulations and Site-Specific Studies. The final project plans reviewed and approved by the City Building Division prior to issuance of any grading or building permits shall show that the project is constructed in accordance with California Building Code requirements and the recommendations contained in the Geotechnical Report prepared by Fugro West, Inc., dated October 2006, updated on February 18, 2008 regarding site preparation, grading, paving, foundation design, retaining walls, and construction plans.

Hazards

The following mitigation measure was identified by the Valle Verde Initial Study to reduce the potential for significant fire hazard impacts to a less than significant level.

HAZ-1 Landscape Plans. The project shall adhere to the Fire Department Landscape Guidelines and Fuel Management Standards identified for properties within the project area. The Landscape plan shall be reviewed and approved by the Fire Department prior to submittal to the Environmental Analyst or ABR for review.

Noise

The following mitigation measures were identified by the Valle Verde Initial Study to reduce the potential for significant short-term noise impacts to a less than significant level. No other mitigation measures are required.

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N-1 Construction Notice. At least 20 days prior to commencement of construction, the contractor shall provide written notice to all property owners and residents within 450 feet of the project area. The notice shall contain a description of the proposed project, a construction schedule including days and hours of construction, the name and phone number of the Project Environmental Coordinator (PEC) who can answer questions, and provide additional information or address problems that may arise during construction. A 24-hour construction hot line shall be provided. Informational signs with the PEC's name and telephone number shall also be posted at the site.

N-2 Construction Hours. Noise-generating construction activities (which may include preparation for construction work) shall be permitted weekdays between the hours of 8:00 a.m. and 5:00 p.m., excluding holidays observed by the City as legal holidays: New Year's Day (January 1st); Martin Luther King Jr.'s Birthday (3rd Monday in January); President's Day (3rd Monday in February); Cesar Chavez Day (March 31st); Memorial Day (Last Monday in May); Independence Day (July 4th); Labor Day (1st Monday in September); Thanksgiving Day (4th Thursday in November); Day Following Thanksgiving Day (Friday following Thanksgiving); Christmas Day (December 25th). *When a holiday falls on a Saturday or Sunday, the preceding Friday or following Monday respectively shall be observed as a legal holiday.

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

N-3: Construction Equipment Sound Control. All construction equipment, including trucks, shall be professionally maintained and fitted with standard manufacturers' muffler and silencing devices.

N-4 Sound Barriers. As determined necessary by the Project Environmental Coordinator, the project shall employ sound control devices and techniques such as noise shields and blankets during the construction period to reduce the level of noise to surrounding residents.

Public Services

The following mitigation measure was identified by the Valle Verde Initial Study to reduce the significant short-term construction waste generation impacts of the proposed project to a less than significant level.

PS-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 of sufficient size to handle the materials, subject to review and approval by the City Solid Waste Specialist, for collection of demolition/construction materials. A minimum of 90% of demolition and construction materials shall be recycled or reused. Evidence shall be submitted at each inspection to show that recycling and/or

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reuse goals are being met.

Less Than Significant (Class III) Impacts

Air Quality

The Valle Verde project would not result in significant air quality impacts. However, to reduce emissions of ozone precursors, fugitive dust, diesel particulate matter and other pollutants to the extent possible, the following mitigation measures were identified by the Initial Study. No additional mitigation measures are required.

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

AQ-2 Construction Dust Control - Watering. During site grading and transportation of fill materials, regular water sprinkling shall occur using reclaimed water whenever the Public Works Director determines that it is reasonably available. During clearing, grading, earth moving or excavation, sufficient quantities of water, through use of either water trucks or sprinkler systems, shall be applied to achieve minimum soil moisture of 12% to prevent dust from leaving the site. Each day, after construction activities cease, the entire area of disturbed soil shall be sufficiently moistened to create a crust.

Throughout construction, water trucks or sprinkler systems shall also be used to keep all areas of vehicle movement damp enough to prevent dust raised from leaving the site. At a minimum, this will include wetting down such areas every three hours. Increased watering frequency will be required whenever the wind speed exceeds 15 mph.

AQ-3 Construction Dust Control – Tarping. Trucks transporting fill material to and from the site shall be covered from the point of origin and maintain a freeboard height of 12 inches.

AQ-4 Construction Dust Control – Gravel Pads. Gravel pads, 3 inches deep, 25 feet long, 12 feet wide per lane and edged by rock berm or row of stakes or a pipe-grid track out control device shall be installed to reduce mud/dirt track out from unpaved truck exit routes.

AQ-5 Construction Dust Control – Disturbed Area Treatment. After clearing, grading, earth moving or excavation is completed, the entire area of disturbed soil shall be treated to prevent wind erosion. This may be accomplished by:

A. Seeding and watering until grass cover is grown;
B. Spreading soil binders;
C. Sufficiently wetting the area down to form a crust on the surface with repeated soakings as necessary to maintain the crust and prevent dust pickup by the wind;
D. Other methods approved in advance by the Air Pollution Control District.

AQ-6 Construction Dust Control – Paving. All roadways, driveways, sidewalks, etc., shall be paved as soon as possible. Additionally, building pads shall be laid as soon as possible after grading unless

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seeding or soil binders are used.

AQ-7 Stockpiling. If importation, exportation and stockpiling of fill material are involved, soil stockpiled for more than two days shall be covered, kept moist by applying water at a rate of 1.4 gallons per hour per square yard, or treated with soil binders to prevent dust generation. Apply cover when wind events are declared.

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

AQ-9 Exhaust Emissions – Engines. Heavy-duty diesel-powered construction equipment manufactured after 1996 (with federally mandated "clean" diesel engines) shall be used.

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

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

AQ-12 Equipment Maintenance. Construction equipment shall be maintained to meet the manufacturer's specifications.

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

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

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

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

AQ-17 Idling Limitation. Idling of heavy-duty diesel trucks during loading and unloading shall be limited to five minutes; auxiliary power units shall be used whenever possible.

AQ-18 Worker Trips. Construction worker trips shall be minimized by requiring carpooling and by providing for lunch onsite.

AQ-19 Biodiesel. Biodiesel shall be used to the maximum extent feasible.

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AQ-20 Energy Use. Minimize the use of energy by designing and constructing structures using sustainable development principles including green building designs and materials.

AQ-21 Carpool Parking. Provide preferential parking for carpools and vanpools.

AQ-22 Demolition and Debris Removal. Apply water every 4 hours to the area within 100 feet of a structure being demolished, to reduce vehicle trackout. Apply water to disturbed soils after demolition is completed or at the end of each day of cleanup.

AQ-23 Post Demolition. Apply dust suppressants (e.g., polymer emulsion) to disturbed areas upon completion of demolition.

AQ-24 Demolition Activities. Prohibit demolition activities when wind speeds exceed 25 mph.

Cultural Resources

The Valle Verde project would not result in significant impacts to Cultural Resources. The following mitigation measure was recommended by the Initial Study prepared for the Valle Verde project. This measure would be implemented in the unlikely event that cultural resources are uncovered on the project site during construction activities.

CR-1 Unanticipated Archaeological Resources Contractor Notification. The following information should be printed on the grading plans submitted to the building department prior to issuance of a grading permit:

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

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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.

Transportation

The Valle Verde project would not result in significant transportation or circulation impacts. The following mitigation measures were identified by the Initial Study prepared for the project to further reduce the project's less than significant impacts related to traffic safety (egress from project site driveways), short-term construction traffic and ADA compliance. No additional mitigation measures are required.

TRF-1 The proposed project would have the potential to contribute to an adverse but less than significant circulation impact if adequate space is not provided between the edges of the site driveways along Calle de los Amigos and Torino Drive and the fronts and rears of nearby parked cars.

TRF-1a. Red Curb Painting. Prior to the occupancy of any proposed residential unit, curbs adjacent to the Valle Verde driveways on Calle de los Amigos and Torino Drive should be painted red to prohibit parking within five feet of the driveways.

TRF-2 To minimize less than significant short-term construction traffic impacts to the extent possible, the following mitigation measures provided by the Initial Study prepared for the Valle Verde project should be implemented throughout the project's construction period.

TRF-2a. Construction Traffic. The haul routes for all construction-related trucks, three tons or more, entering or exiting the site, shall be approved by the Transportation Engineer. Construction-related truck trips for all trucks three tons or more 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.) to help reduce truck traffic and noise on adjacent streets and roadways. The route of construction-related traffic shall be established to minimize trips through surrounding residential neighborhoods.

TRF-2b. Construction Parking. Construction parking and vehicle/equipment/materials storage shall be provided as follows:

a. During construction, free parking spaces for construction workers shall be provided on-site or off-site in a location subject to the approval of the Transportation and Parking Manager.

b. On-site or off-site storage shall be provided for construction materials, equipment, and vehicles. Storage of construction materials within the public right-of-way is prohibited.

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TRF-3. The following mitigation measure was recommended by the Initial Study prepared for the proposed project to ensure that adequate pedestrian circulation is provided over the life of the project.

TRF-3a Disabled Accessibility. Project circulation shall be maintained for disabled accessibility or equivalent facilitation in accordance with American Disabilities Act requirements.

Water Resources

The Valle Verde project would not result in significant impacts to water resources. The following mitigation measures were identified by the Initial Study prepared for the project to further reduce the project's less than significant short- and long-impacts. No additional mitigation measures are required.

W-1 Preliminary Hydraulic Report. A detention basin, to reduce runoff to pre-construction levels, as recommended in the Preliminary Hydraulic Report prepared by MAC Design Associates, dated November 20, 2008, shall be provided and shown on final project plans.

W-2 Drainage and Water Quality. Project plans for grading, drainage, stormwater facilities, and project development shall be subject to review and approval by City Building Division and Public Works Department per City regulations, (*and Regional Water Quality Control Board*). Sufficient engineered design and adequate mitigation measures shall be employed to ensure that no significant construction-related or long-term effects from increased runoff, erosion and sedimentation, urban water quality pollutants, or groundwater pollutants would result from the project.

W-3 Erosion Control/Water Quality Protection Plan. Prior to the issuance of a demolition permit for the proposed project, the applicant or project developer shall prepare an erosion control plan that is consistent with the requirements outlined in the *Procedures for the Control of Runoff into Storm Drains and Watercourses* and the Building and Safety Division *Erosion/Sedimentation Control Policy* (2003). The erosion control/water quality protection plan shall specify how the required water quality protection procedures are to be designed, implemented and maintained over the duration of the development project. A copy of the plan shall be submitted to the Community Development and Public Works Departments for review and approval, and a copy of the approved plan shall be kept at the project site.

At minimum, the erosion control/water quality protection plan prepared for the proposed project shall address the implementation, installation and/or maintenance of each of the following water resource protection strategies:

- Paving and Grinding
- Sandbag Barriers
- Spill Prevention/Control
- Solid Waste Management
- Storm Drain Inlet Protection
- Stabilize Site Entrances and Exits

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- Illicit Connections and Illegal Discharges
- Water Conservation
- Stockpile Management
- Liquid Wastes
- Street Sweeping and Vacuuming
- Concrete Waste Management
- Sanitary/Septic Waste Management
- Vehicle and Equipment Maintenance
- Vehicle and Equipment Cleaning
- Vehicle and Equipment Fueling

W-4 Minimization of Storm Water Pollutants of Concern. The applicant shall submit project plans incorporating long-term BMPs to minimize storm water pollutants of concern to the extent feasible, and obtain approval from Public Works Engineering. The approved facilities shall be maintained in working order for the life of the project and should incorporate passive design (bioswales, buffers, etc) to the extent feasible.

W-5 Storm Drain System Stenciling and Signage. Within the project area, the applicant shall implement stenciling of all storm drain inlets and catch basins, and posting of signs at all public access points along channels and creeks, with language in English and Spanish and graphic icons prohibiting dumping, per approved plans. The applicant shall submit project plans to the satisfaction of Public Works Engineering that identify storm drain inlet locations throughout the project area, and specified wording and design treatment for stenciling of storm drain inlets and signage for public access points that prohibit dumping. The owners association shall maintain ongoing legibility of the stenciling and signage for the life of the project, and shall inspect at least annually and submit report to City annually.

3.0 PROJECT DESCRIPTION

The proposed project would add new residential and other accessory facilities to the existing Valle Verde Retirement Community. A detailed description of the project and associated development characteristics is provided below.

3.1 PROJECT OWNER and APPLICANT

American Baptist Homes of the West
Ron Schaefer, Executive Director

3.2 PROJECT LOCATION

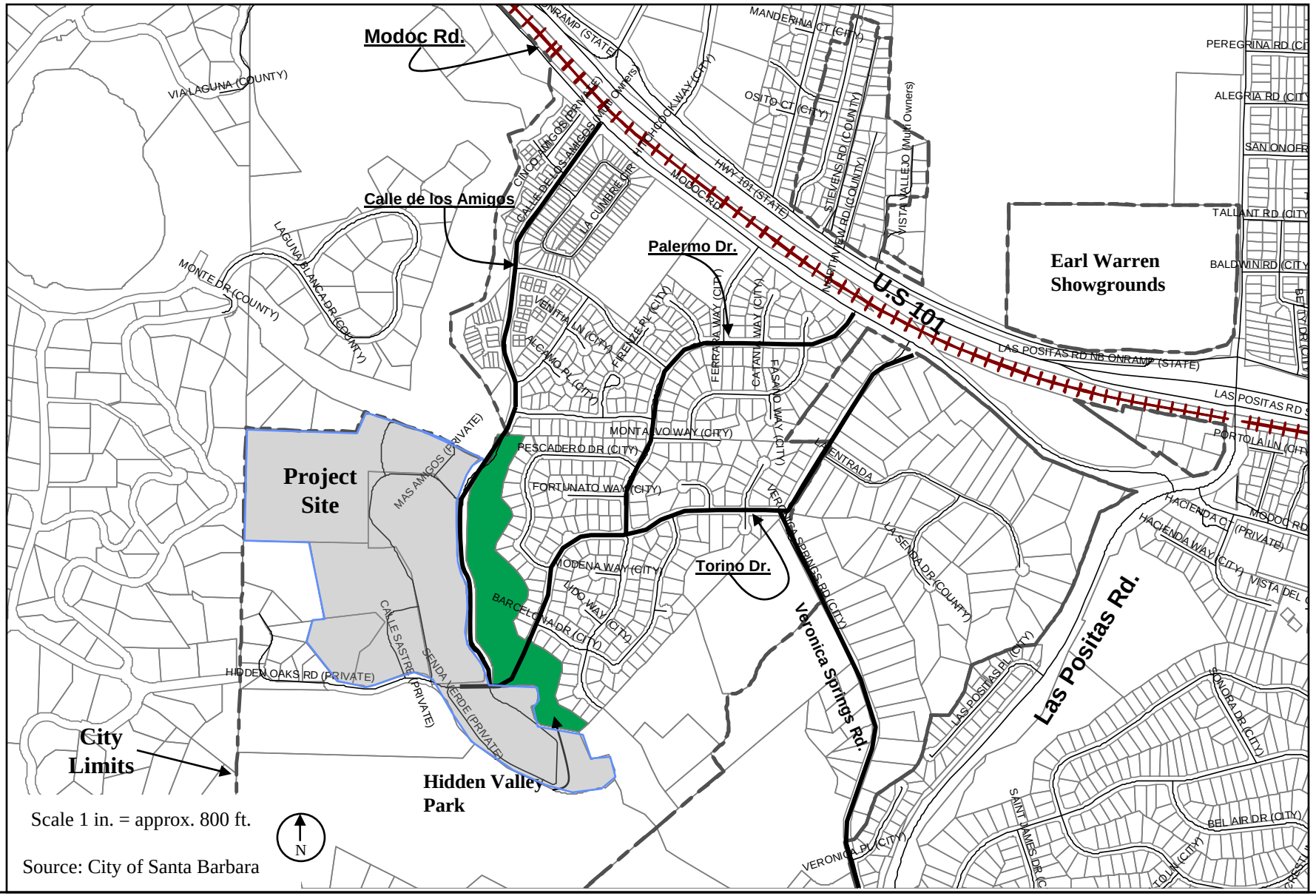
The Valle Verde Retirement Community is located in the Hidden Valley neighborhood in the southwestern portion of the City of Santa Barbara (Figure 3.2-1). The project site is approximately 59.75 acres in size, is comprised of five legal parcels, and is generally bound by residential areas to the south and west; the La Cumbre Country Club to the north; and Hidden Valley Park, Arroyo Burro Creek and residential uses to the east.

3.3 PROJECT COMPONENTS

The proposed project would provide various additions and modifications to the Valle Verde Retirement Community facility. The major components of the project are listed below and more detailed descriptions are provided in subsequent subsections.

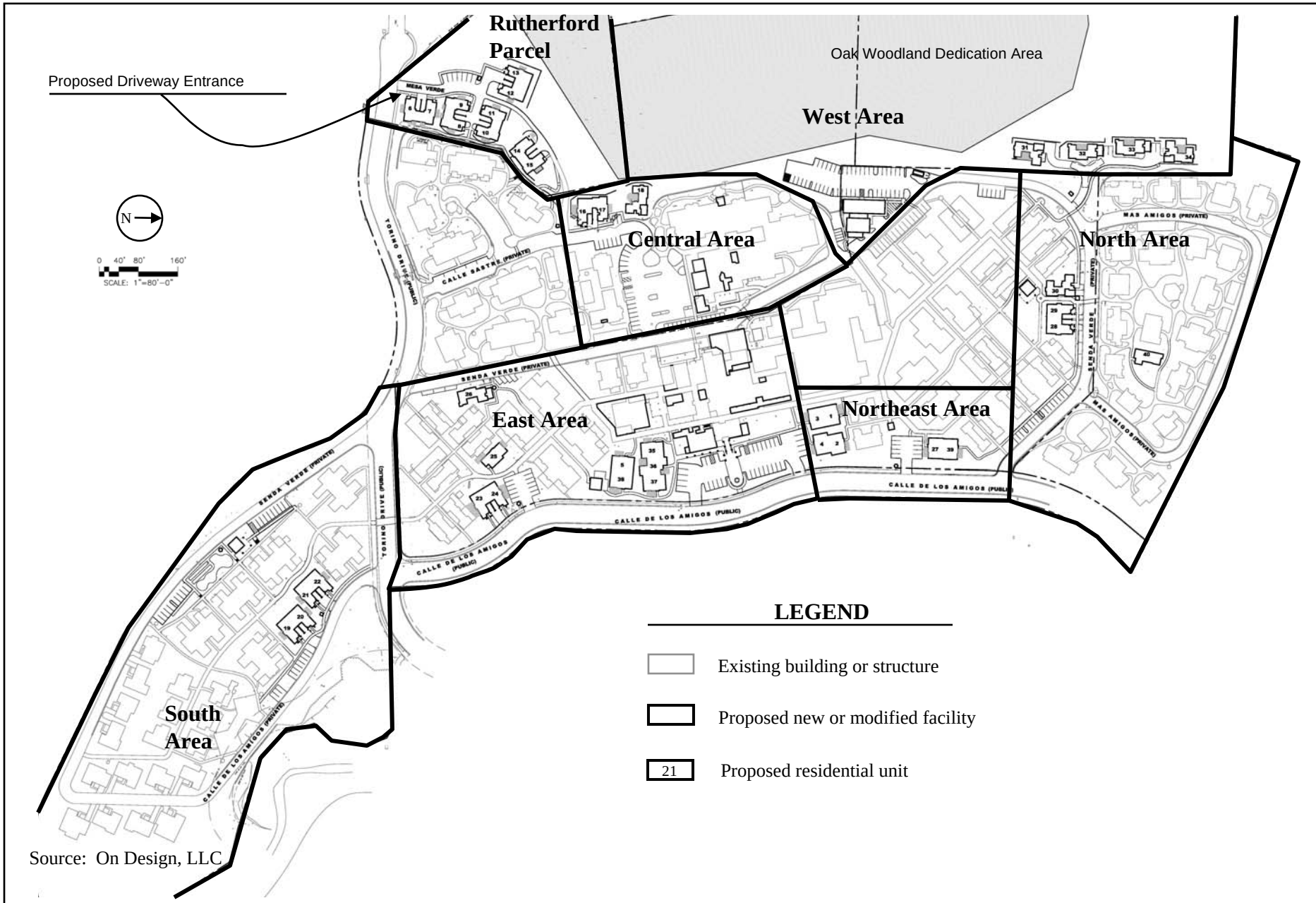
- 40 new residential units
- Assisted Living Facility additions and remodel
- Administration Building additions and remodel
- Replacement Maintenance Building
- Other building additions and remodels
- New on-site parking spaces and changes to existing parking areas
- Oak woodland dedication
- Lot Line Adjustment, Zoning Ordinance Modifications, and Conditional Use Permit Amendment

For descriptive purposes in this EIR the locations of individual project components are described using references to their general location on the project site (*e.g.* the north, northeast, south, west, east and central portions of the project site). The portion of project located in the southwest corner of the project site is referred to as the "Rutherford" parcel. Figure 3.3-1 shows the entire project site and proposed site plan, and depicts the location of each general area that has been used to describe the location of individual project



City of Santa Barbara
Valle Verde Retirement Community Project EIR

Figure 3.2-1
Project Location



Source: On Design, LLC

City of Santa Barbara
Valle Verde Retirement Community Project EIR

Figure 3.3-1
Proposed Campus Site Plan

components[1]. More detailed site plans depicting the location of individual project components are provided in subsequent subsections of this project description.

3.3.1 New Residential Units

This project component would result in the construction of 40 new independent living residential units on the project site. This project component also includes the demolition of the single-family residence located on the Rutherford parcel; demolition of two independent living units (a duplex building), and the demolition of four studio units that are provided in a single structure, the conversion of a six bed Hospice facility and the conversion of two Bed & Breakfast units. The proposed project would result in a total net increase of 33 units on the project site.[2] Existing and proposed residential units on the project site are summarized below.

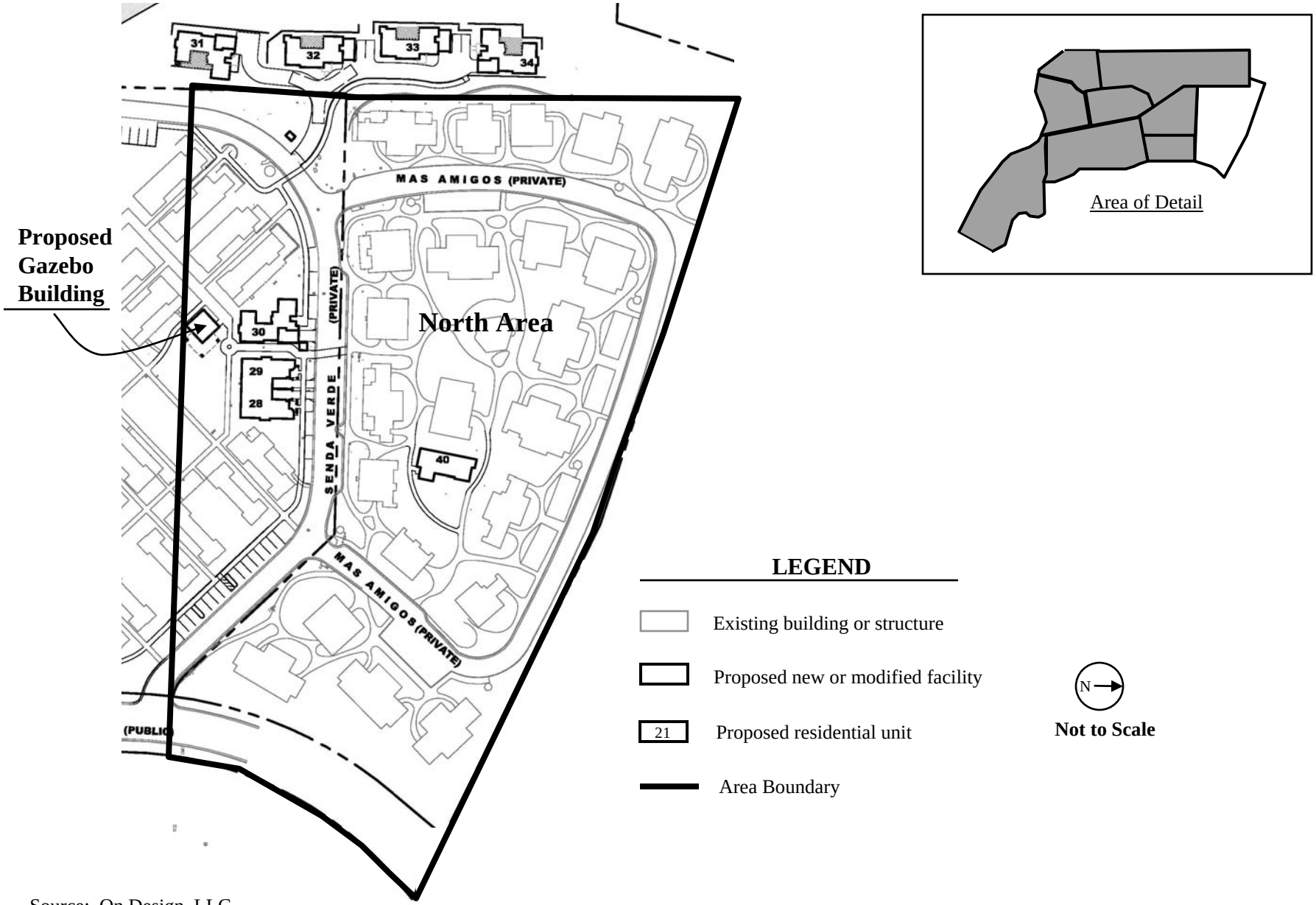
Unit Type	Existing	Post Project
Independent Living	213	251
Studio	10	6
Single Family Residence	1	0
Total	**224**	**257**

The 40 proposed residential units would be provided in a variety of configurations, including nine (9) detached units, 28 units in duplex configurations, and 3 units in a triplex configuration. Table 3.3-1 describes the type and general location of the proposed units on the project site, and Figures 3.3-2 through 3.3-8 provide detailed site plans depicting the locations of the proposed units and other proposed site modifications.

All proposed dwelling units would be two-bedroom, one-story buildings with a maximum height between 14 and 19 feet measured from adjacent finished grade. Six different floor plans have been proposed for the new units, and the residences would range between 1,146 to 1,425 net square feet in size, excluding garage area. Single-car garages would be provided for 27 of the units, 10 units would be provided with carports, and three units would be allocated uncovered parking. Figures 3.3-9 through 3.3-11 depict selected elevations for the proposed residential units.

[1] Please note that the project area locations depicted on Figure 3.3-1 are for descriptive purposes only and the outlined areas do not necessarily follow existing or proposed property lines.

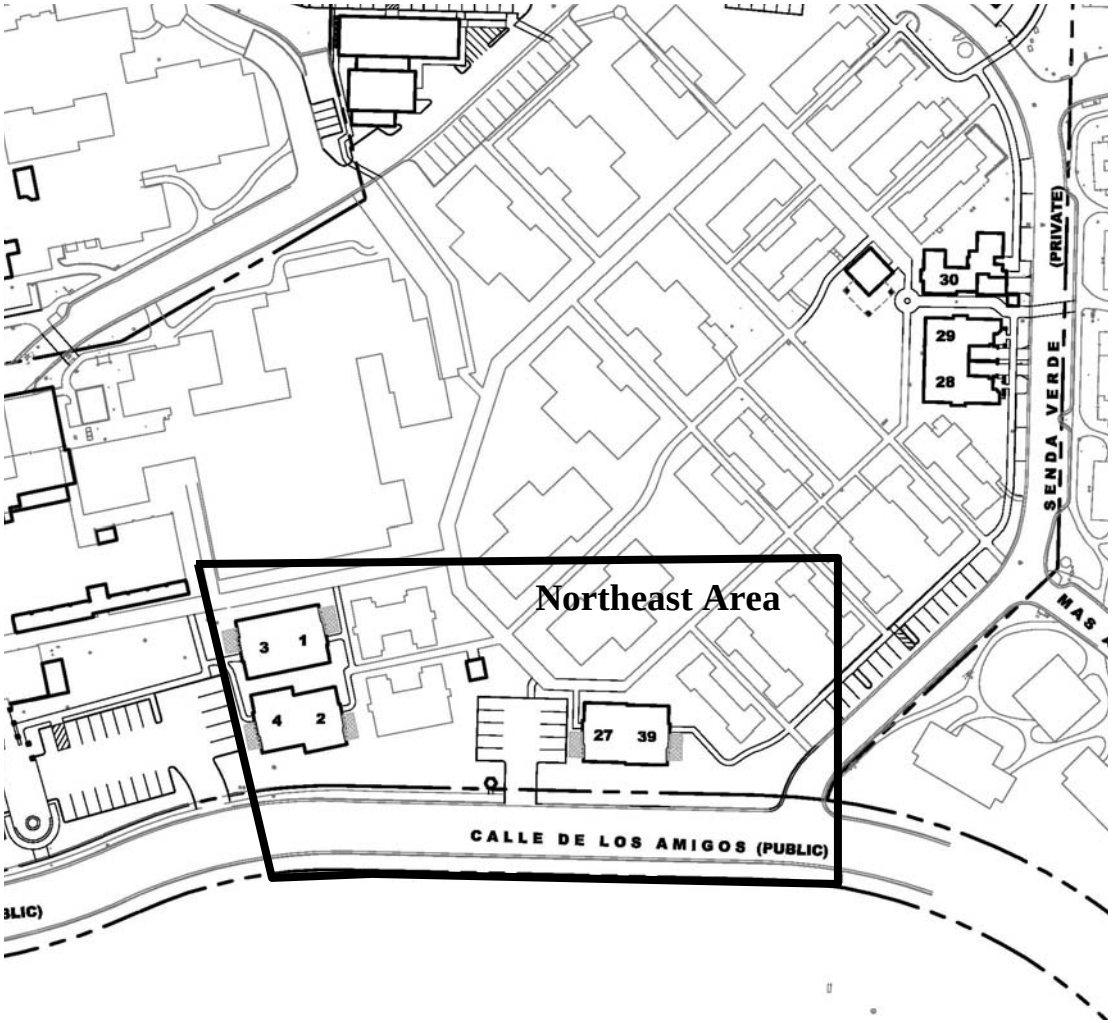
[2] The proposed project would result in a net increase of 33 residential dwelling units on the project site, and this increase has been used as the project-related change to existing conditions considered by this EIR. Other methods could be used to calculate the project-related change in on-site units because the existing residence on the Rutherford parcel is not part of the existing Conditional Use Permit that has been approved for the Valle Verde Retirement Community, and the existing studio units located on the project site are not considered to be residential units by the City because they do not have kitchens. For analysis purposes in this EIR, however, the residence on the Rutherford property and the existing studio units all contribute to existing or "baseline" conditions.

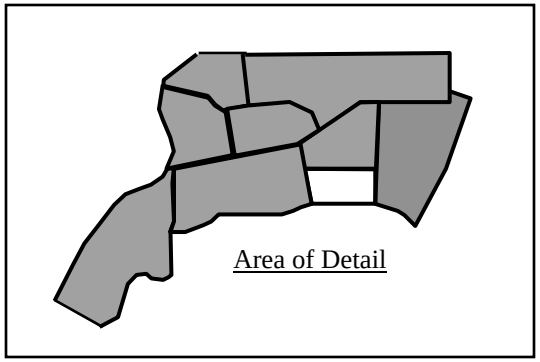


Source: On Design, LLC

City of Santa Barbara
Valle Verde Retirement Community Project EIR

Figure 3.3-2
North Area Site Plan





LEGEND

- Existing building or structure
- Proposed new or modified facility
- 21 Proposed residential unit
- Area Boundary

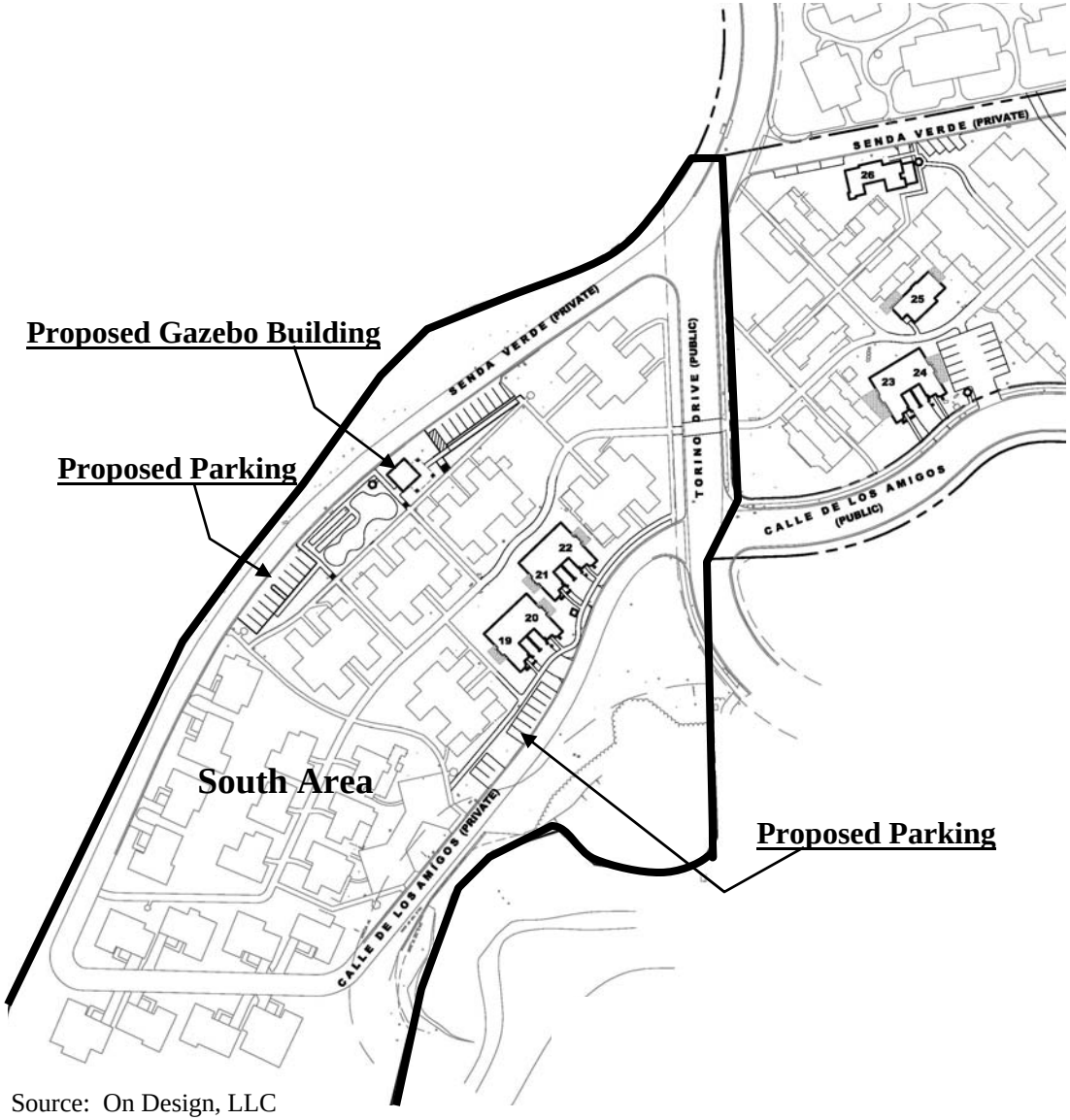
N

Not to Scale

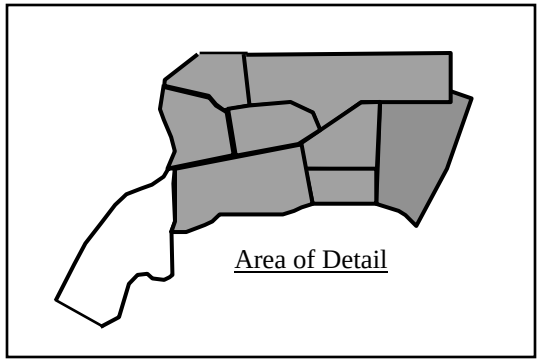
Source: On Design, LLC

City of Santa Barbara
Valle Verde Retirement Community Project EIR

Figure 3.3-3
Northeast Area Site Plan



Source: On Design, LLC



N

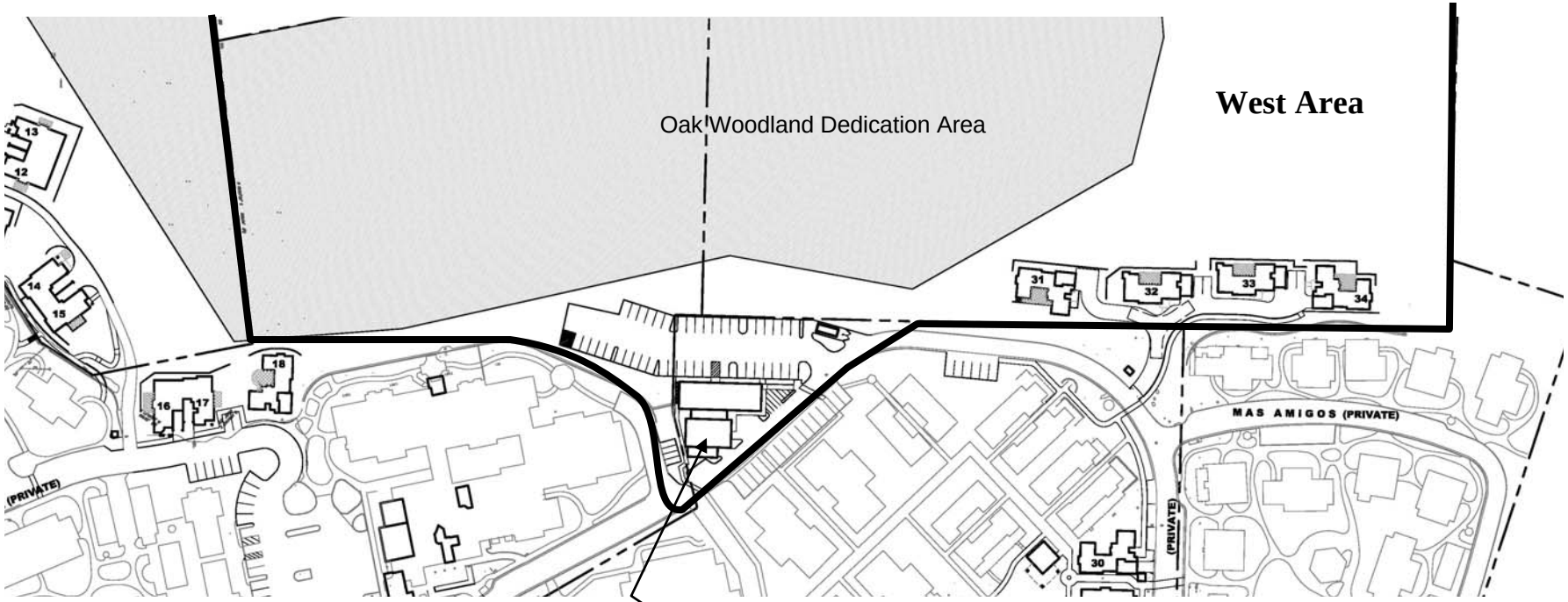
Not to Scale

LEGEND

- Existing building or structure
- Proposed new or modified facility
- 21 Proposed residential unit
- Area Boundary

City of Santa Barbara
Valle Verde Retirement Community Project EIR

Figure 3.3-4
South Area Site Plan



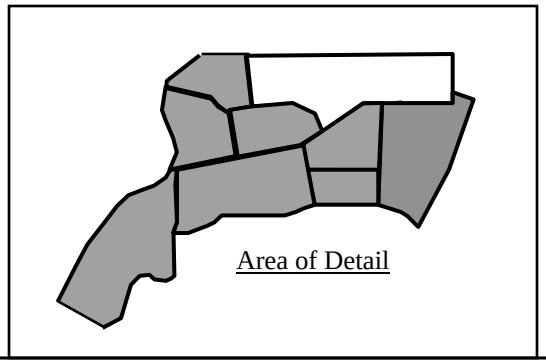
LEGEND

- Existing building or structure
- Proposed new or modified facility
- 21 Proposed residential unit
- Area Boundary

Proposed Maintenance Building and Parking Areas

N

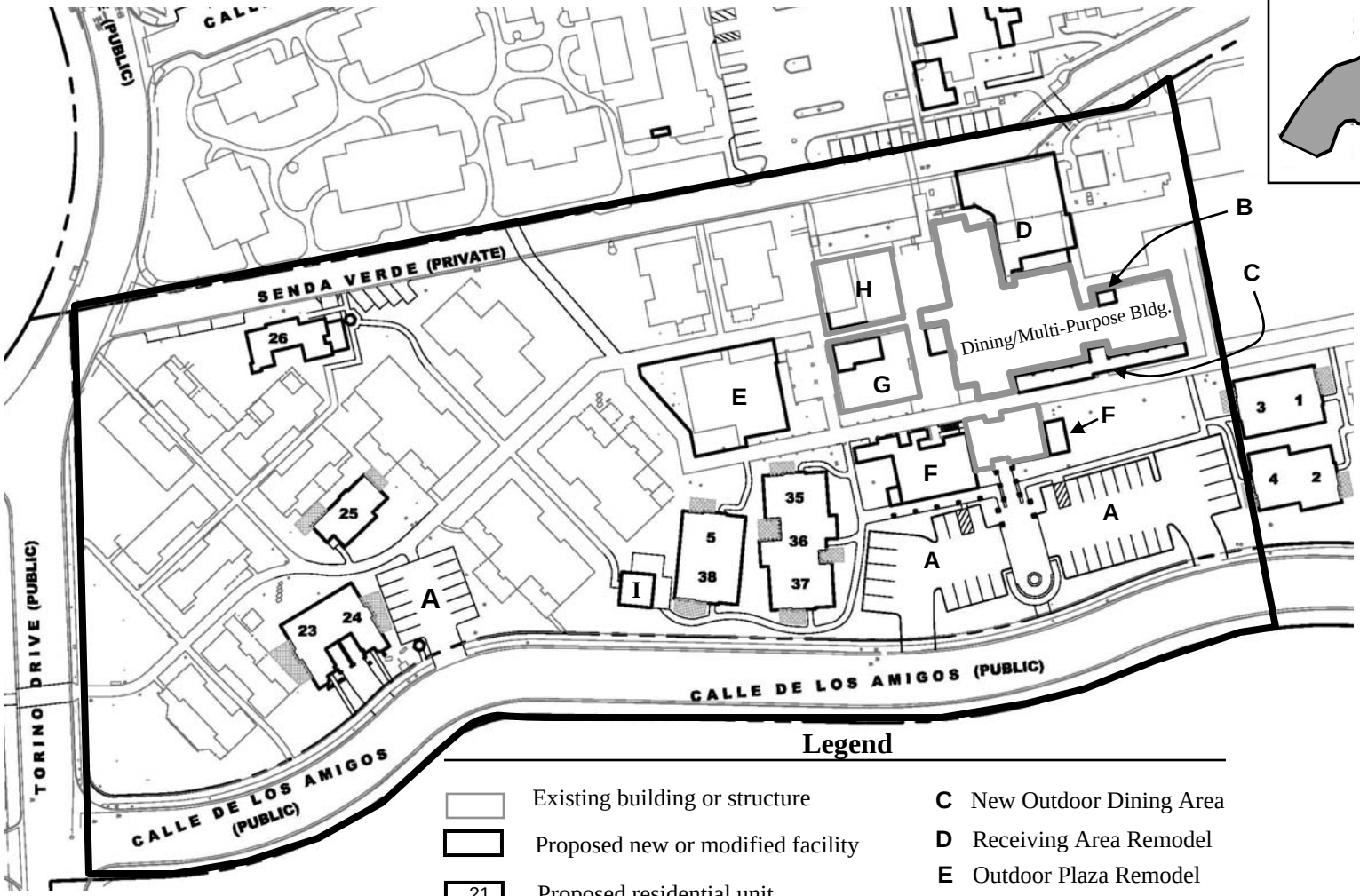
Not to Scale

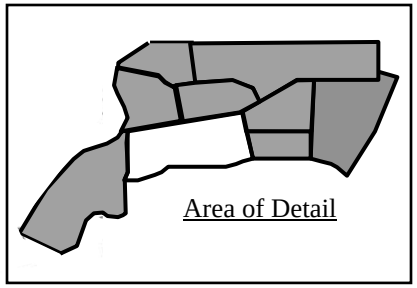


Source: On Design, LLC

City of Santa Barbara
Valle Verde Retirement Community Project EIR

Figure 3.3-5
West Area Site Plan





Legend

- Existing building or structure
- Proposed new or modified facility
- 21 Proposed residential unit
- Area Boundary

A Reconfigured Parking Area
B New Indoor Dining Area
C New Outdoor Dining Area
D Receiving Area Remodel
E Outdoor Plaza Remodel
F Administration Building Additions
G Social Room Remodel
H Salon/Staff Lounge Remodel
I New Gazebo Building

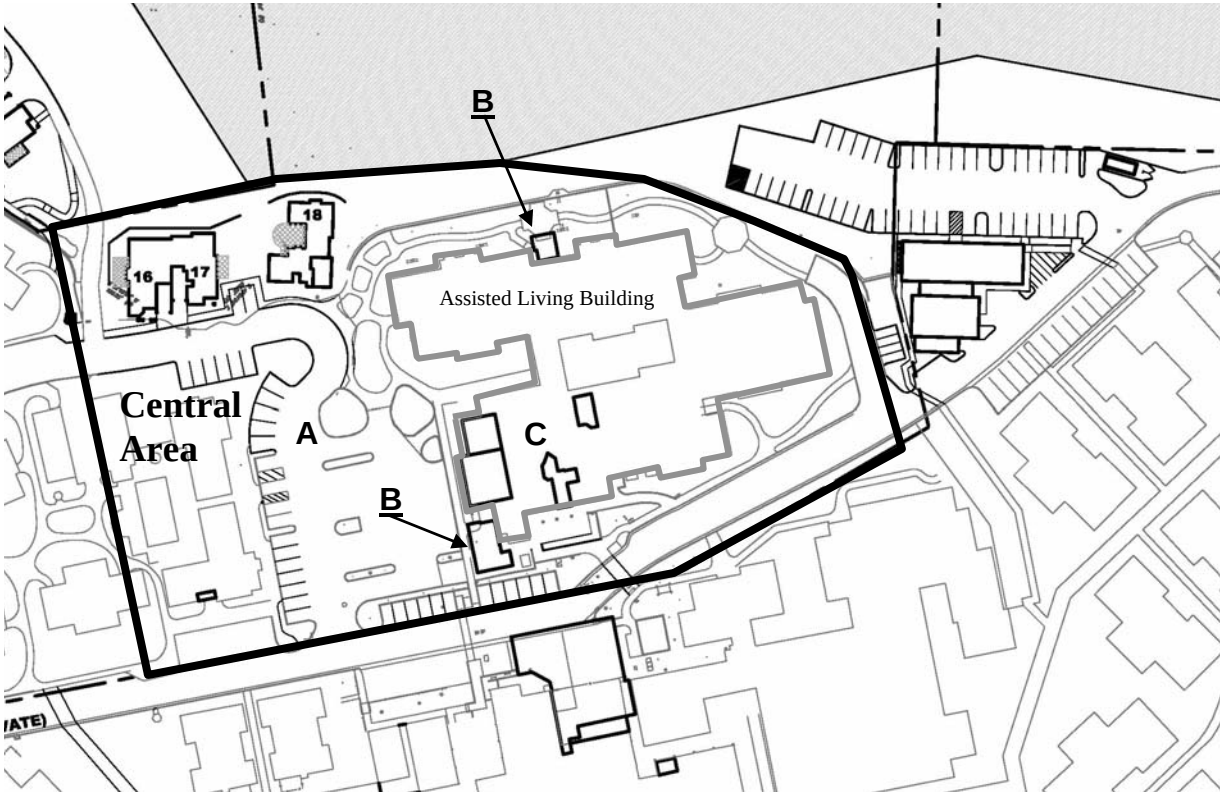
N

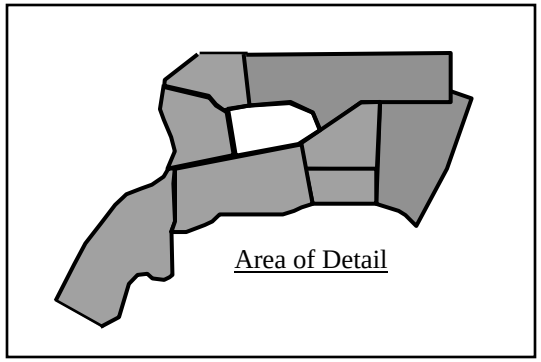
Not to Scale

Source: On Design, LLC

City of Santa Barbara
Valle Verde Retirement Community Project EIR

Figure 3.3-6
East Area Site Plan





LEGEND

N

Not to Scale

Existing building or structure

Proposed new or modified facility

21 Proposed residential unit

Area Boundary

A Reconfigured Parking Area

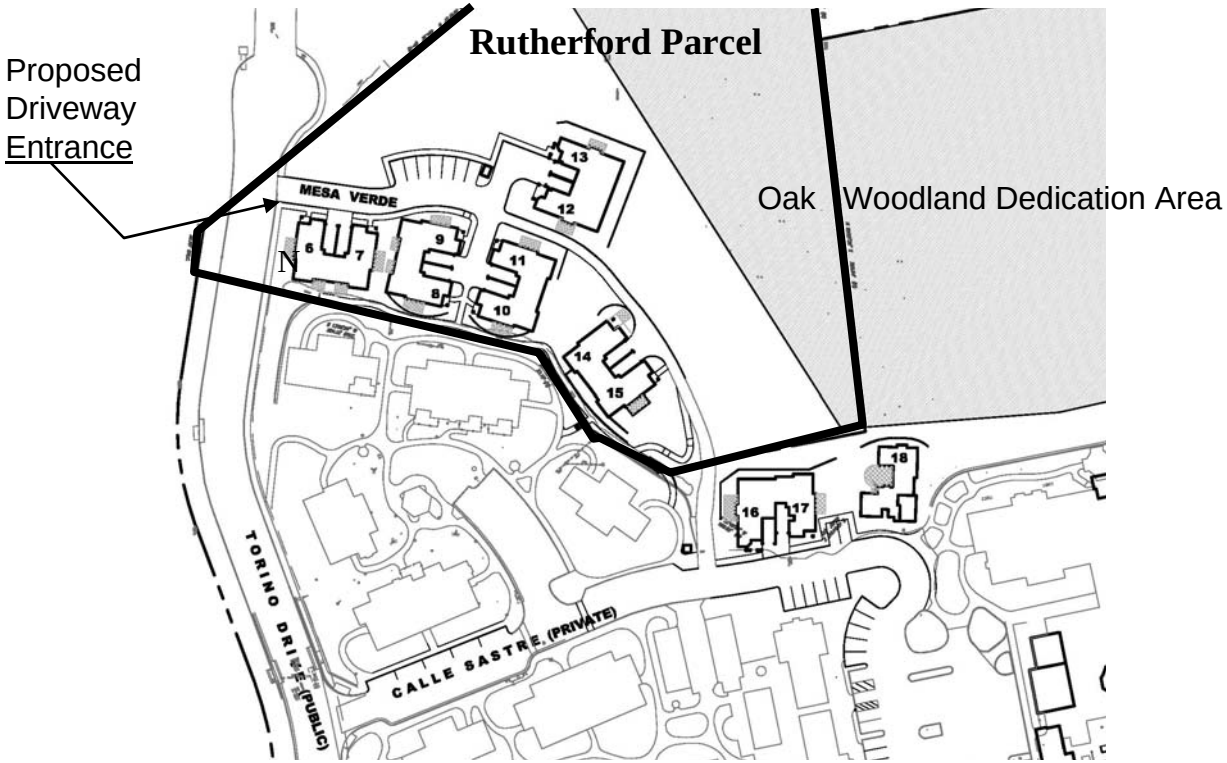
B Assisted Living Building Additions

C Assisted Living Building Remodel Areas

Source: On Design, LLC

City of Santa Barbara
Valle Verde Retirement Community Project EIR

Figure 3.3-7
Central Area Site Plan



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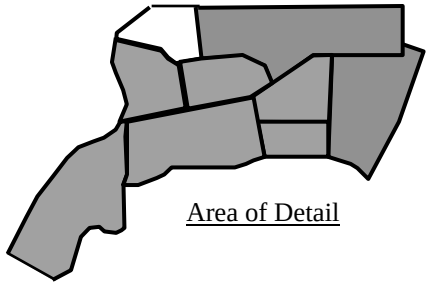
LEGEND

Existing building or structure

Proposed new or modified facility

21 Proposed residential unit

Area Boundary

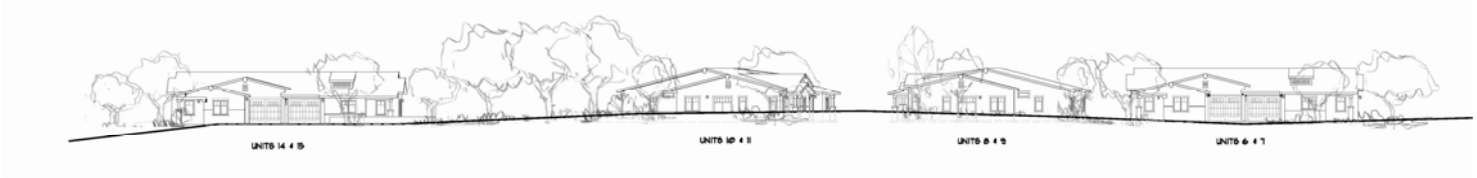


Source: On Design, LLC

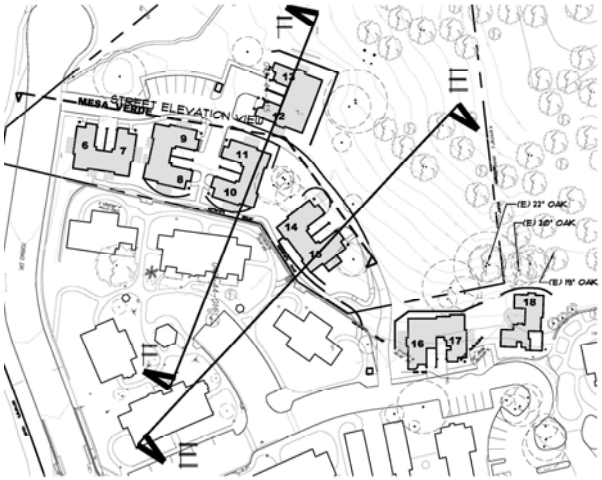
City of Santa Barbara
Valle Verde Retirement Community Project EIR

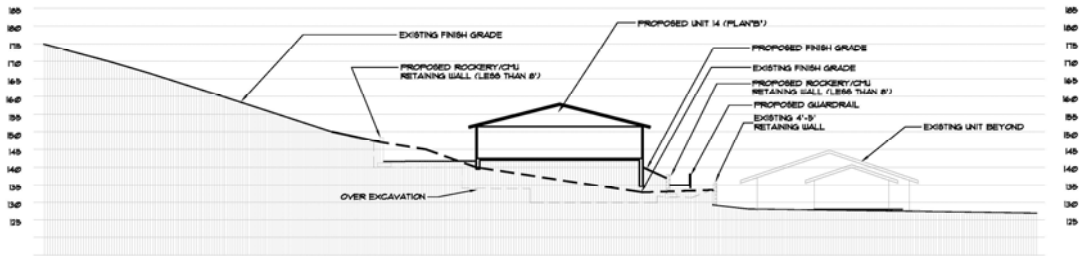
Figure 3.3-8
Rutherford Parcel Site Plan

STREET ELEVATION

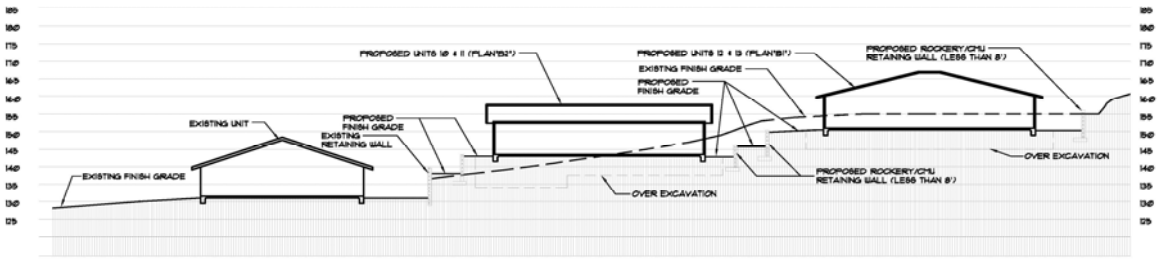


STREET ELEVATION WITH FOLIAGE





PARTIAL SECTION E-E



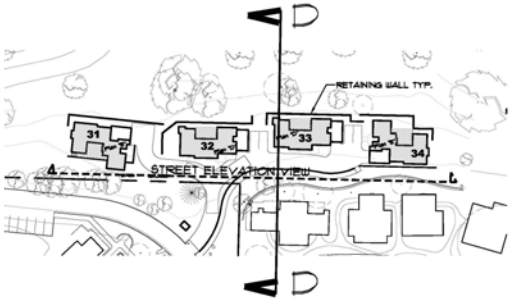
Source: On Design, LLC Not to Scale

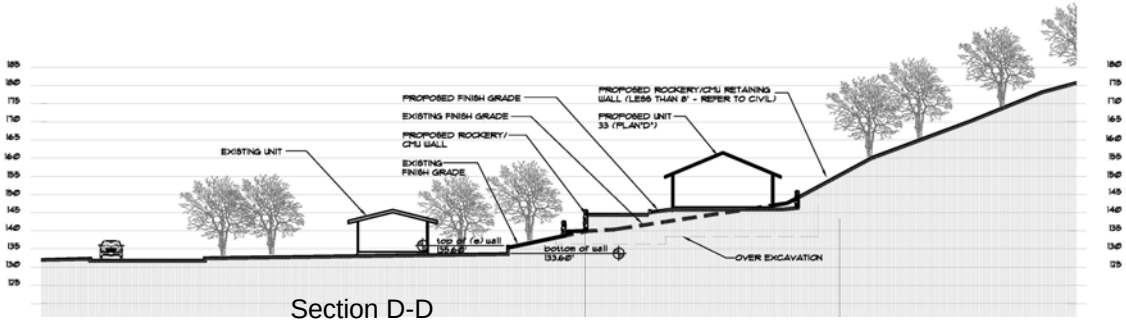
City of Santa Barbara
Valle Verde Retirement Community Project EIR

Figure 3.3-9
Proposed Residential Units on the Rutherford Parcel

STREET ELEVATION

STREET ELEVATION WITH FOLIAGE



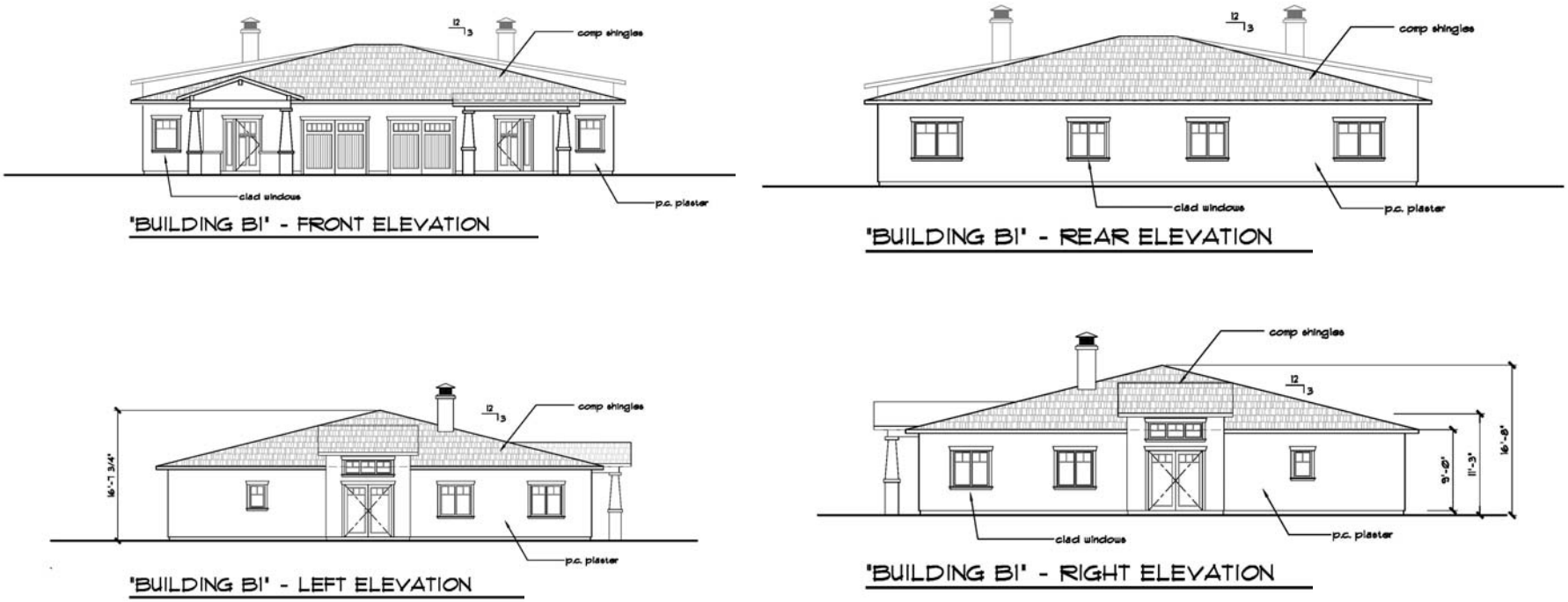


Section D-D

Source: On Design, LLC Not to Scale

City of Santa Barbara
Valle Verde Retirement Community Project EIR

Figure 3.3-10
Proposed Residential Units on the West Project Area



Source: On Design, LLC Not to Scale

City of Santa Barbara
Valle Verde Retirement Community Project EIR

Figure 3.3-11
Proposed Duplex Units – Typical Elevations

Table 3.3-1
Proposed Residential Buildings

Project Area (1)	Number of Residential Structures	Number of Residences
North	2 single structures 1 duplex structure	4
Northeast	3 duplex structures	6
South	2 duplex structures	4
West	4 single structures	4
East	2 single structures 2 duplex structures 1 triplex structure	2 4 3
Central	1 single structure 1 duplex structure	3
Rutherford Parcel	5 duplex structures	10
Total	**24 structures**	**40 units**

(1) Refer to Figure 3.3-1 for the location of each project area.

3.3.2 Assisted Living Facility Additions and Remodel

The Assisted Living Facility building is located in the central portion of the project site and is presently 24,225 net square feet in area. The facility provides 48 bed spaces in 45 rooms, a dining room and a variety of other accessory uses.

The proposed project includes changes to the Assisted Living Facility building to provide a new fitness room, four (4) new assisted living rooms/beds, new restrooms and new staff area. In total, 865 net square feet of floor area would be added to the building, and 2,626 net square feet of existing interior area would be remodeled. The expanded facility would provide 52 beds in 49 rooms. Most of the new floor area would be provided at the southeast corner of the building and would be used to provide a new fitness room and restroom. With the proposed changes to the Assisted Living Facility building the structure would be 25,090 net square feet in area. The portions of the Assisted Living Facility building that would be changed by the proposed project are depicted on the detailed site plan for the central portion of the project site (Figure 3.3-7).

3.3.3 Administration Building Additions and Remodel

The Administration Building is located in the eastern portion of the project site and is presently a one-story, 1,817 net square foot building. All of the existing building space would be remodeled and 4,600 net square feet of new floor area would be added. Most of the new building area would be provided by expanding the footprint of the building to the south and by adding a new second story. With the proposed changes to the Administration Building the structure would be 6,417 net square feet in area. The footprint area of the

Administration Building that would be changed by the proposed project is depicted on the detailed site plan for the east portion of the project site (Figure 3.3-6).

Uses that would be provided in the Administration Building for residents and employees include a variety of offices, large and small conference rooms, a bank office, lobby, restrooms, storage and mechanical equipment areas, and other accessory uses. The second story addition would be used to provide four (4) new bed and breakfast rooms. The approximate maximum height of the Administration Building would be 25 feet and 10 inches above finished grade. The appearance of the proposed building is depicted on Figure 3.3-12.

3.3.4 Maintenance Building

The existing maintenance building is located in the west portion of the project site and provides 4,348 net square feet of floor area. The existing building would be demolished and two new structures totaling 5,642 net square feet would be provided at a location that is south of and adjacent to the existing building site.

The western portion of the new maintenance building would be a two-story structure that provides storage areas, a wood shop, and other accessory uses. This portion of the maintenance building would be partially built into an adjacent sloping area. The eastern portion of the building would be one-story and include laundry services, storage areas, offices and other accessory uses. The maximum height of this structure would be approximately 23 feet above finished grade. The location of the proposed Maintenance Building is depicted on the detailed site plan for the west portion of the project site (Figure 3.3-5), and the appearance of the proposed buildings are provided on Figure 3.3-13.

3.3.5 Other Proposed Building Additions and/or Remodels

Salon/Staff Lounge Building. The Salon/Staff Lounge building is located in the east portion of the project site and presently provides 1,982 net square feet of floor area. All of the existing building space would be remodeled and 503 net square feet of new floor area would be added. The footprint area of the Salon/Staff building that would be modified by the proposed project is depicted on the detailed site plan for the east portion of the project site (Figure 3.3-6). Upon completion of the proposed project, the Salon/Staff Lounge building would be 2,213 net square feet in area, and would be used to provide an expanded salon area, expanded staff lounge and the “Santa Barbara Room” activity center.

Dining/Multi-Purpose Building. The Dining/Multi-Purpose building is located in the east portion of the project site and provides 11,647 net square feet of floor area. A variety of uses are provided in the building, including a dining room, theater/multi-purpose room, kitchen, lobby, loading dock area and other accessory uses. Several additions and remodels of the building are proposed:

PROPOSED ADMINISTRATION BUILDING WEST ELEVATION

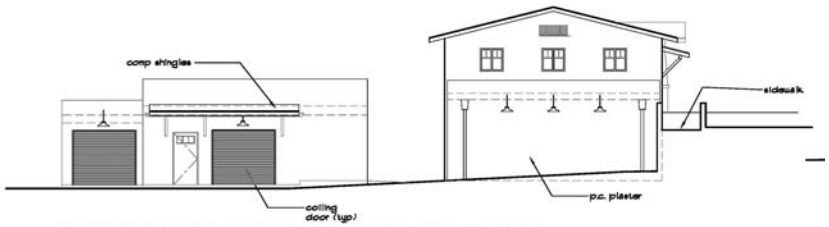
PROPOSED ADMINISTRATION BUILDING EAST ELEVATION

PROPOSED ADMINISTRATION BUILDING SOUTH ELEVATION

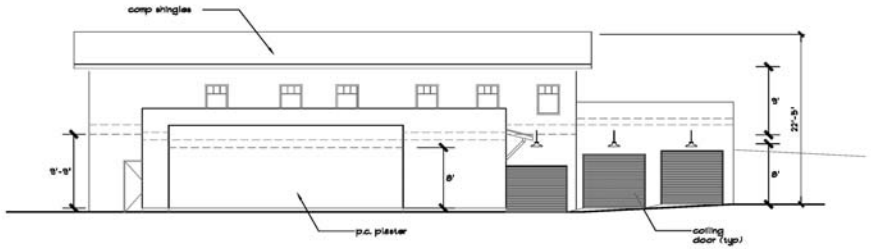
Source: On Design, LLC Not to Scale

City of Santa Barbara
Valle Verde Retirement Community Project EIR

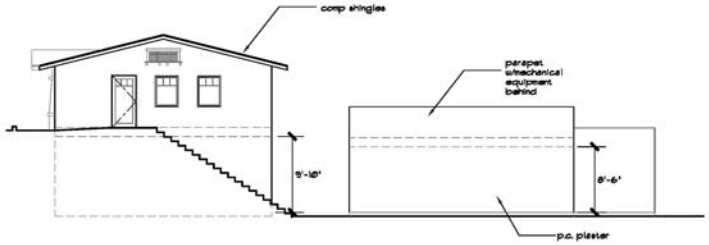
Figure 3.3-12
Proposed Administration Building Design



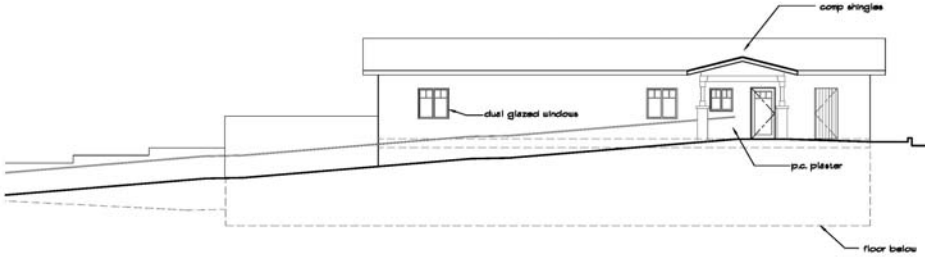
MAINTENANCE BUILDING - NORTH ELEVATION



MAINTENANCE BUILDING - WEST ELEVATION



MAINTENANCE BUILDING - SOUTH ELEVATION



MAINTENANCE BUILDING - EAST ELEVATION

Source: On Design, LLC Not to Scale

City of Santa Barbara
Valle Verde Retirement Community Project EIR

Figure 3.3-13
Proposed Replacement Maintenance Building

- A new formal dining area on the west side of the building. The new dining area would be an extension of the existing dining facility.
- New wellness center along the south side of the building.
- New outdoor dining area along the east side of the building.
- New area added to the east side of the multi-purpose/theater facility.

The proposed building additions would add a total of 1,592 net square feet of floor area to the building, increasing the size of the structure to 13,239 net square feet. In addition to the proposed new floor area, 2,561 square feet of interior area in the building would be remodeled. The footprint area of the Dining/Multi-Purpose building that would be changed by the proposed project is depicted on the detailed site plan for the east portion of the project site (Figure 3.3-6).

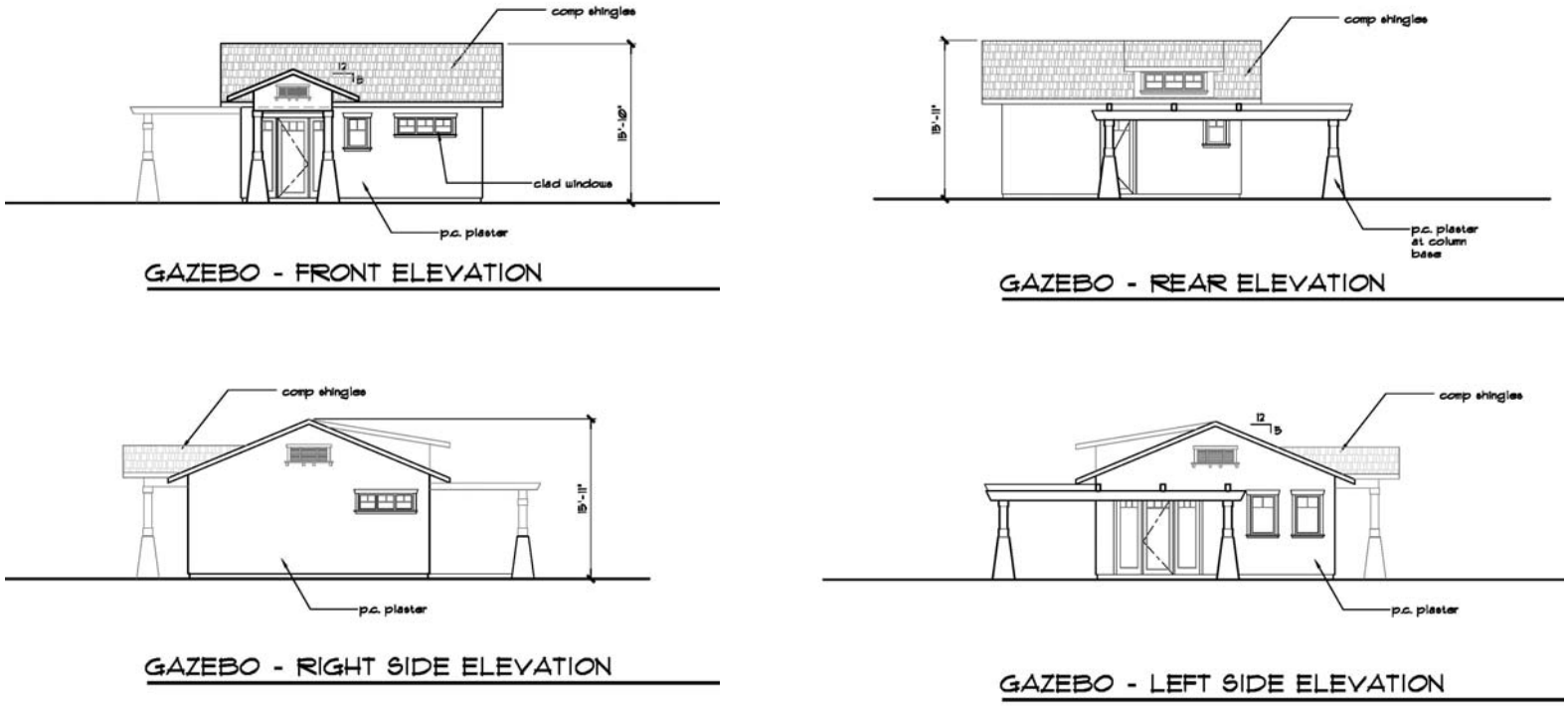
Gazebo Buildings. There are presently six gazebo buildings located throughout the Valle Verde project site. Each of the structures includes a lavatory and half-bath facilities, some with laundry facilities, and in total, the structures provide 1,802 net square feet of floor area. Four of the gazebo structures located in the north, east and south project areas would be removed (354 net square feet) and three new gazebo buildings would be provided on the south, east and north portions of the project site. Each of the proposed gazebo buildings would be 548 net square feet for a total of 1,644 square feet and would provide an activity area, janitorial and laundry facilities, and a restroom. With the proposed changes to the gazebo buildings, the existing and proposed gazebo structures would provide 3,092 net square feet of floor area. The appearance of the proposed gazebo buildings is provided on Figure 3.3-14.

Recreation Building. The Recreation Building is located in the central portion of the project site and is approximately 4,630 square feet. Approximately 1,203 square feet of the building would be remodeled and 56 net square feet of new floor area would be added. The proposed building modifications would convert an art room and fitness area to a lounge, common area and storage. Upon completion of the proposed building remodel and expansion, the Recreation Building would provide 4,686 net square feet of floor area.

Other Remodeled Areas. Several other facilities located on the project site would be remodeled. These facilities include the installation of a small delicatessen/café in the Social Building in the east project area; and the remodel of several outdoor patio areas.

3.3.6 Structure Demolition

The proposed project includes the demolition of various buildings and structures. The following buildings would be removed from the project site.



Source: On Design, LLC Not to Scale

City of Santa Barbara
Valle Verde Retirement Community Project EIR

Figure 3.3-14
Proposed Gazebo Structure – Typical Elevation

Residential Buildings. As described above, residential buildings to be demolished include the Rutherford house; two (2) two-bedroom units located in the east project area; and four (4) studio units in a single structure that is also located in the east project area.

Hospice Facility. The 2,280 square foot hospice facility was is located in the east project area. The facility was operated by a separate organization and is being relocated to an off-site facility.

Bed and Breakfast Units. Two bed and breakfast units are to be removed and are located in a structure that also includes one of the residential units that is to be removed. The entire building is to be demolished and is located in the east project area.

Wellness Facility. The Wellness Facility is located in a structure that also includes one of the residential units that is to be removed. The entire building is to be demolished and is located in the east project area.

Other Buildings. As described above, other common buildings to be demolished include four gazebos in the north, east and south project areas, and the existing maintenance building. In addition to the demolition of the identified buildings, other accessory structures and paved surface areas are to be removed from the project site, including parking lots, walkways, curbs, driveways and trash enclosures.

3.3.7 Proposed Development Summary

The net building area for the existing and proposed buildings that would be located at the Valle Verde facility after the implementation of the proposed project is summarized on Table 3.3-2.

3.3.8 Site Access and Parking

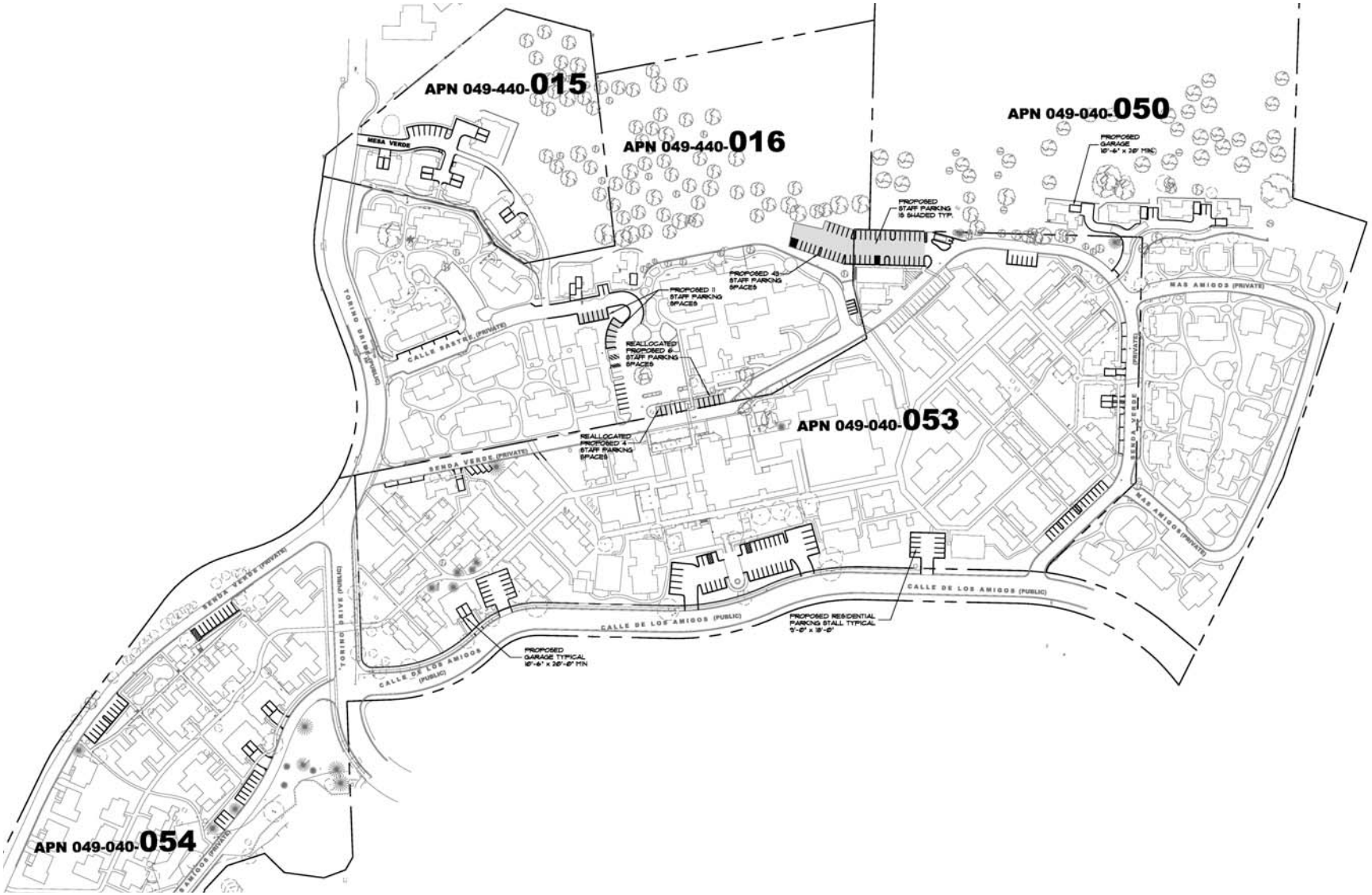
Site Access. Access to the project site is provided by two public streets: Calle de los Amigos, which intersects with Modoc Road; and by Torino Drive, which can be accessed from a number of streets including Veronica Springs Road and Palermo Drive. Veronica Springs Road intersects with both Modoc Road and Las Positas Road; and Palermo Drive intersects with Modoc Road (Figure 3.2-1).

Access to the project site would continue to be provided by the existing driveways via the existing public street system, and access throughout the site would continue to be provided by a network of on-site private streets. Eight of the proposed residential units that would be located on the Rutherford parcel would be accessed by a new driveway that would connect to Torino Road (Figure 3.3-8).

Parking. There are presently 331 parking spaces located on the project site, including 289 uncovered spaces and 42 garage/carport spaces. In addition to the existing parking facilities that are to be retained, the proposed project would provide new uncovered parking spaces in new parking lots, new uncovered parking spaces in reconfigured parking lots, and parking spaces in new garages and carports. With the implementation of the proposed project 83 net new parking spaces would be added to the project site, providing a total of 414 on-site spaces. The types of parking spaces to be provided are described in Table 3.3-3, and the locations of proposed parking areas are depicted on Figure 3.3-15.

Table 3.3-2
Existing and Proposed Building Development Summary

Existing Buildings	**Net Square Feet**
Common Buildings	35,813
Assisted Living	24,225
Residences (including studios)	169,743
Skilled Nursing	27,244
Hospice	2,280
Subtotal	***259,305***
Building Demolition	
Maintenance Building	4,348
Gazebos	354
Residential Units (including studios)	9,243
Subtotal	***13,945***
New Residences	
Residences	50,678
Garages and Storage	6,801
Subtotal	***57,479***
Accessory Buildings	
Gazebo Buildings (three new structures)	1,644
Salon (building addition)	503
Maintenance (new building)	5,642
Administration Bldg. and four (4) B&B rooms (building addition)	4,600
Assisted Living (building addition)	865
Multi-Purpose Room (building addition)	672
Recreation Building (building addition)	56
Wellness Facility (building addition)	253
Dining Room (building addition)	667
Subtotal	***14,902***
Total New Construction	**72,381**
Total Net Existing and Proposed	**317,741**



Source: On Design, LLC Not to Scale

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Figure 3.3-15
Proposed Parking Plan

Table 3.3-3
Valle Verde Existing and Proposed Parking Spaces

	Existing Spaces	Removed	Proposed New Spaces	Total (Net New)
Uncovered	289	<126>	172	335 (46)
Covered	42	0	37	79 (37)
Total	**331**	**<126>**	**209**	**414 (83)**

3.3.9 Grading and Tree Removal

Grading. Development of the proposed project would require approximately 24,820 total cubic yards of grading, including 11,520 cubic yards of cut and 13,300 cubic yards of fill. Approximately 1,780 cubic yards of soil would be imported to the project site. Areas of the project site where the majority of the proposed grading would occur are described below.

Rutherford Parcel. The hillside area along the northern and eastern sides of this project area would be graded to facilitate the development of proposed residences and parking areas. New retaining walls would also be provided on the north side of the proposed residences. The retaining walls would generally be a maximum of five to eight feet in height.

South Project Area. Grading in this area would be for the development of proposed residences and parking areas. Retaining walls would not be used in this area.

East Project Area. Grading in this area would be for the development of proposed residences and parking areas. Retaining walls would not be used in this area.

West Project Area. Grading in this project area would be required for the development of the proposed Maintenance Building and four proposed residential buildings. The proposed grading would result in the modification of hillside areas west of the building sites. The building pad for the two-story portion of the proposed Maintenance Building would also be excavated to allow the first floor of the building to be recessed into the adjacent hillside. New retaining walls would be provided on the west side of the building sites, and would generally have a maximum height of five to eight feet.

Central Project Area. The hillside area along the northern side of this project area would be graded to facilitate the development of a proposed driveway, two residence buildings and parking areas. New retaining walls to be provided would generally be six to eight feet in height, and would be located on the west side of the two proposed residences in the western portion of the project area.

Northeast Project Area. Grading in this area would be for the development of proposed residences and parking areas. Retaining walls would not be used in this area.

Tree Removal. A tree inventory prepared for the proposed project determined that there are 181 trees located on or adjacent to areas of proposed on-site development. These trees include 79 native oaks, two California sycamore trees and 100 non-native trees. Development of the project would require the removal of 15 oak trees and six (6) oak trees may be impacted by construction activities. Of the 15 trees to be removed, 13 of the trees have a trunk diameter of eight inches or less. Five (5) of the trees to be removed are located on the Rutherford parcel, four (4) are located in the west project area, and six (6) are located in the north project area. The applicant has proposed to plant 150 oak trees to replace the trees that would be removed. The project would also require the removal of 46 non-native trees and one large California sycamore tree may be impacted. A tree protection plan has been proposed to minimize impacts to trees adjacent to construction activities.

3.3.10 Oak Woodland Dedication

A condition of approval included in the previously approved 1984 Conditional Use Permit for the Valle Verde facility required that four (4) acres of on-site oak woodland area be dedicated to the City. However, the dedication was never implemented. As part of the current project, the applicant has proposed to dedicate or otherwise restrict development rights on the original four-acre area, plus an additional 5.8-acre area. The proposed 9.8-acre oak woodland area is depicted on Figure 3.3-5.

3.3.11 Project Schedule

Grading activities required for building site preparation would occur over a period of approximately three (3) months. It is anticipated that the construction of proposed facilities would occur over an 18-month period.

3.3.12 Events Conducted at Valle Verde

Valle Verde conducts a variety of activities, classes, meetings and events on the campus. A description of the existing programs is provided in Section 4.2-1 of this EIR. While the programs are conducted primarily for the benefit of Valle Verde residents, the events are attended by persons that do not reside at Valle Verde. Information regarding non-resident attendance at programs conducted on the Valle Verde campus is also provided in Section 4.2-1 of this EIR. The existing programs conducted at Valle Verde will continue to occur with or without the implementation of the proposed project. The project does not propose to increase the number of events, or change the type, timing, frequency or size of events that are currently conducted.

3.4 REQUIRED PERMITS AND APPROVALS

Implementation of the proposed project requires the approval of a Conditional Use Permit Amendment; Modifications of Zoning Ordinance requirements for separation distance between main buildings and reduced front and interior yard setbacks; and a Lot Line Adjustment. Additional information regarding the proposed Modifications and Lot Line Adjustment is provided below.

3.4.1 Zoning Ordinance Modifications

The requested Modifications of Zoning Ordinance standards are summarized below:

Street and Yard Setback Reductions

- Residence 6 – front yard reduction from 35 feet to approximately 20 feet (049-440-015).
- Residences 6, 7 and 9 – setback from an interior private street (Mesa Verde) from 35 feet to a minimum of approximately 7 feet (049-440-015).
- Residence 10 – rear yard reduction from 15 feet to approximately 14 feet (049-440-015).
- Residence 14 – rear yard reduction from 15 feet to approximately 12 feet (049-440-015).
- Residence 16 - front yard reduction from ~~Mesa Verde (a proposed site access driveway that connects to Torino Drive)~~ Calle Sastre (a private street) from 20 feet to approximately 12 feet (049-440-016).
- Residences 17 and 18 - ~~interior~~ front yard reductions from ~~Mesa Verde~~Calle Sastre (a private driveway) from 20 feet to approximately 11 and 13 feet (049-440-016).
- Residence 26 - front yard reduction from Sende Verde (a private street) from 20 feet to approximately 11 feet (049-040-050).
- Residence 31 - side yard reduction ~~from Sende Verde (a private street)~~ from 15 feet to approximately 11 feet (049-040-050).
- Maintenance Building - side yard reduction from 6 feet to approximately 4 feet (049-040-050).
- Gazebo structure - front yard reduction from Sende Verde (a private street) from 20 feet to approximately 11 feet (049-040-054).

Porch or Building Eve Setback Reductions

- Residences 20, 22, 28, 29 and 30

Separation Distance Between Main Buildings

- Residences 1, 2, 3, 4, 5, 7, 8, 9, 14, 20, 21, 22, 24, 25, 26, 28, 35, 36, 37, 38 and 39
- Laundry/Storage building

3.4.2 Lot Line Adjustment

A Lot Line Adjustment has been proposed to transfer 0.2 of an acre (approximately 8,700 square feet) from Assessor Parcel 49-440-015 to Parcel 49-440-016. The Lot Line Adjustment has been proposed so that proposed residences 16 and 17 would not cross a property line. The proposed Lot Line Adjustment characteristics are summarized on Table 3.4-1.

Table 3.4-1
Proposed Lot Line Adjustment Characteristics

Assessor Parcel	Existing Parcel Area (Acres)	Proposed Parcel Area (Acres)	Change in Parcel Area (Acres)
049-440-015	3.50	3.30	-0.20
049-440-016	10.77	10.97	+ 0.20
049-040-050	20.00	20.00	No Change
049-040-053	14.08	14.08	No Change
049-040-054	11.4	11.4	No Change

3.5 PROJECT OBJECTIVES

For the purpose of this environmental review, the following are the objectives of the Valle Verde Retirement Community project. The primary objectives of the proposed project are to:

1. **Enhance facilities provided on the campus site.** The project would implement this objective by providing new services for campus residents and addressing deferred maintenance issues.

2. **Meet a portion of Santa Barbara's need for senior housing.** The project would implement this objective by providing additional independent housing units and assisted living units.

Other objectives of the proposed project are to:

3. **Maintain the balance of outdoor campus space for pedestrian activities and enhance the aesthetics of new development.** The project would implement this objective by enhancing pedestrian access along campus trails and pathways, providing appropriate night lighting, providing activity lawns and a campus plaza, and providing gazebo buildings for resident use.

4. **Maintain single-story architecture for housing and amenities to best serve the physical and independent needs of the residents.** This objective would be achieved providing single-story residential units and by grouping new housing into mostly duplex and cottage arrangements.

5. **Continue to be a good neighbor by maintaining neighborhood compatibility.** The applicant has indicated that this objective would be achieved by reducing the need for staff to park on public streets by providing additional on-site parking, and by providing new facilities that would minimize the number of vehicle trips generated by the proposed project.

6. **Implement best management practices campus-wide.** The applicant has indicated that this objective would be achieved by using "green" building techniques, increased use of photovoltaic panels, continued development of alternative transportation programs, and the use of native and drought tolerant landscaping.

4.0 ENVIRONMENTAL SETTING

This section provides a brief description of the conditions that exist on and near the Valle Verde project site.

4.1 PROJECT AREA SETTING

The Valle Verde Retirement Community (Valle Verde) is located in the southwestern portion of the City of Santa Barbara in the Hidden Valley neighborhood. The Hidden Valley neighborhood is predominantly built-out with single-family and duplex residential units, although open space areas are located in the southeast portion of the neighborhood, west of Veronica Springs Road. In addition to the Valle Verde facility, the Hidden Valley neighborhood includes several other public-serving facilities, such as the Vista del Monte retirement community; several churches; and the Hillside House, which is an intermediate care assisted living facility.

A variety of land uses are located adjacent to the Valle Verde project site. These land uses are described below and are depicted on Figure 4.1-1.

East: Calle de los Amigos is a public street that borders the project site to the east. Hidden Valley Park and Arroyo Burro Creek are located to the east of the roadway. Arroyo Burro Creek flows southward to the Arroyo Burro Lagoon, which empties to the ocean at Arroyo Burro Beach.

West: The Santa Barbara city limits extend along the northwest portion of the project site. Beyond the city limits is the unincorporated community of Hope Ranch. The Hidden Oaks residential community is located in the City of Santa Barbara and is adjacent to the southwestern portion of the project site. The Hidden Oaks community includes 11 single-family dwellings.

North: The Santa Barbara city limits extend along the northern boundary of the project site. Beyond the city limits is the La Cumbre County Club.

South: An open space hillside area is adjacent to the southern boundary of the project site. Residential uses located in the Campanil neighborhood of the City are located approximately 1,200 feet to the south of the project site. A high pressure gas pipeline is located south of and adjacent to Torino Drive in the vicinity of the Rutherford parcel portion of the project site.

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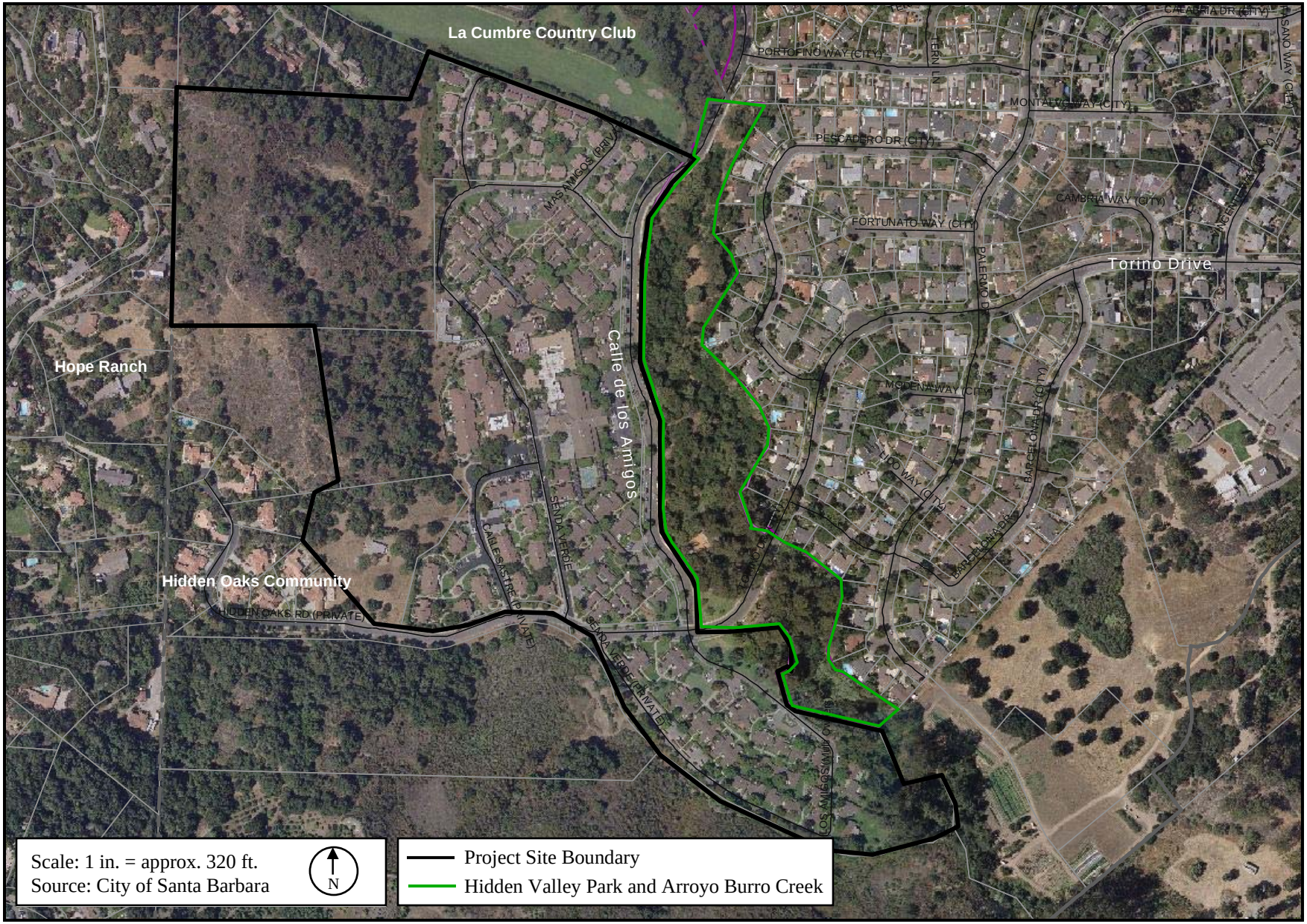

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Figure 4.1-1
Project Area Aerial Photo

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4.2 PROJECT SITE SETTING

4.2.1 Existing Buildings and Services

The Valle Verde project site consists of five separate Assessor Parcels and encompasses 59.75 acres. Approximately 38 acres of the project site have been developed with buildings, roadways and other facilities. The remainder of the project site is vacant.

Residential facilities provided by Valle Verde include 213 one- and two-bedroom apartments (independent living units);[1] 11 studio units;[2] a 45-room, 48-bed assisted living facility; a 36-room, 80 bed skilled nursing facility; and a six-bed Hospice facility. One additional single-family residence is also located on the Valle Verde campus. This residence is located in the southwestern portion of the campus on what is commonly referred to as the "Rutherford property."

In addition to the residential facilities described above, other major buildings located on the campus include a 1,817 net square foot Administration Building; 11,647 net square foot Dining/Multi-Purpose Building; 4,348 net square foot Maintenance Building; 1,982 net square foot Salon/Staff Lounge; 1,203 net square foot recreation building; six gazebo structures and a two-unit/four room bed & breakfast for visitors. Existing buildings located on the Valle Verde campus are shown on Figure 4.2-1.

Services provided by Valle Verde for residents include meals, physical therapy, recreation, resident shuttle service, housekeeping and unit maintenance, and grounds keeping. Other facilities and services include laundry facilities, pool and fitness room, art studio, chapel, putting green, shuffleboard, wellness clinic, salon, thrift shop, country store, meeting space, a woodshop, ~~and~~ on-going cultural and educational programs, and a variety of classes, meetings and other events. A summary of the programs conducted at Valle Verde is provided on Table 4.2-1. As indicated on Table 4.2-1, programs conducted at Valle Verde are attended by persons that do not reside on the campus.

4.2.2 Valle Verde Development History

A Conditional Use Permit (CUP) was approved for the Valle Verde Retirement Community on April 20, 1960 (Resolution 36). The CUP allowed the development of 182 independent care units and a 15-bed convalescent hospital (also referred to as a nursing care facility or "Skilled Nursing" facility). The CUP also required that the 45-acre Valle Verde project site be annexed into the City. The CUP specified that a maximum of 350 residents (including resident staff) could be located on the project site; provided a building height

[1] There are presently 99 one-bedroom units and 114 two-bedroom units provided on the project site.

[2] For land use and permitting purposes, the 11 studio units are not considered to be residential units because they do not provide private kitchen facilities.

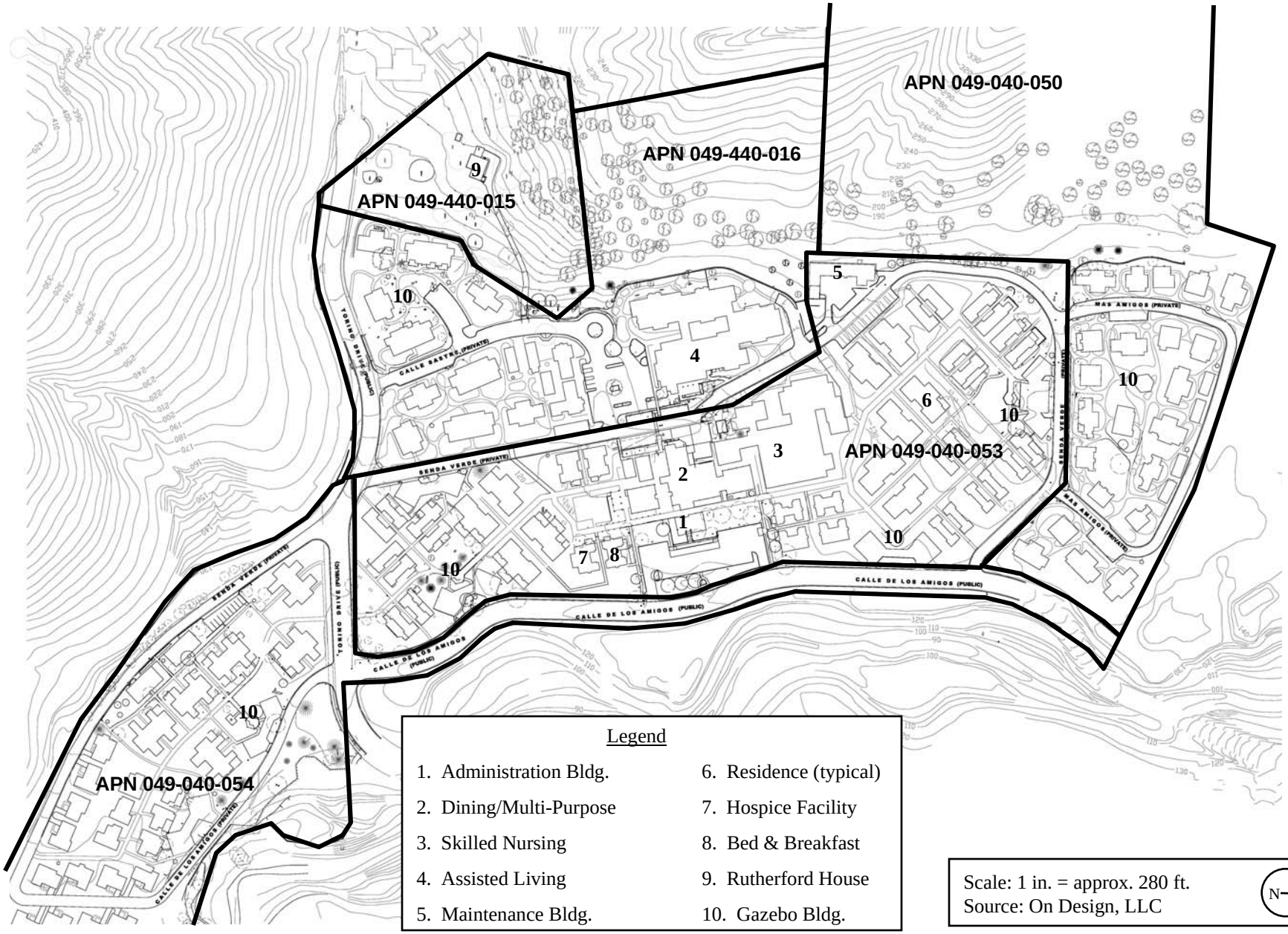

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Figure 4.2-1
Existing Site Plan

Table 4.2-1
Characteristics of Existing Events Conducted on the Valle Verde Campus (NEW)

Events With Resident Benefit Or Direct Involvement					
Name of Group	**Times Per Year Event is Conducted**	**Typical No. of Residents in Attendance**	**Typical Number of Non-Residents in Attendance**	**Years Program has been Conducted at Valle Verde**	**Time of Day Event is Conducted**
SBCC 8 week Courses	64	4 to 12 per class	30 per class	15+ years	1pm – 4pm week day
SBCC one day course	7	12 to 15 per class	40 per class	15+ years	9am – 4pm Saturday
Womens Baptist Circle	52	7 per meeting	15 per meeting	20+ years	11:30am – 2:00pm or after 6:00pm
Santa Barbara Retired Doctors Group	2	6 per meeting	35 per meeting	3 years	after 6:00pm
Vistas	50	14 to 24 per class	30 per class	5+ years	9am – 4pm weekdays
MIT Alumni	1	2 per meeting	65 per meeting	3+ years	after 6:00pm
Life Transitions	52	8 per meeting	4 per meeting	<1 year	1pm – 4pm weekdays
League of Womens Voters	1	4 per meeting	40 per meeting	20+ years	1pm – 4pm weekdays
PEO Chapter PO	2	4 per meeting	30 per meeting	15+ years	11:30am – 2:00pm weekdays
St Andrews Presbyterian Church	2	6 per meeting	30 per meeting	7+ years	after 6:00pm
Harvard Club of Santa Barbara	1	4 per meeting	30 per meeting	3+ years	after 6:00pm
Heritage Society	1	60 per meeting	40 per meeting	15+ years	11:30am – 2:00pm weekdays
Alpha Delta Kappa Society	1	1 per meeting	16 per Meeting	2+ years	1pm – 4pm weekdays
Sansum Clinic Auxillary	1	4 per meeting	20 per meeting	3+ years	1pm – 4pm weekdays
The Monday Group	26	12 per meeting	8 per meeting	7+ years	1pm – 4pm weekdays
Seasoned Seekers	4	2 per meeting	20 per meeting	3+ years	1pm – 4pm weekends
American Baptist Womens Group	1	12 per meeting	15 per meeting	20+ years	11:30am – 2:00pm
Trails and Rails	2	8 per meeting	30 per meeting	2+ years	1pm – 4pm weekends
Channel City Camera Club	1	1 per meeting	60 per meeting	4+ years	after 6:00pm
City of Santa Barbara (polling)	1	380 per election	300 people/election	25+ years	all day weekdays
SB Accordian Club	12	Residents watch	25 per meeting	7+ years	1pm – 4pm

Table 4.2-1
Characteristics of Existing Events Conducted on the Valle Verde Campus (NEW)

Ombudsman Meeting	1	Supports Seniors	10 per meeting	10+ years	1pm – 4pm weekdays
National Charity League	2	Volunteers at VV	60 per meeting	6+ years	1pm – 4pm weekends
Serenity House	52	Supports Seniors	10 per meeting	20+ years	1pm – 4pm weekdays
Visiting Nurse and Hospice Care	26	Supports Seniors	20 per meeting	20+ years	1pm – 4pm weekdays
California Telephone Access Program	1	3 per meeting	10 per meeting	5+ years	1pm – 4pm weekdays
Events With Staff Direct Involvement					
Name of Group	**Times Per Year Event is Conducted**	**Typical No. of Staff in Attendance**	**Typical Number of Non-Residents in Attendance**	**Years Program has been Conducted at Valle Verde**	**Time of Day Event is Conducted**
Los Padres Aging Services	2	4 per meeting	18 per meeting	25+ years	11:30am – 2:00pm weekdays
CFIT	12	1 per meeting	8 per meeting	5+ years	after 6:00pm weekdays
Valle Verde Eco-Faire	1	12 per meeting	40 per meeting	1 year	1pm – 4pm weekends
Events That Support The Greater Santa Barbara Community					
Name of Group	**Times Per Year Event is Conducted**	**Notes**	**Typical Number of Non-Residents in Attendance**	**Years Program has been Conducted at Valle Verde**	
West Coast True Believers Church	12	Local Church	10-15 per meeting	3+ years	
SB Junior Miss	5	Long weekend event	100 per meeting	3+ years	
Broadway a-la Carte	1	Dress Rehearsal	40 per meeting	5+ years	
Barranca Homeowners Association	1	Neighborhood HOA	30 per meeting	15+ years	
Brushmasters Critique Group	1	Local Artist Group	8 per meeting	3+ years	
St Andrews Land Use Committee	1	Local Church	15 per meeting	5+ years	
Dog Show	6	Local Group	15 per meeting	15+ years	
Petra Financial	3	Local Group	40 per meeting	2+ years	
Impromptu Community Use	Various neighbors will use VV grounds for activities as overflow to the park			46+ years	

Source: Valle Verde, 2011

limitation of two-stories; and required adequate parking for residents, staff and visitors, with a provision that in no case should the parking provided be less than 90 spaces. The facility was constructed between 1965 and 1966.

A Variance was granted in 1971 to allow the addition of 16 resident rooms; a lounge and dining room; the addition of a day room to the existing nursing care facility; and to construct a 49-bed Personal Care Facility (also referred to as the "Assisted Living" facility). Construction of the facilities approved by the Variance was contingent upon the approval of a project site rezone. However, the rezone never occurred and the approved facilities were never constructed. In 1976, the 1971 project was re-approved, however, the 49-bed Personal Care Facility (Assisted Living) was not included. The 1976 approval increased the number of units on the project site to 182, with a total of 47 beds in the Skilled Nursing facility.

The Planning Commission approved the construction of 44 additional independent living dwelling units in 1981. This approval increased the total number of on-site units to 226. With the 47-bed Skilled Nursing facility, a total of 320 residents could be accommodated on the project site.

In 1984, approximately 11.77 acres were annexed to the City to facilitate an expansion of the facility. A CUP approved at the same time allowed the construction of a 28-unit apartment complex; a 45-room Assisted Living building with 48 beds; a 14-room Skilled Nursing building with 28 beds; a recreation building; a laundry/kiosk and five two-car carports; and additions to the existing central kitchen and dining area. With the implementation of this project, the Valle Verde campus provided a total of 254 independent living units; a 45-room, 48 bed assisted living facility; a 37-room, 75-bed skilled nursing facility; and other accessory buildings and uses.

In 1986, a 3.50-acre parcel referred to as the "Rutherford property" was annexed to the Valle Verde Retirement Community. This annexation occurred concurrent with the approval and annexation of the Hidden Oaks residential development, which is located adjacent to the southwest corner of the Valle Verde project site. Both the Rutherford and Hidden Oaks properties were annexed to the City because the Hidden Oaks project site was not contiguous to the city limits. By annexing both properties, the Hidden Oaks annexation did not result in the creation of an incorporated "island" surrounded by unincorporated properties. Also at this time, Torino Road was extended to its present location across the Rutherford property and dedicated to the City.

The Planning Commission approved the establishment of a six-bed Hospice facility on the Valle Verde campus in 1993. A building that contained four studio units was converted into the Hospice facility.

Since 1993, a number of changes have been approved at Valle Verde through the use of Substantial Conformance Determinations, which compared proposed changes to the facilities allowed by the CUP approved in 1984. Changes to the campus have included adding bathrooms to existing units; converting existing units to other uses such as a wellness

clinic and archive storage; and combining small independent living units to create a single larger unit. Over time, these incremental changes have decreased the number of independent units provided on the project site from 254 to 213.

4.2.3 Valle Verde Residents and Staffing

In December, 2009, there were 356 residents at the Valle Verde facility. The residential population included 250 people living in 199 apartment units; 25 people living in 25 Assisted Living facility apartments; 15 people living in 15 Memory Support apartments; and 66 people living in 38 Skilled Nursing rooms. Also in December, 2009, there were 153 full-time equivalent employees at Valle Verde.

4.2.4 Access and Parking

Access. Regional access to the project area is provided by U.S. Highway 101, which is approximately one-half mile northeast of the project site. Access to U.S. 101 in the project area is provided by Los Positas Road (State Route 225) and at the Modoc Road/La Cumbre Road interchange. Access to the project can be achieved using a variety or roadways, however, the predominant access roads include Calle de los Amigos and Torino Drive. Major streets that provide access to Torino Drive include Modoc Road, Veronica Springs Road, and Palermo Drive (see Figure 3.2-1). A network of private roadways provides access throughout the project site.

Parking. There are 331 parking spaces distributed throughout the Valle Verde project site. The locations of existing parking spaces are depicted on Figure 4.2-2. Residents are allowed one car per licensed driver and are assigned an available parking space nearest their apartment at the time of their move-in. Each residence zone also has marked visitor parking spaces. There are approximately 20 on-site staff parking spaces located near the assisted living facility and the kitchen facility. Staff that do not park in on-site spaces park on public streets.

4.2.5 Topography and Vegetation

Topography. Portions of the Valle Verde project site that have been used for the development of residential units and other accessory uses are generally level. Hillside areas are located predominantly on the western portion of the project site, and include the area west of the Assisted Living building and the Maintenance building, and portions of the Rutherford property. The hillside that forms the western portion of the project site rises approximately 230 feet above the developed portion of the Valle Verde campus and separates the project site from the adjacent Hope Ranch community. Another steep hillside is located south of and adjacent to the project site. This hillside rises approximately 300 feet above the developed portion of the Valle Verde campus and separates the project site from the Campanil neighborhood to the south. Table 4.2-~~1~~ 2 provides information regarding the average slope of the five Assessor Parcels that comprise the Valle Verde project site.

Scale: 1 in. = approx. **320** ft.
Source: On Design, LLC

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Figure 4.2-2
Existing Campus Parking Plan

Table 4.2-~~1~~2
Valle Verde Project Site Average Slope Information

Assessor Parcel (1)	Area (acres)	Average Slope (percent)	Notes
049-440-015	3.50	20	This is the "Rutherford" parcel. Slopes on the northern half of the parcel exceed 20% gradient, while slopes on the southern portion are generally less than 20%.
049-440-016	10.77	19	This parcel includes relatively level areas developed with residential and accessory uses. This parcel also includes the hillside area on the western portion of the project site.
049-040-050	20.0	32	This parcel includes relatively level areas developed with residential and accessory uses. This parcel also includes the hillside area on the western portion of the project site.
049-040-053	14.08	3	This parcel includes relatively level areas developed with residential and accessory uses.
049-040-054	11.40	10	This parcel includes relatively level areas developed with residential uses and the sloping areas associated with Arroyo Burro Creek located along the eastern portion of the parcel.

(1) Please refer to Figure 4.2-1 for the location of individual Assessor Parcels

Vegetation. Vegetation on the developed portions of the Valle Verde campus is dominated by landscape plantings, however, 79 oak trees and two sycamore trees have been identified on or adjacent to development areas included as part of the proposed project. In total, 183 landscape and native trees have been identified on or near proposed development areas. Most of the oak trees located on or near proposed development areas are on the northern portion of the projects site and on the Rutherford parcel (refer to Figure 3.4-1). Proposed development locations on the western portion of the project site and on the Rutherford parcel also contain and/or are adjacent to areas that provide coastal sage scrub, oak woodland and non-native grassland habitat. The hillside that occupies the western portion of the project site also provides oak woodland, coastal sage scrub, and non-native grassland habitat areas. The hillside area located south of and adjacent to the project site is predominately covered with oak woodland and coastal sage scrub habitat. The area along Arroyo Burro Creek to the east of the project site supports riparian habitat.

4.2.6 Zoning and Land Use Designations

The Valle Verde facility has been designated for residential uses by the City's Zoning Ordinance and General Plan. Table 4.2-~~2~~ 3 depicts the zoning district classifications and General Plan land use designations for each of the five parcels that comprise the project site.

Table 4.2-~~2~~3
Zoning and Land Use Designations

Assessor Parcel (1)	General Plan Land Use Designation	Zoning Classification
049-440-015	Residential, 1 unit/acre	"A-1" (One-Family Residence Zone)
049-440-016	Residential, 1 unit/acre	"A-1" and "E-3" (One-Family Residence Zones)
049-040-050	Residential, 5 units/acre	"A-1" and "E-3" (One-Family Residence Zones)
049-040-053	Residential, 5 units/acre	"E-3" (One-Family Residence Zone)
049-040-054	Residential, 5 units/acre	"E-3" (One-Family Residence Zone)

(1) Please refer to Figure 4.2-1 for the location of individual Assessor Parcels

4.3 CUMULATIVE DEVELOPMENT

Reasonably foreseeable development projects in the City of Santa Barbara and adjacent unincorporated areas were identified by reviewing project lists provided by the City of Santa Barbara. These lists were prepared in December, 2009, and include projects with new residential units and non-residential floor area. The projects on these lists are classified as "Pending" (currently in the environmental and planning review process); "Approved," "Building Permit Issued," or have recently received a certificate of occupancy. Many of the projects included on these lists are very small and as a result would not result in cumulatively considerable environmental impacts when considered along with the proposed Valle Verde project. Other projects identified on the lists are in locations far from the project site and as a result, would not substantially contribute to significant cumulative environmental impacts. The development projects included on the project lists that were substantial in size (i.e., five or more residential units, or more than 3,000 square feet of non-residential uses) and located within approximately one mile of the project site were identified as having the potential to contribute to significant cumulative environmental impacts. These projects are listed on Table 4.3-1, and the locations of the projects are shown on Figure 4.3-1.

Table 4.3-1
Cumulative Development Projects Within Approximately One Mile of the Project Site

Address	Map No. (1)	Case Number	Assessor Parcel No.	Project Type	Net New Residential Units	Proposed New Square Feet	Status
1235 Veronica Springs Road (Hillside House)	1	MST2003-00793	047-010-039	Annexation/Residential	125	---	Pending
15 S. Hope Ave.	2	MST2006-00682	051-040-058	Demolish 8,368 sq. ft. retail building. Construct new residences.	16	---	Pending
3714 State Street (Sandman)	3	MST2007-00591	053-300-023	Demolish 113-room hotel. Construct new mixed use project.	73	13,075 office 1,537 commercial	Approved
3757 State Street (Whole Foods)	4	MST2005-00156	051-040-046	Mixed Use (2)	15	72,209 commercial/retail (13,884 net new)	Pending
3820 State Street	5	MST2008-00358	057-240-052	Mixed Use	10	30,000 office	Pending
900-1100 Las Positas Road (Veronica Meadows)	6	MST99-00608	047-010-011, -016, -051, -053; 047-061-026	Residential	25	---	Approved
3885 State Street	7	MST2008-00180	051-022-012	Demolish 4,990 sq.ft. motel and 22,250 sq.ft. office. Construct new mixed use project.	30	2,605 commercial	Approved
3880 State Street	8	MST2006-00185	057-240-046	Mixed Use	8	4,289 commercial (1,733 net new)	Approved
4004 Via Lucero	9	MST2003-00084	057-210-028	Residential	10	---	C/O issued 6/30/09
4151 Foothill Road	10	MST2008-00496	059-160-017	Annexation and Commercial Office	---	69,259	Pending
101 S. La Cumbre	11	MST2008-00084	051-022-027	Demolish gas station. Construct new bank building.	---	3,332 (2,186 net new)	Pending
215 Pesetas Lane	12	MST90-02754	057-203-003	Medical clinic addition	---	36,000	Pending
1298 Las Positas Rd. (Elings Park)	13	MST2006-00509	047-010-034 and 049	Park additions	---	14,803 and other non-building facilities (i.e., sports fields)	Pending
540 W. Pueblo St.	14	MST2007-00092	025-090-046	Medical facility and residences	6	43,608	Pending

(1) Please Refer to Figure 4.3-1.
(2) The Whole Foods tenant improvements have been completed and the store is now occupied. However, the application for the proposed mixed use project has not been withdrawn and is still considered to be pending.

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Figure 4.3-1
Cumulative Development Projects

5.0 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

This section provides an evaluation of the potentially significant environmental effects of the Valle Verde Retirement Community project that were identified by the Initial Study prepared for the project (see Appendix A). The term "significant effect" is defined by section 15382 of the *CEQA Guidelines* as "*a substantial, or potentially substantial adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant.*"

In addition to determining that the proposed project has the potential to result in significant environmental impacts, the Initial Study identified other potential issue areas and environmental effects that may result from the project. A summary of those impacts and the mitigation measures that were proposed by the Initial Study to reduce the identified impacts to a less than significant level is provided in the Summary (Section 2.0) of this EIR. A Mitigation Monitoring and Reporting Plan for the mitigation measures recommended by the Initial Study and this EIR is provided in Appendix C.

To aid in the description of project-related environmental impacts, four types of impacts may be identified by the EIR impact analysis:

Class I. Significant and Unavoidable: An impact whose effect cannot be reduced below significance through the implementation of reasonably available and feasible mitigation measures. For such an impact, section 15093 of the *CEQA Guidelines* requires that the Lead Agency adopt a Statement of Overriding Considerations if the project is approved.

Class II. Potentially Significant but Mitigable: An impact that can be reduced to below a level of significance by implementing reasonably available and feasible mitigation measures. For such an impact, section 15091 of the *CEQA Guidelines* requires the Lead Agency to adopt findings that the impact has been reduced to a less than significant level if the project is approved.

Class III. **Less Than Significant:** A project may result in environmental impacts that are adverse, however, the effect of the impact does not exceed the applicable threshold of significance. These impacts are considered to be "less than significant" and mitigation measures to reduce the impact are not required by CEQA. However, in some instances, mitigation measures are recommended that would minimize these effects and their contribution to cumulative impacts.

Class IV. Beneficial: An effect that would reduce existing environmental problems or hazards may be referred to as a "beneficial" impact.

5.1 AESTHETICS

This section evaluates the potential for the Valle Verde Retirement Community project to result in significant changes to existing visual conditions. Aesthetic impacts of the Valle Verde project were also evaluated by the Initial Study prepared for the proposed project (Appendix A). That evaluation determined that the project's impacts resulting from the removal of 17 skyline/specimen trees would be significant but mitigable with the implementation of a proposed mitigation measure to provide replacement trees. The Initial Study also determined that other project-related impacts, including grading on slopes with a gradient of 20 to 30 percent, the development of new buildings and other on-site facilities, and project site lighting, would be less than significant and no additional mitigation measures would be required.

Concerns regarding the project's aesthetic impacts were raised during the Initial Study/Notice of Preparation public review comment period, and were focused on the potential for a project-related loss of mountain views from Torino Road and a public trail located south of and adjacent to Torino Road. Based on these comments, an Aesthetics section has been provided in the Valle Verde project EIR that focuses on potential impacts to important public scenic views from Torino Road and the adjacent trail.

5.1.1 Methodology

A variety of terms are used in this section to describe the visual conditions of the project area and to evaluate the effects of the project. Definitions of these terms are provided below.

- **Views** are comprised of anything that can be seen from a particular location.
- **Public views** are views experienced from a public place.
- **Visual resources** are typically natural features such as mountains, water bodies, and trees, but may also include features such as landscaping or buildings.
- **Viewpoint** refers to a vantage point or location from which a view is experienced.
- **View corridor** is a view almost completely framed on both sides by landscaping, development or other features.
- **Important public scenic views** are views available to the public, that are generally regarded to have scenic qualities, and that are viewed by a substantial number of citizens.

The evaluation of project-related impacts to visual conditions emphasizes changes to important public scenic views that would occur as a result of physical changes made on the project site. Important public scenic views in the project area were identified using the

following criteria. To be considered an important public scenic view, all of the following criteria must be at least partially met.

a. **Does the view/view corridor include one or more important visual resources?** As described above, important visual resources are considered to include the Santa Ynez Mountains or other major topographic features, water bodies, natural or landscaped open areas, and historic buildings.

b. **Does the view/view corridor have scenic quality?** The following factors may be considered to determine if a particular view includes visual resources considered to present a high level of scenic quality:

- Magnitude. How expressive or abundant is the view? Is the view continuous throughout several view corridors (e.g., the ridge line of the Santa Ynez Mountains)?

- Intactness. To what extent has a natural view been disturbed or compromised (e.g., hillside scarring from grading)? Are there constructed materials that impose an artificial view into the backdrop of the natural setting, such as overhead utilities, telephone poles, etc.?

- Distinctiveness. How unique or representative of the region is the view?

c. **Is the view/view corridor experienced from a heavily visited public viewpoint?** In general, the importance of a view/view corridor is heightened when it is more accessible by virtue of its location or associated with a heavily visited public area. Public viewing locations are those that have a large number of viewers and a considerable duration of view, and may include facilities such as public gathering areas (e.g., parks); major transportation corridors; or areas with extensive pedestrian/bicycle use.

Impacts to existing visual conditions and any important public scenic views that may be affected by the project will be described in terms of factors such as the degree of view obstruction, and compatibility with surrounding visual features. The extent of view obstruction may range from a determination that project-related features would be easily overlooked by an observer, to a conclusion that a substantial amount of an existing important public scenic view would be obscured. Visual compatibility is evaluated to determine if the proposed development would appear to be out of place or inconsistent when viewed in the context of existing development, open space or vegetation. To assist in the evaluation of project-related aesthetic impacts, photo-simulations have been prepared that depict the visual conditions that would exist at the project site after the proposed development has been completed. Conclusions regarding the potential for the project to result in significant impacts to important public scenic views were made by comparing project-related changes to existing visual conditions to a predetermined set of visual resource threshold criteria.

5.1.2 Setting

Project Area View Characteristics

The Valle Verde project site is located in the southwestern portion of the Hidden Valley neighborhood. Visual resources in this area include the hillsides that form the western and southern borders of the neighborhood and the project site, and vegetation along Arroyo Burro Creek. Views of the Santa Ynez Mountains are also provided from various view points located throughout the neighborhood, but due to intervening buildings and trees, views of the mountains are often isolated or seen through a narrow or moderately sized view corridor. Urban development in the vicinity of the project site consists primarily of one- and two-story single-family and duplex residential units.

Public views from viewpoints located in the vicinity of the project site are generally provided from roadways such as Calle de los Amigos and Torino Drive; from a portion of Hidden Valley Park located near the northeast corner of Calle de los Amigos and Torino Drive; and a hiking/equestrian trail located along the south side of Torino Drive. Public views of visual resources and the project site provided from these public facilities are described below. Views of the project site from private streets located on the project site, such as Senda Verde, and the private segment of Calle de los Amigos are not considered to be public views.

Calle de los Amigos. This road provides access through the Hidden Valley neighborhood and the Valle Verde facility. In the vicinity of the project site, foreground views along the west side of the roadway consist predominately of one-story development and landscaping on the Valle Verde project site. Foreground views along the east side of the roadway are dominated by vegetation associated with Arroyo Burro Creek. Cars parked along the east and west sides of Calle de los Amigos are also a dominant visual feature. North of the project site, foreground views consist mostly of one- and two-story duplex residences. Background views of the Santa Ynez Mountains that are provided from Calle de los Amigos are generally limited to narrow view corridors due to the presence of intervening trees and structures.

Figure 5.1-1 provides a typical view of the project site as seen from a viewpoint along Calle de los Amigos located south of the Valle Verde Administration Building. The portion of the project site depicted on Figure 5.1-1 would be used for the development of a new residential duplex, a triplex and a reconfigured parking lot. From this viewpoint the streetscape, and buildings and landscaping on the Valle Verde campus dominate the view. The hillside on the west side of the project site is visible in the background, but is heavily screened by intervening buildings and landscaping.

Figure 5.1-2 provides a typical view of the project site as seen from a viewpoint along Calle de los Amigos located approximately 500 feet north of the Valle Verde Administration Building. The project area shown in Figure 5.1-2 would be used for the development of three

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View looking west from Calle de los Amigos. The structure on the left side of the photo is the existing Hospice building. The center building contains two bed and breakfast units and an independent living unit. Both of these buildings would be removed and in their place a new duplex and a new triplex building would be provided. The new buildings are depicted as units 5 and 38, and units 35, 36 and 37 on Figure 3.3-1. The structure to the right is the Administration Building, which would be expanded to be a two-story building.

Figure 5.1-1
View from the Southern Portion of Calle de los Amigos

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View looking west from Calle de los Amigos. The buildings on the far left of the photo include a structure that contains the existing Wellness Facility and an independent living unit, and a structure that includes four studio units. These buildings would be removed and replaced by two duplex buildings depicted as units 1 and 3; and 2 and 4 on Figure 3.3-1. The structure near the center of the photo is a gazebo building that would be removed. The parking lot to the left and right of the gazebo would also be removed. A new duplex building shown as units 27 and 39 on Figure 3.3-1, and a reconfigured parking lot would be provided on this portion of the project site.

Figure 5.1-2
View from the Northern Portion of Calle de los Amigos

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new residential duplexes and a reconfigured parking lot. From this viewpoint the streetscape, on-and off-street parked cars, and buildings and landscaping on the Valle Verde campus dominate the view. Hillside areas on the west and south sides of the project site are visible in the background, but views of the hillsides are substantially reduced by intervening buildings and landscaping.

Torino Drive. Torino Drive provides access through the Hidden Valley neighborhood and also provides access for the 11-unit Hidden Oak subdivision that is located west of the Valle Verde facility. Torino Drive terminates at the subdivision and could not be extended in the future due to surrounding topography. In the vicinity of the project site, foreground views along the north side of the roadway consist predominately of one-story development and landscaping on the Valle Verde project site. Foreground views along the south side of the roadway are dominated by vegetation associated with hillside area that forms the southern border of the project site and the Hidden Valley neighborhood. East of the project site, foreground views from the roadway consist mostly of one- and two-story single-family residences. Background views of the Santa Ynez Mountains that are provided from Torino Drive are often limited by the presence of intervening trees and structures, however, from some view points located along the roadway, extensive views of the mountains are provided.

Figure 5.1-3 provides a typical view of the project site and the adjacent area to the west (the Hidden Oaks subdivision) as seen from a viewpoint along Torino Drive. The project area shown on Figure 5.1-3 would be used for the development of five new residential duplexes, a new access driveway, and a new parking lot. From this viewpoint the streetscape, non-native grassland area, and mature native and non-native trees dominate foreground views. The existing residence on the site is also clearly visible from the roadway. The structure does not include extensive architectural detail and does not resemble the residential buildings to the west or structures on the Valle Verde campus. The most prominent background feature provided from this viewpoint is an extensive view of the Santa Ynez Mountains. Somewhat obscured views of the hillside that forms the western border of the project site are also provided.

Hiking/Pedestrian Trail. In the vicinity of Rutherford property portion of the project site the hiking/pedestrian trail is generally located 30-50 feet south of Torino Road, and is typically three to ten feet higher than the adjacent roadway. This is a neighborhood trail that ends in the Hidden Oaks subdivision. Views of the project site as viewed from the trail are generally similar to the views provided from Torino Road, although in some places foreground views of the Valle Verde property and background views of the Santa Ynez Mountains are obscured by vegetation. In other places along the trail, views of the project site and mountains are enhanced due to the additional viewpoint elevation above the roadway.

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View looking North from Torino Drive. A portion of the Hidden Oaks residential neighborhood can be seen on the far left side of the photo. The area referred to as the "Rutherford property" is shown in the center of the photo. As shown on Figure 3.3-1, this portion of the project site would be used for the development of five duplex buildings, associated parking and a new driveway. The hillside that forms the western border of the project site can be seen to the north, extending beyond the Rutherford property. On the right side of the photo, dwellings on the Valle Verde campus can be partially seen through intervening vegetation. Panoramic views of the Santa Ynez Mountains can be seen in the background.

Figure 5.1-3
View from Torino Drive

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Hidden Valley Park. This City park is located along the east side of Calle de los Amigos, and extends northward from Torino Drive to an area that is approximately 100 feet north of the northern edge of the project site. Much of the park is lower in elevation than surrounding areas, including Calle de los Amigos. This difference in elevation, along with dense vegetation located around the perimeter of much of the park, obscures views of adjacent areas and visual resources such as the Santa Ynez Mountains. Public views provided from the park are predominately from a grass area located adjacent to the northeast corner of Calle de los Amigos and Torino Drive. From this view point, foreground views are dominated by existing development and landscaping on the Valle Verde property. Background views include the hillside areas that form the southern and western borders of the Hidden Valley neighborhood and the Valle Verde project site.

Figure 5.1-4 provides a typical view of a proposed development area on the project site as seen from a viewpoint on the grass area located at the southern end of Hidden Valley Park. The project area shown on Figure 5.1-4 would be used for the development of a new residential duplex and a reconfigured parking lot. From this viewpoint the streetscape and buildings and landscaping on the Valle Verde campus dominate foreground views. The hillside on the west side of the project site can be partially seen in the background, but the hillside is mostly screened by landscape trees. The Santa Ynez Mountains are slightly visible through a narrow view corridor formed by mature trees located on and adjacent to the project site.

Visual Characteristics of the Project Site

The Valle Verde property has been developed with a variety of one-story residential facilities and accessory structures that are located throughout the project site. Much of the western portion of the project site, however, is a hillside area that is undeveloped. The Rutherford property portion of the project site is also located in the western portion of the site, and except for a single-family residence and driveway, most of this property is also open space.

The Valle Verde facility is landscaped with mostly non-native ornamental trees, shrubs, and ground cover. Mature oak and western sycamore trees are scattered throughout the campus, and are either remnants of the original oak-sycamore riparian woodland found in this area or planted as landscape trees. Outside of the proposed development area there are over 500 mature coast live oaks, mostly located on the hillside areas that form the western border of the project site.

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View Looking Northwest from the Southern End of Hidden Valley Park. A gazebo building and parking lot located in the center portion of the photo would be removed. A reconfigured parking lot and new duplex unit shown as units 23 and 24 on Figure 3.3-1 would be provided in this portion of the project site.

Figure 5.1-4
View from Hidden Valley Park

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5.1.3 Impact Significance Thresholds.

CEQA indicates that a project would result in a significant environmental effect when it would result in "a substantial, or potentially substantial, adverse change in the environment." Determining when changes to existing environmental conditions are "substantial" and "adverse" for issue areas such as aesthetics and visual resources can be subjective and subject to personal preferences. To provide an objective evaluation of the proposed project's potential to impact visual resources, project-related changes to existing visual conditions were compared to a set of predetermined significance criteria. The criteria used to evaluate the proposed project are:

The proposed project would result in a significant adverse impact to an important public scenic view if it would:

A. Conflict with the applicable vista protection standards, scenic resource protection requirements, or design criteria of the City, or if it would alter or obstruct existing public viewsheds from or across the project site, including scenic features associated with designated scenic highways, by:

   A–1. Substantially degrading an important public scenic view;

   A–2. Substantially blocking an important public scenic view corridor; or

   A–3. Substantially impairing the visual context of the area.

B. Result in substantial light and/or glare that poses a hazard or substantial annoyance to adjacent land uses and sensitive receptors.

C. Result in a substantial and long-term reduction in vegetation located on the project site.

For criterion "A," potential project-related "conflicts with the applicable vista protection standards, scenic resource protection requirements, or design criteria of the City" are evaluated in EIR Section 6.0, Plans and Policies Analysis.

Potential lighting-related impacts under criterion "B" were evaluated by the Initial Study prepared for the Valle Verde project. That evaluation concluded that additional night lighting would be provided at the project site, however, the project's exterior lighting would be subject to compliance with the requirements of SBMC §22.75, the City's Outdoor Lighting and Design Ordinance. The ordinance provides that exterior lighting be shielded and directed to the site such that no undue lighting or glare would affect surrounding residents, roads, or habitat areas. Conformance with this ordinance will be confirmed by the Architectural Board of Review in their final review of the project. Project impacts related to

lighting and glare would be **less than significant.** Therefore, no additional evaluation of threshold of significance criterion "B" is required.

A significant impact would have the potential to occur under Criterion "C" if the project would remove trees or other vegetation that would result in a substantial change to the visual character of the project site.

5.1.4 Impact Evaluation

As described in Section 5.1.2, public views of the project site are provided from Calle de los Amigos, Torino Drive, a trail located adjacent to Torino Drive and from Hidden Valley Park. Prominent views of the project site provided from each of these locations were first evaluated to determine if the views meet the important public scenic view criteria described in Section 5.1.1. Changes to existing public views of the project site that would result from the implementation of the proposed project were also evaluated. Based on this analysis, it was determined if the proposed project would result in a significant impact to visual resources.

Views from Calle de los Amigos.

As depicted on Figures 5.1-1 and 2, public views of the project site as seen from Calle de los Amigos adjacent to the project site are dominated by the streetscape, structures on the Valle Verde campus, and ornamental landscaping. Views of these features are not unique to the project area. Public views of proposed project development areas provided from Calle de los Amigos do not include important visual resources such as the Santa Ynez Mountains. The hillside on the west side of the project site is partially visible, but views of this hillside area are very limited in scale. Therefore, the public views of the project site from Calle de los Amigos do not provide the features necessary to be considered an important visual resource.

Changes to existing public views of the project site as seen from view points along Calle de los Amigo would generally consist of the following project-related changes:

- Removal of two buildings that contain the Hospice facility, two bed and breakfast rooms and one independent living unit. The removed building would be replaced by a duplex and a triplex building.

- The addition of 4,600 net square feet to the Administration Building and the reconfiguration of the adjacent parking lot. With the proposed building addition, the Administration would be a 6,417 net square foot, two-story building.

- Reconfiguration of a parking lot and the removal of a gazebo building; removal of a building that provides the Wellness Facility and one independent living unit; and the removal of one building that contains four studio units.

The removed buildings would be replaced by a new parking lot and three duplex units.

Other proposed changes to the project site include a 865 net square foot expansion of the Assisted Living Facility, a 1,592 square foot expansion of Dining/Multi-Purpose Building, the development of a new Maintenance Building, and other minor alterations to existing building and structures on the project site. These proposed structural changes are generally small and would either not be visible from Calle de los Amigos or would not substantially change the existing visual conditions of the project site.

Project-related changes to existing buildings and structures that would be visible from Calle de los Amigos would generally result in small increases in development area when compared to existing conditions. Proposed structural changes would not result in extensive changes to the overall appearance of the project site and would not impair the visual context of the project site or surrounding area. Also, views from Calle de los Amigos are not heavily visited public viewpoints. Therefore, impacts to public views provided from Calle de los Amigos resulting from proposed structural development on the project site would be **less than significant**.

There are approximately 21 trees located adjacent to Calle de los Amigos on the project site. Most of these trees are non-native species, including silk trees, Brazilian pepper, Chinese pistache and a jacaranda tree. One of the trees adjacent to the roadway is a large (44-inch) sycamore tree. Of the trees adjacent to the roadway, nine would be removed and the remainder would be retained, although some of the retained trees may be impacted by construction activities. The trees to be removed are non-natives and are generally small silk, Chinese pistache and Brazilian pepper trees (Spiewak, 2008). Proposed mitigation measure AES-1B provided by the Initial Study prepared for the Valle Verde project (Appendix A) requires that all skyline and specimen trees that are removed or significantly impacted be replaced on-site at a minimum ratio of 1:1. Should any sycamore tree on the project site be impacted, replacement trees would be required at a 3:1 ratio. There are over 500 oak trees located on the Valle Verde property, along with numerous other non-native trees. Therefore, in relation to existing vegetation on the project site, the proposed project would not remove a substantial number of trees. With the implementation of the previously identified mitigation measure and the replacement of removed trees, the project would not result in a long-term reduction in vegetation on the project site. Therefore, the project's aesthetic impact to vegetation would be **significant but mitigable**. The mitigation measure identified by the Initial Study prepared for the Valle Verde project would reduce this impact to a less than significant level and no additional mitigation is required.

Grading required for the development of project-related features located adjacent to Calle de los Amigos would generally be for building foundation preparation, and no retaining walls would be required to facilitate proposed structures. Therefore, grading in areas adjacent to Calle de los Amigos would result in **less than significant** impacts to visual resources.

The proposed project includes a request for modifications to Zoning Ordinance requirements for street and yard setbacks, and the separation distance between buildings. None of the requested street and yard separation setback modifications would be for buildings located adjacent to Calle de los Amigos. A requested building separation modification would reduce the required 20-foot separation distance between a proposed duplex (units 5 and 38) and triplex (units 35, 36 and 37) to approximately 11 feet. This building setback separation reduction would not degrade an important public scenic view or impair the visual context of the project area in terms of building size or development density. Therefore, requested zoning modifications for structures located adjacent to Calle de los Amigos would result in **less than significant** impacts to visual resources.

Views from Torino Drive

Changes to existing public views of the project site as seen from view points along Torino Drive would generally consist of the development of five new duplex buildings on the Rutherford property. The construction of a new access drive (Calle Sastre) to provide access to the new units would also change the existing visual conditions of the project site. The potential for the proposed project to result in significant impacts to public views was evaluated for three different locations located along the roadway adjacent to the Rutherford property. These evaluation locations are considered to be representative of project site views available to the public.

Torino Drive Evaluation Location No. 1. Figure 5.1-5a provides a photo of existing project site conditions as seen from Torino Drive at a viewpoint located along the south side of the roadway at a point near the western extent of existing development on the Valle Verde campus, approximately 550 feet west of the intersection with Calle Sastre (a private street on the Valle Verde campus). Views from this location are dominated by foreground views of streetscape, open non-native grassland area, and mature native and non-native trees. The "hedge" located adjacent to the sidewalk is also a prominently visible feature. From this viewpoint, the residence on the Rutherford property is not visible. The most prominent background view is of the Santa Ynez Mountains, which can be seen through a view corridor that is generally formed by an on-site pine tree to the left and a palm tree to the right. Views of the hillside that forms the western border of the project site are partially obscured by intervening vegetation.

The view of the project site provided from Torino Drive as depicted by Figure 5.1-5a provides a view corridor towards the Santa Ynez Mountains and a view of another prominent hillside feature located on the project site. These views encompass a relatively broad area, and the view corridor of the Santa Ynez Mountains is considered to be "intact" as there are no features within the corridor that project into or through the view. This view is considered to be somewhat unique because mountain views from many public locations in the Hidden Valley neighborhood are obscured or diminished by intervening vegetation and structures. However, the views from this location are not experienced from a heavily visited public

viewpoint as there is a very limited amount of traffic and pedestrian use along this segment of Torino Drive. Torino Drive at this location primarily provides access for the 11-unit Hidden Oaks subdivision. Using a standard trip generation rate of approximately ten average daily trips per residential unit, traffic volumes along this segment of Torino Drive would be approximately 110 trips per day. For comparison purposes, there are approximately 13,000 average daily trips along the segment of Los Positas Road that is south of U.S. 101. Due to the very low traffic and pedestrian volumes, Torino Drive in this area is not a major transportation corridor and does not experience extensive pedestrian/bicycle use. Therefore, the views of the project site and across the project site that are provided from the viewpoint depicted on Figure 5.1-5a is not considered to be an important public scenic view because the three criteria used to define an important public view are not satisfied. Despite the conclusion that views from this segment of Torino Drive are not an important public scenic view, "before" and "after" photo simulations depicting the project site and the appearance of the proposed development were prepared. The results of the photo simulations are evaluated below.

Figure 5.1-5b provides a simulation of visual conditions that would exist after the completion of the proposed project and after proposed landscaping reaches maturity, approximately five years after plant installation. As shown by the simulation, foreground views would be altered by the introduction of new dwelling units and landscaping, and the eastern portion of the non-native grassland would be converted from a small open area to a developed condition. Landscaping would be placed on the western portion of the grassland area and throughout the proposed development area. The new duplex structure closest to the street (unit 6 on Figure 3.1-4), the new entrance driveway (Mesa Verde), and a continuation of the "hedge" along Torino Drive would be the most prominent visual features in foreground views. Other proposed development, such as proposed units 12 and 13 at the end of the Mesa Verde driveway would also be visible. Figure 5.1-5b also shows that that views of the Santa Ynez Mountains and the on-site hillside area would not be substantially affected. After the development of the proposed project, the Santa Ynez Mountain view corridor would continue to be defined by the palm tree to the right, and would be defined on the left by the roofline of a new duplex building. The new building roofline would result in a very small reduction in views of the lower portions of the mountains, but would not encroach into any existing views of the mountain ridgeline or the upper portions of the mountains. Views of the on-site hillside would be slightly enhanced by the removal of an existing tree that presently blocks views of a portion of the hillside and that protrudes above the ridge of the hill.

In conclusion, proposed development that would be visible from the viewpoint shown in the Figure 5.1-5b photo simulation would be consistent with existing Valle Verde development and residences in the Hidden Oaks neighborhood in terms of building size, scale, and landscaping. The proposed Mesa Verde driveway would be a new visual feature, but would not be out of context with the existing urban uses to the east (Valle Verde) and west (Hidden Oaks). The conversion of foreground views of the small non-native

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Photosimulation from Torino Drive with 5-year Vegetation Growth

Panoramic Photo from Torino Drive

Source: On Design, LLC

Figure 5.1-5a and b

Torino Drive Photo Simulation – Location No. 1

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grassland/open area to a developed condition would be an adverse impact, but is not considered to be significant because the grassland area is a relatively small feature and foreground views of open area located between the project site and the Hidden Oaks neighborhood would remain. Views of the on-site hillside area would not be substantially affected by the proposed project, and the hillside area would become part of a 9.8-acre oak woodland open space area that would abut the Hidden Oaks subdivision open space. Overall, impacts to visual resources as seen from the viewpoint depicted on Figures 5.1-5a and 5b would be an adverse but **less than significant** effect and no mitigation measures are required.

Torino Drive Evaluation Location No. 2. Figure 5.1-6a provides a photo of existing project site conditions as seen from Torino Drive at a viewpoint located along the south side of the roadway at a point approximately 200 feet west of the intersection with Calle Sastre. Public views from this location are dominated by foreground views of streetscape, mature native and non-native trees, and the residence on the Rutherford property. Views of structures located in the Hidden Oaks neighborhood are also provided, but the structures are extensively screened by intervening vegetation. The most prominent background view feature is a relatively narrow view corridor of the Santa Ynez Mountains. The corridor is generally formed by on-site trees to the left and a palm tree to the right. Views of the hillside that forms the western border of the project site are partially obscured by intervening vegetation. Similar to the conditions described above for view location No. 1, views from this viewpoint are not considered to be an important public scenic view due to the very low vehicle and pedestrian traffic along Torino Drive. Despite this conclusion, "before" and "after" photo simulations depicting the project site and the appearance of the proposed development were prepared.

Figure 5.1-6b provides a simulation of visual conditions that would exist after the completion of the proposed project and after proposed landscaping reaches maturity. As shown by the simulation, the Rutherford house has been removed, and the most prominent visual features in foreground views would be the roof lines of proposed dwelling units and the proposed extension of the "hedge" along Torino Drive. The proposed buildings would be located closer to Torino Drive than the existing house, however, the dark roof and building colors to be used on the proposed residences would generally be less conspicuous than the existing light colored house that currently occupies the site. Landscape vegetation would also screen views of the new residences, making them generally less visible than the existing residence. Figure 5.1-6b also shows that that views of the Santa Ynez Mountains and the on-site hillside area would not be affected by the proposed development. Overall, impacts to visual resources as seen from the viewpoint depicted on Figures 5.1-6a and 6b would be a **less than significant** effect and no mitigation measures are required.

Torino Drive Evaluation Location No. 3. Figure 5.1-7a provides a photo of existing project site conditions as seen from the cul-de-sac where Torino Drive transitions from a public to a private street. Views from this location are dominated by foreground views of streetscape, the non-native grassland area, and mature native and non-native trees. From this

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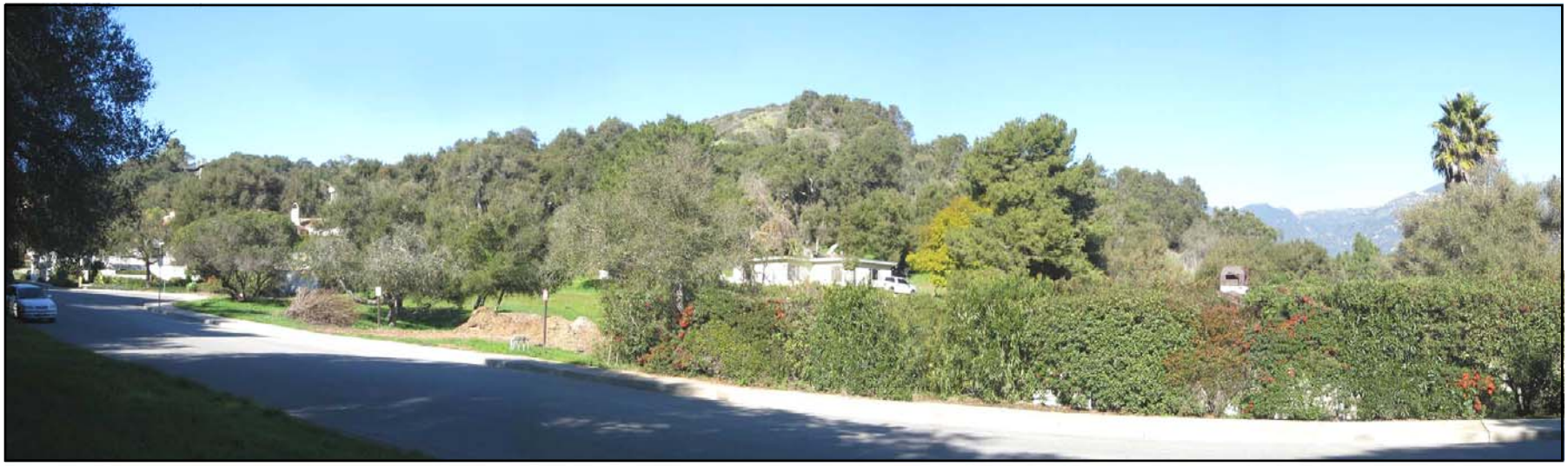
Photosimulation from Torino Drive with 5-year Vegetation Growth



Panoramic Photo from Torino Drive

Source: On Design, LLC

City of Santa Barbara
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Figure 5.1-6a and b
Torino Drive Photo Simulation – Location No. 2

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viewpoint, the residence on the Rutherford property is partially visible. Views of the Santa Ynez Mountains and the hillside area that forms the western border of the project site are not provided from this viewpoint due to the presence of intervening vegetation.

Public views from this viewpoint do not include important visual resources such as the Santa Ynez Mountains or the hillside that forms the western border of the project site. Views from this location include more expansive views of the on-site non-native grassland area, and this open area can be seen in both foreground and mid-ground views. However, views of the non-native grassland area are not intact and are somewhat compromised by the presence of the house on the Rutherford property. Similar to the conditions described above for view location No. 1, views from this viewpoint are not considered to be an important public scenic view due to the very low vehicle and pedestrian traffic along Torino Drive. Despite this conclusion, "before" and "after" photo simulations depicting the project site and the appearance of the proposed development were prepared.

Figure 5.1-7b provides a simulation of visual conditions that would exist after the completion of the proposed project and after proposed landscaping reaches maturity. Foreground views would be altered primarily by the introduction of new duplex dwelling units and landscaping, resulting in the conversion of the eastern portion of the non-native grassland to a developed condition. New landscaping would also be placed on the western portion of the grassland area and throughout the proposed development area. The new duplex structures closest to the street (units 6 and 7 on Figure 3.1-4) would be the most prominently visible structure. The new entrance driveway (Mesa Verde) and other proposed dwelling units would be substantially screened by proposed landscaping.

The proposed development that would be visible from the viewpoint shown by the Figure 5.1-7b photo simulation would be consistent with existing Valle Verde development and residences in the Hidden Oaks neighborhood in terms of building size, scale, and landscaping. The conversion of foreground views of the small non-native grassland/open area to a developed condition would be an adverse impact, but is not considered to be significant because the grassland area is a relatively small feature and foreground views of open area located between the project site and the Hidden Oaks neighborhood would remain. Overall, impacts to visual resources as seen from the viewpoint depicted on Figures 5.1-7a and 7b would be an adverse but **less than significant** effect and no mitigation measures are required.

Other Project-Related Impacts. There are nine trees located on the Rutherford property portion of the project site that are within 200 feet of Torino Drive. Due to their proximity to the street, these trees are visually prominent. Of these trees, six would be removed and the remainder would be retained. The trees to be removed include two small (seven-inch) oak trees, one moderately sized (16-inch) oak tree, two large pine trees (a 28-inch alleppo pine and a 35-inch Monterey pine), and a moderately sized (16-inch) Chinese

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Photosimulation from Torino Drive Cul-de-Sac with 5-year Vegetation Growth

Panoramic Photo from Torino Drive Cul-de-Sac

Source: On Design, LLC

Figure 5.1-7a and b
Torino Drive Photo Simulation – Location No. 3

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elm (Spiewak, 2008). Oak trees to be removed would be replaced at a ratio of 10:1 on the project site, and proposed mitigation measure AES-1B provided by the Initial Study prepared for the Valle Verde project (Appendix A) requires that all skyline and specimen trees that are removed or significantly impacted be replaced on-site at a minimum ratio of 1:1. With the implementation of this previously identified mitigation measure and the replacement of removed trees, the project would not result in a long-term reduction in vegetation on the project site (significance threshold "C"). Therefore, the removal of skyline and specimen trees from the Rutherford property portion of the project site, as well as other portions of the project site, would be a **significant and mitigable** impact.

Replacement oak trees are to be planted on the 9.8-acre oak woodland area that would be dedicated as permanent open space to the City. The proposed land dedication area is located along the western perimeter of the project site, and as a result, the required mitigation trees would not substantially interfere with scenic mountain views as seen from various viewpoints along Torino Drive.

Grading required for the development of the proposed duplex building to be located on the eastern portion of the Rutherford property (units 12 and 13 on Figure 3.4-1) would require the construction of a retaining wall approximately eight feet in height. The wall would be located along the north and west sides of the new building and would be a minimum of 270 feet from Torino Road. Due to its location in relation to the duplex building, the wall would be substantially screened from view to persons traveling on Torino Drive. Therefore, grading in areas adjacent to Torino Road would result in **less than significant** impacts to visual resources.

The proposed project includes a request for modifications to Zoning Ordinance requirements for street and yard setbacks and the separation distance between buildings. The proposed modification request includes a proposed reduction of the front yard setback from Torino Drive for unit No. 6 from 35 to 20 feet. Other requested setback reductions would reduce the setback from the proposed private street (Calle Sastre), or reduce required interior side and rear yard requirements. Building separation requirements have also been requested for units 7 and 9, and 8 and 10, which would be located on the Rutherford parcel. The requested reduction in the required setback distance from Torino Drive would result in a less than significant visual impact because the proposed unit would be substantially screened from views along Torino Drive by proposed landscaping, and the single-story unit would not appear to be out of context with surrounding development. None of the requested setback reductions would degrade an important public scenic view or impair the visual context of the project area in terms of building size or development density. Therefore, requested zoning modifications for structures located in the vicinity of Torino Drive would result in **less than significant** impacts to visual resources.

Other proposed changes to the project site include a 865 net square foot expansion of the Assisted Living Facility, a 1,592 square foot expansion of Dining/Multi-Purpose Building, the development of a new Maintenance Building, and other minor alterations to

existing building and structures on the project site. These proposed structural changes are generally small and would either not be visible from Torino Drive or would not substantially change the existing visual conditions of the project site.

To minimize potential wildfire-related impacts, the proposed project would be required to conduct fuel management activities along the project site's western border to reduce the amount of flammable vegetation and provide "defensible space" around proposed structures. Proposed fuel management activities would occur in a zone that extends outward 75 feet from proposed structures and would generally consist of thinning vegetation, mowing non-native grasses, and could also result in the selective removal of certain types of highly flammable plants. The proposed fuel management activities could result in a noticeable reduction in the "density" of vegetation along the project site's western border, however, fuel management activities would not result in a substantial change in the overall visual character or context of the of the managed area, or result in a substantial reduction in the amount of vegetation on the project site. Also, the area of fuel management is not visible from an important public view point. Therefore, proposed fuel management activities would result in a **less than significant** aesthetic impact.

Views from the Hiking/Pedestrian Trail

Views of the project site as seen from the hiking/equestrian trail that is adjacent to the project site are generally similar to the views provided from nearby locations along Torino Road. Similar to the conditions described above for view location No. 1, views from the trail are not considered to be an important public scenic view due to very low use. Despite this conclusion, "before" and "after" photo simulations depicting the project site and the appearance of the proposed development were prepared. The results of the photo simulations are evaluated below.

Figure 5.1-8a provides a photo of existing project site conditions as seen from the trail at a viewpoint located approximately 550 feet west of the intersection with Calle Sastre. Views from this location are dominated by foreground views of streetscape, the non-native grassland area, and mature native and non-native trees. From this viewpoint, the residence on the Rutherford property is not visible, but obscured views of Valle Verde and Hidden Oaks residences are provided. The most prominent background feature is an expansive view corridor of the Santa Ynez Mountains, which is generally framed by an on-site pine tree to the left and a palm tree to the right. Views of the hillside that forms the western border of the project site are also provided.

Figure 5.1-8b provides a simulation of visual conditions that would exist after the completion of the proposed project and after proposed landscaping reaches maturity. As shown by the simulation, foreground views would be altered by the introduction of new dwelling units, the new access driveway, and landscaping on the project site. With this new development, the eastern portion of the non-native grassland area on the project site would be

Photosimulation from Hiking/Pedestrian Trail with 5-year Vegetation Growth

Panoramic Photo from Hiking/Pedestrian Trail

Source: On Design, LLC

City of Santa Barbara
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Figure 5.1-8a and b
Hiking/Pedestrian Trail Photo Simulation

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converted from a small open area to a developed condition. Figure 5.1-8b also shows that that views of the Santa Ynez Mountains and the on-site hillside area would not be adversely affected, and would be somewhat enhanced by the removal of the pine tree that currently forms the western edge of the mountain view corridor. Views of the on-site hillside would not be adversely affected by the proposed project.

In conclusion, proposed development that would be visible from the viewpoint shown in the Figure 5.1-8b photo simulation would be consistent with existing Valle Verde development and residences in the Hidden Oaks neighborhood in terms of building size, scale, and landscaping. The proposed Mesa Verde driveway would be a new visual feature, but would not be out of context with the existing urban uses to the east (Valle Verde) and west (Hidden Oaks). The conversion of foreground views of the small non-native grassland/open area to a developed condition would be an adverse impact, but is not considered to be significant because views would not be from important public scenic viewpoints, the grassland area is a relatively small feature, and foreground views of open area located between the project site and the Hidden Oaks neighborhood would remain. Views of the Santa Ynez Mountains and the on-site hillside area would not be adversely affected by the proposed project. Overall, impacts to visual resources as seen from the viewpoint depicted on Figures 5.1-8a and 8b would be an adverse but **less than significant** effect and no mitigation measures are required.

Views Hidden Valley Park.

As depicted by Figure 5.1-4, public views from the grass area at the southern end of Hidden Valley Park are dominated by the streetscape along Calle de los Amigos, structures on the Valle Verde campus, and ornamental landscaping. Views of these features are not unique to the project area. Public views of proposed project development areas that are provided from the grass area do not include important visual resources such as the Santa Ynez Mountains. The hillside on the west side of the project site is partially visible, but views that are provided are very limited in scale. Although public views of the proposed project development areas can be experienced by persons using Hidden Valley Park, the views do not meet the criteria used to identify an important public scenic view. Furthermore, project-related changes to existing public views of the project site as seen from this view point would generally consist of the replacement of an existing gazebo structure with a new duplex residence, and the reconfiguration of an existing parking lot. These changes to existing visual conditions are not extensive and would not impair the visual context of the project site or surrounding area. Therefore, impacts to public views provided from Hidden Valley Park resulting from proposed development on the project site would be **less than significant**.

5.1.5 Cumulative Impacts

Reasonably foreseeable development projects located in the vicinity of the Valle Verde project are identified in Section 4.3 of this EIR. In total, 14 development projects

were identified that could have the potential to result in cumulatively considerable impacts. Of these projects, 11 are "infill" development located north of the 101 Freeway, approximately one mile or more from the Valle Verde project site in an urban setting. Due to their distance from the Valle Verde project site and their location in previously developed areas, the cumulative aesthetic impacts of development projects located north of the freeway are not considerable and result in a less than significant cumulative impact.

The three other development projects identified on Table 4.3-1 include the following:

Elings Park Phase III Improvement Plan. This project would provide new park-related facilities on Elings Park, which is a 214-acre facility located at the northeast corner of Las Positas Road and Cliff Drive, approximately one mile southeast of the Valle Verde campus. Proposed park facilities in the northern portion of the park would generally consist of new sports fields and a community center building located in an area that was formerly used as a solid waste landfill. This portion of the park site presently has a very disturbed appearance. The project also includes a proposed BMX track that would occupy an area approximately 1.5 acres in size in the southern portion of the park. The remainder of the southern portion of the park site would generally remain as open space.

Hillside House. This project site is located approximately one-half mile southeast of the Valle Verde campus and would result in the redevelopment of a 24-acre project site and the development of 120 residential units in 33 structures. The project also includes the restoration of disturbed area along Arroyo Burro Creek and the removal of non-native trees and replacing them with native trees. No development is proposed for the hillside area that border the southern and northern portions of the project site.

Veronica Meadows. This project is located approximately one-half mile southeast of the Valle Verde campus and would result in the development of 25 single-family homes on a 50.5-acre project site. Approximately 35.7 acres would be dedicated open space and 14.8 acres would be used for residential development and public open space. The project also includes the restoration of Arroyo Burro Creek on and adjacent to the project site.

The three cumulative development projects described above and the Valle Verde project would each result in new urban development or the expansion of existing development onto open space areas. The three identified cumulative development projects would incrementally contribute to impacts such as the removal of native and skyline trees and lighting impacts, however, the implementation of proposed mitigation measures, or the implementation of mitigation measures similar to those identified for the Valle Verde project, would minimize the potential for significant cumulative tree removal- and lighting-related impacts. The projects have the potential to adversely effect important public scenic views, however, each of the projects also include provisions to preserve and/or enhance opens space areas and other important visual resources, such as Arroyo Burro Creek.

The majority of the proposed development on the Valle Verde project site would be located on "infill" sites on the existing campus, and the development of the 3.5-acre Rutherford property would not substantially contribute to the loss of open space in the Hidden Valley neighborhood. In addition, proposed development on the Rutherford parcel would not result in significant impacts to mountain views or other important public scenic resources. Therefore, the Valle Verde project, when considered in conjunction with other development projects in the area, would not result in a cumulatively considerable contribution to aesthetic impacts and the projects cumulative aesthetic impact would be less than significant.

5.1.6 Mitigation Measures

The proposed Valle Verde project would result in a significant impact caused by the removal of, or impacts to, skyline and specimen trees located on the project site. The following mitigation measures were identified by the Initial Study prepared for the project, and the implementation of the measures would reduce the project's impacts to mature trees to a less than significant level. The project would not result in any other significant impacts to aesthetic resources or conditions, and no additional mitigation measures are required.

AES-1 Development of the Valle Verde project would result in the removal of, or significant impacts to, skyline and specimen trees located on the project site.

AES-1a Landscape Plans. Prior to issuance of grading or building permits, final landscaping plans for the development shall be submitted for review and approval by the Environmental Analyst, Creeks Division and Architecture Board of Review (ABR), and shall include the following:

1. Planting of only native species in development areas adjacent to native riparian, oak woodland, and coastal sage scrub areas. Drought tolerant, water wise landscaping shall be used throughout the site. No highly invasive non-native species listed by the California Native Plant Society are to be used onsite.

2. Replacement of all skyline and specimen trees proposed for removal or significantly impacted onsite at a minimum of a 1:1 ratio, with native species. Should any of the large sycamore trees onsite be impacted by the project, they shall be replaced at a 3:1 ratio per the specifications of the Tree Assessment and Protection Plan.

5.2 BIOLOGICAL RESOURCES

This section evaluates the potential for the Valle Verde Retirement Community project to result in significant impacts to biological resources. Project-related impacts to biological resources were also evaluated during the EIR scoping process for the proposed project (Appendix A). The scoping process determined that the project would have the potential to result in significant impacts to: oak woodlands; sensitive habitat areas including oak woodland and coastal sage scrub due to proposed fuel modification activities; and wildlife that may utilize the project site.

5.2.1 Biological Survey Methods

Watershed Environmental, Inc. performed field surveys of the Valle Verde project site on December 15, 2009, January 26, and February 25, 2010. Surveys consisted of walking through the areas where development and fuel management activities are proposed. Plant community/habitat types were mapped on a 1-inch equals 150 feet-scale field map depicting topography and that was overlaid on an April 2009 color aerial photograph.

Botanical surveys were performed following the California Native Plant Society's recommended survey guidelines (CNPS 2001) and the US Fish and Wildlife Service's *Guidelines for Conducting and Reporting Botanical Inventories for Federally Listed, Proposed, and Candidate Plants* (USFWS 2001). Wildlife surveys followed standard professional practices and the Santa Barbara County *Biological Survey Guidelines* (SBCO 1995; contained in Santa Barbara County's *Environmental Thresholds and Guidelines Manual*, updated 2002). Field surveys conducted for this EIR focused on determining the boundaries of existing native plant communities (i.e., coast live oak woodlands and coastal sage scrub) within the 59.75 acre Valle Verde property, and the assessment of impacts to those communities, special status plants and wildlife in those communities, and impacts to native trees.

Background biological information was obtained from Hunt and Associates *Revised Biological Assessment of Valle Verde Retirement Community Expansion Project Santa Barbara, California* dated December 18, 2008; Valle Verde Retirement Community Tree Assessment and Protection Plan dated November 12, 2008 (B. Spiewak); and an *Initial Study/Environmental Checklist for 900 Calle de los Amigos – Valle Verde Retirement Community* prepared by the City of Santa Barbara Community Development Department Planning Division (2009). Other sources of environmental planning information included the City of Santa Barbara *Final Program Environmental Impact Report Wildland Fire Plan*, dated February 2004; and the California Natural Diversity Data Base (CDFG 2010).

5.2.2 Setting

Vegetation Communities and Urban Land Cover. Five plant community types are located on the project site, including arroyo willow riparian, non-native annual grassland, coastal sage scrub, coast live oak woodlands, and ornamental landscape. In addition, two land cover types are located on the project site, consisting of structures and roadways. Table 5.2-1 provides a list of plants observed during the December 15, 2009, January 26, and February 26, 2010 field surveys, and Figure 5.2-1 depicts the locations of the existing plant community and land cover types. A description of each vegetation community and land cover type located on the project site is provided below.

Arroyo Willow Riparian Woodland occurs along the bed and banks of Arroyo Burro Creek on the east side of Calle De Los Amigos. The south area of the project site (refer to Figure 3.4-1) is the only area where this plant community occurs. The dominant tree in this riparian community is arroyo willow, however, there are also scattered western sycamore and Southern California black walnut trees. Dominant groundcover vegetation within this community type includes periwinkle, California blackberry, garden nasturtium, cape ivy, and smilo grass.

Nonnative Annual Grassland occurs on the southern and eastern portions of the Rutherford parcel, and within the existing fuel management areas located on the west area of the project site. The dominant grass species in this community are rip-gut brome, rattail fescue and soft chess. Other herbaceous non-grass dominant plants in this community include redstem filaree, broad-leaved filaree, burr clover, sour-grass, smooth cat's ear, and chickweed.

Coastal Sage Scrub occurs on the hillside on the western portion of the Rutherford parcel, and on the hillside west of the existing developed area on the west area of the project site. Coastal sage scrub vegetation is also present on the hillside south of the Valle Verde property. This community has high native plant species diversity and is dominated by the following perennial native shrubs: California sagebrush, coyote brush, encelia, giant wild rye, alkali rye, poison oak, California croton, California buckwheat, sawtooth goldenbush, coastal goldenbush, redberry, climbing honeysuckle, hummingbird sage, western bracken, coffeeberry, fuchsia-flowered gooseberry, California blackberry, Mexican elderberry, bee plant, Douglas' nightshade, common woodmint, southern bush monkey flower, wild cucumber, and green everlasting. Scattered among these shrubs are a few native perennial grasses purple needlegrass and small-flowered melic, along with some non-native annual grasses.

Coast Live Oak Woodland occurs on the hillside in the western portion of the Rutherford parcel, and on the hillside west of the existing developed area on the west area of the project site. The dominant tree in this community is coast

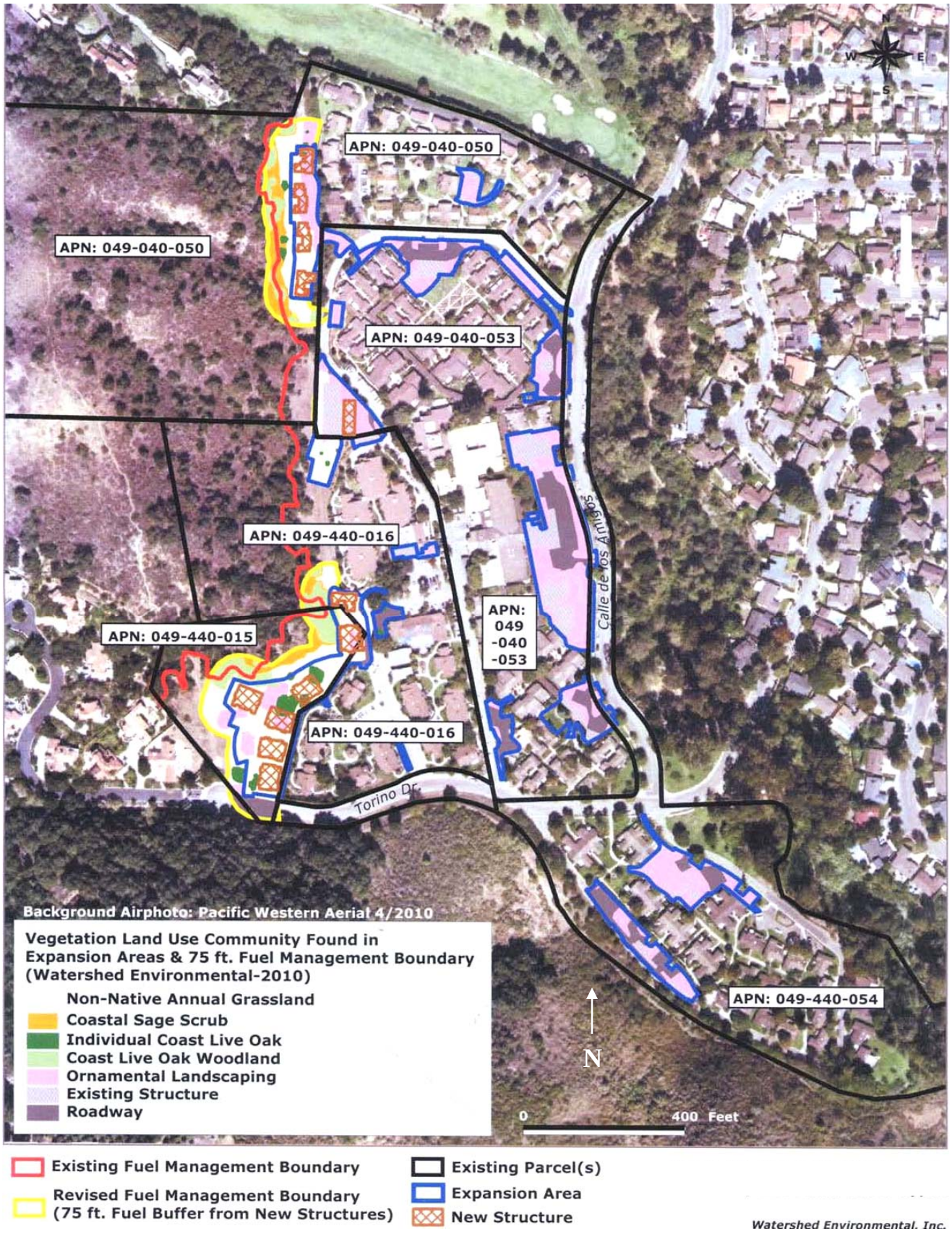

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Figure 5.2-1

Valle Verde Campus Vegetation and Land Use Types

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live oak, while the understory vegetation is a mixture of coastal sage scrub species.

Ornamental Landscape occurs within and adjacent to roadways, parking lots, and structures. These areas are landscaped with a variety of non-native ornamental trees and shrubs, and turfgrass. This plant community type is actively managed and maintained by Valle Verde personnel. Scattered within this landscaped area are native oak trees and western sycamore trees. These native trees appear to have been planted as part of the landscaping or in some cases may be relic trees from the agricultural use that existed prior to development of Valle Verde.

Roadways include existing public and private paved roads, parking areas, and other paved surfaces.

Structures include all buildings, garages, carports, and other physical structures, the majority of which are located within 650 feet of Calle de los Amigos.

Table 5.2-1
Vegetation Observed within Valle Verde Expansion Project Area

Scientific Name	Common Name	Native (N) Introduced (I)
Acacia melanoxylon	black acacia	I
Aesculus californica	California buckeye (ornamental)	N
Ambrosia psilostachya	western ragweed	N
Anagallis arvensis	scarlet pimpernel	I
Artemisa californica	California sagebrush	N
Artemisa douglasiana	mugwort	N
Avena fatua	wild oat	I
Baccharis pilularis var. *consanguinea*	coyote brush	N
Brassica nigra	black mustard	I
Brassica rapa	field mustard	I
Bromus diandrus	ripgut brome	I
Bromus hordeaceus	soft chess	I
Bromus madritensis rubens	red brome	I
Calandrinia ciliata	red maids	N
Calystegia macrostegia ssp. *cyclostegia*	coastal morning-glory	N
Carduus pycnocephalus	Italian thistle	I
Carpobrotus edulis	ice plant	I
Claytonia perfoliata ssp. *mexicana*	miner's lettuce	I
Conium maculatum	poison hemlock	I
Convolvulus arvensis	bindweed	I
Conyza bonariensis	flax-leaved fleabane	I
Cortaderia jubata	jubata grass	I
Croton californicus	California croton	N
Cupresssus macrocarpa	Monterey cypress	N
Cynodon dactylon	bermudagrass	I
Datura wrightii	toloache	N
Delairea odorata	cape ivy	I

Table 5.2-1
Vegetation Observed within Valle Verde Expansion Project Area

Scientific Name	Common Name	Native (N) Introduced (I)
Dichelostema capitatum	blue dicks	N
Diplacus aurantiacus	bush monkeyflower	N
Dudleya lanceolata	rock lettuce	N
Encelia californica	coastal encelia	N
Eriogonum fasciculatum	California buckwheat	N
Eriophyllum confertiflorum	golden yarrow	N
Erodium borys	broad-leaved filaree	I
Erodium cicutarium	redstem filaree	I
Eschscholzia californica	California poppy	N
Euphorbia peplus	petty spurge	I
Filago gallica	narrow-leaved filago	I
Foeniculum vulgare	fennel	I
Geranium dissectum	cut-leaved geranium	I
Gnaphalium californicum	green everlansting	N
Hazardia squarrosa var. *squarrosa*	sawtooth goldenbush	N
Hedera canariensis	Algerian ivy	I
Heteromeles arbutifolia	toyon	N
Heterotheca grandiflora	telegraphweed	I
Hirschfeldia incana	Mediterranean mustard	I
Hordeum murinum	foxtail	I
Hypochaeris glabra	smooth cat's ear	I
Isocoma menziesii	coastal goldenbush	N
Jacaranda sp.	jacaranda	I
Juglans californica	Southern California black walnut	N
Keckilia cordifolia	climbing honeysuckle	N
Lactuca serriola	prickly lettuce	I
Lepidium nitidum var. *nitidum*	common peppergrass	N
Lessingia filaginifolia var. *filaginifolia*	California aster	N
Leymus condensatus	giant wild rye	N
Leymus triticoides	alkali rye	N
Lolium multiflorum	Italian rye	I
Lonicera subspicata var. *subspicata*	Santa Barbara honeysuckle	N
Lotus scoparius	deerweed	N
Lupinus bicolor	Lindley's annual lupine	N
Lupinus nanus	sky lupine	N
Malocothamnus fasciculatus	chaparral mallow	N
Malva parviflora	cheeseweed	I
Marah macrocarpus var. *macrocarpus*	wild cucumber	N
Marrubium vulgare	horehound	I
Medicago polymorpha	burr clover	I
Melica imperfecta	small-flowered melic	N
Melilotus indicus	yellow sweet clover	I
Mimulus longiflorus var. *longiflorus*	southern bush monkey flower	N
Mirabilis californica	wishbone bush	N

Table 5.2-1
Vegetation Observed within Valle Verde Expansion Project Area

Scientific Name	Common Name	Native (N) Introduced (I)
Myoporum laevis	myoporum	I
Nassella pulchra	purple needlegrass	N
Nicotiana glauca	tree tobacco	I
Oxalis pes-caprae	sour-grass	I
Paeonia californica	peony	N
Phacelia ramosissima var. *austrolitoralis*	rambling phacelia	N
Pholistoma auritum	fiesta flower	I
Pinus radiata	Monterey pine	N
Piptatherum (Oryzopsis) miliaceum	smilo grass	I
Pittosporum undulatum	pittosporum	I
Plantago major	common plantain	I
Platanus racemosa	western sycamore	N
Pteridium aquilinum var. *pubescens*	western bracken	N
Quercus agrifolia	coast live oak	N
Raphanus sativus	wild radish	I
Raphiolepis sp.	hawthorne bush (ornamental)	I
Rhamnus californica	coffeeberry	N
Rhamnus crocea	redberry	N
Rhus integrifolia	lemonadeberry	N
Ribes speciosum	fuchsia-flowered gooseberry	N
Ricinus communis	castor bean	I
Rubus ursinus	California blackberry	N
Rumex acetosella	sheep sorrel	I
Rumex crispus	curly dock	I
Salix lasiolepis	arroyo willow	N
Salvia mellifera	black sage	N
Salvia spathacea	hummingbird sage	N
Sambucus mexicanus	Mexican elderberry	N
Schinus molle	Peruvian pepper	I
Scrophularia californica var. *californica*	bee plant	I
Sequoia sempervirens	coast redwood	N
Silene gallica	windmill pink	I
Sisyrinchium bellum	blue-eyed grass	N
Solanum douglasii	Douglas' nightshade	N
Sonchus oleraceus	sowthistle	I
Stachys bullata	common woodmint	N
Stellaria media	chickweed	I
Taraxacum officinale	dandelion	I
Toxicodendron diversilobum	poison oak	N
Tropaeolum majus	garden nasturtium	I
Vicia benghalensis	purple vetch	I
Vicia sativa	common vetch	I
Vinca major	periwinkle	I
Vulpia myuros var. *myuros*	rattail fescue	I

Wildlife. A variety of common wildlife species were observed during the 2006 surveys performed by Laurence Hunt and during the December 15, 2009, January 26, and February 25, 2010 surveys performed by Watershed Environmental. Observed wildlife includes 22 species of birds, six species of mammals, and one species of reptile. However, many other bird, mammal, amphibian, and reptile species are expected to occur and/or have the potential to occur on the project site given the habitat types present in the area, the adjacent land use and habitat types, and geographic location of the site. Table 5.2-2 lists wildlife species that have been observed on the project site, that are expected to use the site, or have the potential to occur on the site.

Most of the areas on the project site where new development has been proposed are located within existing developed areas (i.e., infill development) where the wildlife habitat is an urban landscaped environment with residential structures, paved roadways and parking areas. The wildlife species that typically occur in developed/landscape environments are adapted to frequent human disturbance and are relatively common species that are considered habitat generalists. Developed/urban areas do not serve as wildlife movement corridors due to the lack of shelter and high levels of disturbance (noise, light, and human presence).

Proposed development on the Rutherford parcel and on the west area of the project site would occur adjacent to existing developed areas and within non-native grassland areas that are currently managed for wildfire protection purposes. Development in these areas would also be adjacent to coastal sage scrub and coast live oak woodland habitat. Wildlife use of managed grassland areas is limited by the area's openness as the grasses are regularly mowed, and the lack of cover/shelter. During the performance of field surveys for this EIR, no evidence was observed, such as a game trail with animal tracks, scat, or trampled vegetation, which would indicate that this open non-native grassland habitat is used by wildlife as a movement corridor. The open grassland area is, however, adjacent to scrub and woodland habitat and is used as foraging habitat by a variety of raptors and owls that prey on small mammals (pocket gophers, mice, brush rabbits) that graze in this grassland, and on reptiles that stray or attempt to cross the grassland area.

There are several large undeveloped open space areas located on the hills south and west of the Valle Verde campus, including a dedicated open space area on the adjacent Hidden Oaks subdivision. Wildlife movement within and between these open space areas is unrestricted. In addition, Arroyo Burro Creek and the associated riparian habitat located adjacent (east) of Valle Verde presumably serves as a wildlife movement corridor in a north and south direction and may in locations where the creek banks are not too steep, provide wildlife lateral access to undeveloped open space areas adjacent to Valle Verde. The presence of undeveloped open space adjacent to Arroyo Burro Creek enhances the wildlife habitat value and increases the sustainability of the wildlife habitat in the project area and in the entire lower portion of the Arroyo Burro Creek watershed south of the 101 Freeway.

The list of wildlife species provided on Table 5.2-2 is not intended to be a complete inventory of all species potentially present in the Valle Verde project area. Other species may periodically use and/or visit the site that were not included in the list. It should also be recognized that wildlife movement and habitat use is dynamic and subject to change in response to natural and manmade conditions.

Table 5.2-2
Wildlife Species Observed, Expected, or Potentially Occurring

Common Name	Scientific Name	Seasonal Status	Site Status
Amphibians			
black-bellied slender salamander	*Batrachoseps nigriventris*	RB	E
California tree frog	*Pseudacris* (=*Hyla*) *cadaverina*	RB	E
ensatina	*Ensatina eschscholtzii*	RB	E
arboreal salamander	*Aneides lugubris*	RB	E
western toad	*Bufo boreas*	RB	E
Pacific tree frog	*Pseudacris* (=*Hyla*) *regilla*	RB	E
Reptiles			
ringneck snake	*Diadophis punctatus*	RB	E
coast horned lizard	*Phrynosoma coronatum blainvillii*	RB	P
common king snake	*Lampropeltis getulus*	RB	E
gopher snake	*Pituophis catenifer*	RB	E
silvery legless lizard	*Anniella pulchra*	RB	P
southern alligator lizard	*Elgaria multicarinata*	RB	E
western fence lizard	*Sceloporus occidentalis*	RB	O
western skink	*Eumeces skiltonianus*	RB	E
western rattlesnake	*Crotalus viridis*	RB	E
Birds			
acorn woodpecker	*Melanerpes formicivorus*	RB	O
Allen's hummingbird	*Selasphorus sasin*	M	E
American crow	*Corvus brachyrhynchos*	RB	O
American goldfinch	*Carduelis tristis*	WV	E
American kestrel	*Falco sparverius*	RB	E
American robin	*Turdus migratorius*	WV	E
Anna's hummingbird	*Calypte anna*	RB	O
ash-throated flycatcher	*Myiarchus cinerascens*	SB	E
band-tailed pigeon	*Columda fasciata*	RB	E
bank swallow	*Riparia riparia*	RB	E
barn owl	*Tyto alba*	RB	E
barn swallow	*Hirundo rustica*	SB	E
Bewick's wren	*Thryomanes bewickii*	RB	O
black phoebe	*Sayornis nigricans*	RB	O
black-headed grosbeak	*Pheucticus melanocephalus*	SB	P
black-shouldered kite	*Elanus axillaris*	RB	E
brown towhee	*Pipilo fuscus*	RB	E
brown-headed cowbird	*Molothrus ater*	SB	E

Table 5.2-2
Wildlife Species Observed, Expected, or Potentially Occurring

Common Name	Scientific Name	Seasonal Status	Site Status
bushtit	*Psaltriparus minimus*	RB	O
California quail	*Callipepla californica*	RB	O
California thrasher	*Toxostoma redivivum*	RB	E
California towhee	*Pipilo crissalis*	RB	O
cedar waxwing	*Bombycilla cedrorum*	WV	P
cliff swallow	*Hirundo pyrrhonota*	SB	E
common yellowthroat	*Geothlypis trichas*	RB	E
Cooper's hawk	*Accipiter cooperii*	RB	O
dark-eyed junco	*Junco hyemalis*	RB	E
downy woodpecker	*Picoides pubescens*	RB	P
European starling	*Sturnus vulgaris*	I	E
golden-crowned sparrow	*Zonotrichia atricapilla*	WV	E
great blue heron	*Ardea herodias*	RB	E
great horned owl	*Bubo virginianus*	RB	E
house finch	*Carpodacus mexicanus*	RB	O
house sparrow	*Passer domesticus*	I	E
house wren	*Troglodytes aedon*	RB	E
killdeer	*Charadrius vociferous*	RB	E
Lawrence's goldfinch	*Carduelis lawrencei*	M	P
lesser goldfinch	*Carduelis psaltria*	RB	P
loggerhead shrike	*Lanius ludovicianus*	WV	O
mourning dove	*Zenaida macroura*	SB	O
northern flicker	*Colaptes auratus*	RB	O
northern harrier	*Circus cyaneus*	WV	E
northern mockingbird	*Mimus polyglottos*	RB	O
northern oriole	*Icterus bullockii*	M	P
Nuttall's woodpecker	*Picoides nuttallii*	RB	P
oak titmouse	*Bacolophus ridgwayi*	RB	O
Pacific-slope flycatcher	*Empidonax difficilis*	SB	E
purple finch	*Carpodacus purpurius*	RB	E
red-shouldered hawk	*Buteo lineatus*	RB	O
red-tailed hawk	*Buteo jamaicensis*	RB	O
rock pigeon	*Columba livia*	RB	E
ruby-crowned kinglet	*Regulus calendula*	WV	E
Rufous-crowned sparrow	*Aimophila ruficeps*	RB	E
Say's phoebe	*Sayornis saya*	RB	E
sharp-shinned hawk	*Accipiter striatus*	WV	P
song sparrow	*Melospiza melodia*	RB	E
spotted towhee	*Pipilo maculatus*	RB	O
turkey vulture	*Cathartes aura*	V	O
western gull	*Larus occidentalis*	RB	O
western screech-owl	*Otus kennicottii*	RB	E
western scrub-jay	*Aphelocoma californica*	RB	O
white-breasted nuthatch	*Sitta carolinensis*	RB	P
white-crowned sparrow	*Zonotrichia leucophrys*	WV	O
white-tailed kite	*Elanus leucurus*	RB	E
white-throated swift	*Aeronautes saxatalis*	V	P

Table 5.2-2
Wildlife Species Observed, Expected, or Potentially Occurring

Common Name	Scientific Name	Seasonal Status	Site Status
Wrentit	*Chamaea fasciata*	RB	P
yellow warbler	*Dendroica petechia*	V	P
yellow-rumped warbler	*Dendroica coronata*	WV	O
Mammals			
big brown bat	*Eptesicus fuscus*	SB	E
black-tailed deer	*Odocoileus hemionus*	RB	P
black rat	*Rattus rattus*	I	E
bobcat	*Lynx rufus*	RB	P
Botta's pocket gopher	*Thomomys bottae*	RB	O
Brazilian free-tailed bat	*Tadarida brasiliensis*	RB	S
broad-footed mole	*Scapanus latimanus*	RB	O
brush rabbit	*Sylvilagus bachmani*	RB	O
California ground squirrel	*Spermophilus beecheyi*	RB	O
California mouse	*Peromyscus californicus*	RB	E
California myotis	*Myotis californicus*	SB	E
California vole	*Microtus californicus*	RB	E
coyote	*Canis latrans*	V	O
deer mouse	*Peromyscus maniculatus*	RB	E
dusky-foot woodrat	*Neotoma fuscipes*	RB	E
feral cat	*Felis catus*	I	E
red fox	*Vulpes vulpes*	RB	E
gray fox	*Urocyon cinereoargenteus*	RB	P
Merriam's chipmunk	*Eutamias merriami*	RB	P
ornate shrew	*Sorex ornatus*	RB	E
pallid bat	*Antrozous pallidus*	SB	E
raccoon	*Procyon lotor*	V	E
striped skunk	*Mephitis mephitis*	V	E
Virginia opossum	*Didelphis virginiana*	I	O
western harvest mouse	*Reithrodontomys megalotis*	RB	E
western spotted skunk	*Spilogale gracilis*	V	E

Codes
Seasonal Status: RB = Resident Breeder; SB = Summer Breeder; M = Migrant; V = Visitor; WV = Winter Visitor; I = Introduced Species
Site Status: E = Expected to occur at the project site; O = Observed on or in the immediate vicinity of the project site; P = Potential to occur

Sensitive Species. Sensitive species considered in this assessment are those protected by the federal Endangered Species Act and/or the California Endangered Species Act and those species meeting the CEQA definition of "rare." This includes all endangered or threatened species, candidates for listing, or Species of Special Concern listed by the federal and state governments, and plants listed by the California Native Plant Society (CNPS) as List 1 or List 2, as well as plants listed by the Santa Barbara Botanic Garden (2007) as locally sensitive.

During the biological field surveys performed on December 15, 2009, January 26, and February 25, 2010, no sensitive plants or wildlife species were found within the areas where development and/or fuel modification are proposed. The areas where development and/or disturbance would occur do not contain any standing water or topographic features such as vernal pools, vernal swales, grassy depressions, or any other suitable breeding habitat for vernal pool fairy shrimp or amphibians. The nearest aquatic habitat is Arroyo Burro Creek, which is on the project site along the east side of Calle de los Amigos Road.

Laurence Hunt reported finding cithara buckwheat *(Eriogonum cithariforme)* an annual plant in the buckwheat family that was considered to be a sensitive plant in a 1988 report prepared by Wiskowski for the County of Santa Barbara. This plant was not found by Watershed Environmental during the performance of field surveys in the proposed development areas. It is the professional opinion of Watershed Environmental that this plant does not meet the CEQA definition of "Rare." The occurrence of this plant is described in *A Flora of the Santa Barbara Region, California* (Smith 1998) as "commonly scattered… in Foxen Canyon Santa Barbara, but usually along roads and about broken ground of woodland/chaparral in mountainous parts of the county, from the crest of Santa Ynez Mountains north of Santa Barbara to Buellton, Los Alamos, Lompoc, upper Santa Ynez River to higher San Rafel Mountains, Sierra Madre , Reyes Creek, Pine Mountain ridge, upper Sespe Creek watershed and Lockwood Valley." This plant is also not listed by the California Native Plant Society, which maintains a current list of rare and endangered plants of California on their website at www.cnps.org and this plant is not listed as locally sensitive by the Santa Barbara Botanic Garden (SBBG 2007).

Laurence Hunt also reported observing in 2006 the following special status birds in the vicinity of the proposed project development areas: Cooper's hawk, loggerhead shrike, Allen's hummingbird and California thrasher. These birds were not nesting in the project area when they were seen in 2006 and were not seen in the current project area by Watershed Environmental during performance of December 2009, and January, February and March 2010 field surveys. The observation of a threatened, endangered, rare or otherwise sensitive bird foraging, perching, or flying over or near the project site should not be interpreted to mean that development of the project would jeopardize or harm the bird(s). Birds are highly mobile and it is their active nests and burrows that are protected by state and federal laws (California Fish and Game Code and the Federal Migratory Bird Act). In a few instances, when birds depend upon unique and/or rare habitat for foraging and/or shelter, non-nesting/breeding habitat may also be protected. The nests of special status birds are protected by state and federal law during the periods when they are actively being used. A binocular search for raptor nests was performed as part of the surveys performed by Watershed Environmental and no nests were found within 500 feet of the proposed development areas.

There are a number of sensitive species occurrence records in the vicinity of the Valle Verde campus mapped by the CDFG's California Natural Diversity Database (CDFG 2010). In addition, several species meeting the sensitive species criteria described above were previously identified by Hunt (2008) as known to occur and

potentially occurring in the project area. Of the 42 sensitive wildlife species identified on Table 5.2-3, 16 species have a moderate to high potential to occur in the project area, including: three reptiles (silvery legless lizard, coast horned lizard and coast patch-nosed snake); nine species of birds (Allen's hummingbird, bank swallow, California thrasher, Cooper's hawk, lark sparrow, loggerhead shrike, northern harrier, sharp-shinned hawk and white-tailed kite); three mammals (pallid bat, western red bat and Townsend's big-eared bat); and one insect (monarch butterfly).

As part of this assessment it was determined that five species of sensitive plants have a potential to occur in the project area, and two of these species are perennial plants (Mesa horkelia and Santa Barbara honeysuckle) that have a moderate to high potential for occurrence. The other three plant species are unlikely to exist on the project site because suitable habitat is not provided. Since Mesa horkelia and Santa Barbara honeysuckle are perennial plants, they would have been readily observed during performance of on-site surveys. These plants were not observed in the project development or fuel management areas during the performance of field surveys.

The majority of the proposed Valle Verde development would occur in areas that are already developed and/or are landscaped. The proposed development on the Rutherford parcel and on the west area of the project site would occur in non-native annual grassland habitat, and would be adjacent to coastal sage scrub and coast live oak woodland habitat that exits on the hillside west of the proposed development. From a biological perspective, the development on this portion of the project site and the disturbance caused by fuel management actives is the only aspect of the Valle Verde project with a potential to impact sensitive biological resources. The existing non-native grassland habitat in the proposed development areas is used by a variety of raptors for foraging. Additionally the soil underlying this portion of the project site is the Arnold sandy loam, which is suitable for silvery legless lizards and coast horned lizards.

Table 5.2-3
Sensitive Species Evaluation of Occurrence Potential

Common Name	Scientific Name	Special Status	Occurrence Potential	Notes
Fish				
southern steelhead	*Oncorhyncus mykiss iridius*	FE	None in project area.	Nearest suitable aquatic habitat is offsite in Arroyo Burro Creek.
tidewater goby	*Eucyclogobius newberryi*	FE, CSC	None in project area.	Nearest suitable aquatic habitat is offsite in Arroyo Burro Creek and Hendry's Beach.
Birds				
Allen's hummingbird	*Selasphorus sasin*	MNGBMC	Assumed present during winter migration. Not known to breed in Santa Barbara County.	This is a transient species which is seen in Santa Barbara County during its winter migration.
bank swallow	*Riparia riparia*	CT	Assumed present but foraging only. No breeding/nesting habitat in project area.	Preferred breeding habitat is river and creek banks, where bird nests in colonies on steep creek and river banks. Nearest suitable breeding/nesting habitat is offsite in Arroyo Burro Creek.
Burrowing owl	*Athene cunicularia*	CSC	None in project area.	Preferred habitat is large expanses of open grasslands, with little human presence. Suitable habitat is not present in the project area.
California horned lark	*Eremophila alpestris*	MNGBMC	None in project area	Preferred habitat is large expanses of open habitat with sparse vegetation. Suitable habitat is not present in the project area.
California thrasher	*Toxostoma redivivum*	MNGBMC	Moderate potential in coastal sage scrub/oak woodland habitat where fuel management activities are planned on parcel (APN: 049-040-050) on the west	Preferred habitat is dense chaparral and coastal sage scrub vegetation.

Table 5.2-3
Sensitive Species Evaluation of Occurrence Potential

Common Name	Scientific Name	Special Status	Occurrence Potential	Notes
			side of where four new residence structures will be constructed.	
common yellowthroat	*Geothlypis trichas*	CSC	None in project area.	Preferred breeding habitat is wet thickets and freshwater marshes; neither present in project area.
Cooper's hawk	*Accipiter cooperii*	CWL	Assumed present but foraging only. Unlikely breeding/nesting habitat in project area.	Preferred breeding habitat is forests and woodlands neither of which exist in the areas where development is proposed.
grasshopper sparrow	*Ammodramus savannarum*	CSC	Low potential for occurrence in project area.	Preferred habitat is large expanses of open grasslands, with little human presence. Suitable habitat is not present in the project area.
lark sparrow	*Chondestes grammacus*	MNGBMC	Moderate potential for occurrence in non-native annual grasslands which exist on western portion of project site on the Rutherford parcel (APN: 049-440-015), and on parcels (APN: 049-440-016 and 049-040-050)	Preferred habitat is grasslands and agricultural fields.
loggerhead shrike	*Lanius ludovicianus*	CSC	High potential for occurrence foraging only species is a winter visitor.	Preferred habit is coastal sage scrub, chaparral and oak woodlands.

Table 5.2-3
Sensitive Species Evaluation of Occurrence Potential

Common Name	Scientific Name	Special Status	Occurrence Potential	Notes
northern harrier	*Circus cyaneus*	CSC	Assumed present but foraging only. Unlikely breeding/nesting habitat in project area.	Preferred breeding habitat is bogs and open marshes; neither is present in project area.
olive-sided flycatcher	*Contopus borealis*	MNGBMC	None in project area.	Preferred habitat is coniferous forests, bogs, and occasionally in riparian woodlands. Suitable breeding habitat is not present in project area.
pacific-slope flycatcher	*Empidonax difficilis*	MNGBMC	None in project area	Preferred habitat riparian woodlands. Suitable breeding habitat is not present in project area.
purple martin	*Progne subis*	CSC	None in project area	Preferred habitat riparian woodlands. Suitable breeding habitat is not present in project area.
red-breasted sapsucker	*Sphyrapicus ruber*	MNGBMC	Low potential for occurrence foraging only. Species is a transient winter visitor.	Preferred breeding habitat is coniferous woodland. Foraging habitat includes a wide variety of native and ornamental trees.
sharp-shinned hawk	*Accipiter striatus*	CWL	Assumed present but foraging only. Unlikely breeding/nesting habitat in project area.	Preferred breeding habitat is oak woodland and oak forests.~~; neither is present in project area.~~
short-eared owl	*Asio flammeus*	CSC	None in project area. Species is a transient winter visitor	Preferred habitat is large expanses of grassland and marshland habitat; neither is present in project area.
Swainsons thrush	*Catharus ustulatus*	CSC	Low potential for occurrence in project area	Preferred breeding habitat is riparian woodlands. Suitable breeding habitat is not present is project area

Table 5.2-3
Sensitive Species Evaluation of Occurrence Potential

Common Name	Scientific Name	Special Status	Occurrence Potential	Notes
Vaux's swift	*Chaetura vauxi*	FSS; CSC	None in project area. Species is a transient winter and fall visitor	Preferred habitat is riparian woodlands, riparian scrub, and grasslands near water. Suitable habitat is not present is project area.
western meadowlark	*Wilsonia pusilla*	SLC	Low potential in project area	Preferred habitat is large expanses of open grasslands, with little human presence. Suitable habitat is not present in the project area.
western snowy plover	*Charadrius alexandrinus nivosus*	FT, CSC	None in project area.	Preferred habitat for breeding and foraging is shoreline and dunes; neither is present in project area.
white-tailed kite	*Elanus leucurus*	CFP	Assumed present but foraging only. Unlikely breeding/nesting habitat in project area.	Preferred breeding habitat is tall trees in areas with little human disturbance. Forages in grasslands and marsh habitat. During non-breeding season roosts communally in orchards and small groves. Suitable nesting habitat is not present in project area.
Wilson's warbler	*Catharus ustulatus*	SLC	Low potential in project area	Preferred breeding habitat is riparian woodlands and thickets. Suitable nesting habitat is not present in project area.
yellow warbler	*Dendroica petechia brewsteri*	CSC	None in project area.	Preferred breeding habitat is riparian woodlands; not present in project area.
Crustaceans				
vernal pool fairy shrimp	*Branchinecta lynchi*	FT	None in project area.	Require ponded surface water for 2-6 weeks for annual life cycle. No ponds or other topographic features within project area.
Insects				
globose dune beetle	*Coelus globosus*	SLC	None in project area.	Nearest suitable dune habitat is Hendry's Beach.

Table 5.2-3
Sensitive Species Evaluation of Occurrence Potential

Common Name	Scientific Name	Special Status	Occurrence Potential	Notes
monarch butterfly	*Danaus plexippus*	CSC	Assumed present but foraging only. No winter aggregation sites/habitat in project area.	Winter aggregation sites are typically formed in dense eucalyptus groves for protection from wind/rain. No groves present in project area.
Amphibians				
California red-legged frog	*Rana aurora draytonii*	FT, CSC	None in project area.	Nearest suitable aquatic habitat is offsite in Arroyo Burro Creek and there are no reported observations of this species in the lower reach of Arroyo Burro Creek. The segment of the creek near the project site is deeply incised with 25-50 ft. high vertical banks and is a barrier to lateral wildlife movement from aquatic habitat to upland habitat. All of the proposed development near the creek will occur in existing developed and landscaped areas.
coast range newt	*Taricha torosa torosa*	CSC	None in project area.	Nearest suitable aquatic habitat is offsite in Arroyo Burro Creek and there are no reported observations of this species in the lower reach of Arroyo Burro Creek. The segment of the creek near the project site is deeply incised with 25-50 ft. high vertical banks and is a barrier to lateral wildlife movement from aquatic habitat to upland habitat. All of the proposed development near the creek will occur in existing developed and landscaped areas.

Table 5.2-3
Sensitive Species Evaluation of Occurrence Potential

Common Name	Scientific Name	Special Status	Occurrence Potential	Notes
Reptiles				
silvery legless lizard	*Anniella pulchra pulchra*	CSC	High potential for occurrence in the development area on parcel (APN: 049-040-050) where four new residence structures will be constructed.	Preferred habitat is oak woodland, coastal sage scrub, open chaparral and grasslands with sandy soil such as the Arnold series sandy loam soil which occurs in the northwest corner of the Valle Verde development area.
coast horned lizard	*Phrynosoma coronatum*	CSC	Moderate potential for occurrence in the development area on parcel (APN: 049-040-050) where four new residence structures will be constructed.	Preferred habitat is oak woodland, coastal sage scrub, dune scrub, and chaparral on sandy soil such as the Arnold series sandy loam soil which occurs in the northwest corner of the Valle Verde development area.
coast patch-nosed snake	*Salvadora hexalepis virgultea*	CSC	Moderate potential in coastal sage scrub/oak woodland habitat where fuel management activities are planned on parcel (APN: 049-040-050) on the west side of where four new residence structures will be constructed.	Preferred habitat is coastal sage scrub, open chaparral and grasslands. The only development area where there is a potential for this animal to occur is in the northwest corner of the Valle Verde development area and in the fuel modification areas adjacent to this development.
southwestern pond turtle	*Clemmys marmorata pallid*	CSC	None in project area.	Nearest suitable aquatic and riparian habitat is offsite in Arroyo Burro Creek and there are no reported observations of this species in the lower reach of Arroyo

Table 5.2-3
Sensitive Species Evaluation of Occurrence Potential

Common Name	Scientific Name	Special Status	Occurrence Potential	Notes
				Burro Creek. The segment of the creek near the project site is deeply incised with 25-50 ft. high vertical banks and is a barrier to lateral wildlife movement from aquatic habitat to upland habitat. All of the proposed development near the creek will occur in existing developed and landscaped areas.
two-striped garter snake	*Thamnophis hammondii*	CSC	Very low potential to none in project area	Nearest suitable aquatic and riparian habitat is offsite in Arroyo Burro Creek and there are no reported observations of this species in the lower reach of Arroyo Burro Creek. The segment of the creek near the project site is deeply incised with 25-50 ft. high vertical banks and is a barrier to lateral wildlife movement from aquatic habitat to upland habitat. All of the proposed development near the creek will occur in existing developed and landscaped areas.
Mammals				
big free-tailed bat	*Nyctinomops macrotis*	CSC	Low potential foraging only in project locations near Arroyo Burro Creek.	Preferred breeding habitat is riparian woodlands and forages in grasslands adjacent to woodlands. Suitable breeding habitat is not present is project area
fringed myotis	*Myotis thysanodes*	BLMS	Low potential foraging only in eastern portion of project area near Arroyo Burro Creek.	Preferred breeding habitat is riparian woodlands and forages in grasslands adjacent to woodlands. Suitable breeding habitat is not present is project area
pallid bat	*Antrozous pallidus*	CSC, BLMS	Moderate potential known to forage on the ground for large	Species forms nocturnal communal roots in sheltered dark locations including hollow trees, buildings, and beneath

Table 5.2-3
Sensitive Species Evaluation of Occurrence Potential

Common Name	Scientific Name	Special Status	Occurrence Potential	Notes
			arthropods in a wide variety of habitat types	bridges.
western red bat	*Lasiurus blossevillii*	CSC USFSS	Moderate potential known to forage for moths beneath street lights in a wide variety of habitat types	Species is solitary prefers to root in deciduous riparian trees, and orchards.
Townsend's big-eared bat	*Corynorhinus townsendii*	CSC BLMS	Moderate potential known to forage insects from the leaves of trees and shrubs in oak and riparian woodlands, coastal sage scrub, and chaparral habitats.	Species is normally solitary except for females with young which form maternity colonies. Prefers to roost in caves and abandoned mines, and has been occasionally found roosting in abandoned buildings.
Yuma myotis	*Myotis yumanensis*	BLMS	Low potential to forage in project area, known to forage over open water for soft-bodies insects.	Species forms communal roosts in under bridges, in buildings, mines, or caves, and even in mud nests made by cliff swallows.
Plants				
Coulter's saltbush	*Atriplex coulteri*	List 1B	Low potential typically occurs in coastal bluff scrub and coastal dune habitat.	Not observed during botanical surveys. Plant community types where it is normally found do not occur in the project area.
Davidson's saltscale	*Atriplex serenana var. davidsonii*	List 1B	Low, potential typically occurs in alkaline soils in costal salt marsh and coastal bluff scrub habitat.	Not observed during botanical surveys. Plant community types where it is normally found do not occur in the project area.

Table 5.2-3
Sensitive Species Evaluation of Occurrence Potential

Common Name	Scientific Name	Special Status	Occurrence Potential	Notes
Santa Barbara morning glory	*Calystegia sepium var. binghamiae*	List 1A	Low, potential typically occurs in in costal salt marsh and riparian habitat.	Not observed during botanical surveys. Plant community types where it is normally found do not occur in the project area. Plant presumed extinct; last observed 1921.
Mesa horkelia	*Horkelia cuneata* ssp. *puberula*	List 1B	Moderate potential in coastal sage scrub and oak woodland habitat.	Not observed during botanical surveys in project locations that are in and/or adjacent to coastal sage scrub and oak woodland habitat.
Santa Barbara honeysuckle	*Lonicera subspicata var. subspicata*	List 1B	High potential in areas of coastal sage scrub habitat and clay soils.	Not observed during botanical surveys in project locations that are in and/or adjacent to coastal sage scrub and oak woodland habitat. Species was however observed on hillside located south of the Valle Verde property.

Status Codes

FT = Federally listed as threatened
FE = Federally listed as endangered
CSC = CDFG California Special-Concern Species
SE =State-listed as endangered
ST = State-listed as threatened
CFP = CDFG fully protected species
MNGBMC = migratory non-game bird of management concern
SLC = species of local concern
CWL = CDFG watch list
BLMS = bureau of land management sensitive
USFSS = US forest service sensitive
List 1A = CNPS plants presumed extinct in California
List 1B = CNPS plants rare, threatened, or endangered in California and elsewhere
List 2 = CNPS plants rare, threatened, or endangered in California, but more common elsewhere

5.2.3 Impact Evaluation Significance Thresholds

Impact evaluation criteria used in the Initial Study prepared for the Valle Verde project indicates that a project would result in a significant impact to biological resources if it would result in:

A. Elimination or substantial reduction or disruption of important natural vegetative communities and wildlife habitat or migration corridors, such as oak woodland, coastal strand, riparian, and wetlands.

B. Substantial effect on protected plant or animal species listed or otherwise identified or protected as endangered, threatened or rare.

C. Substantial loss or damage to important native specimen trees or designated landmark or historic trees.

5.2.4 Impact Evaluation

This section describes the potential short- and long-term impacts to biological resources that would result from construction and operation of the proposed Valle Verde project. Short-term impacts are those associated with site preparation and construction. Long-term impacts are those that would occur after construction and persist over the life of the project.

Botanical Resources

Vegetation Communities and Wildlife Habitat. Implementation of the Valle Verde project would directly impact 4.58 acres of landscape area, native and non-native vegetation/wildlife habitat. The 4.58 acres of vegetation would be impacted and permanently removed by proposed structures and/or pavement. The project would also impact 2.33 acres of existing developed (land cover) area. These developed areas of the project site would be impacted by demolition and construction activities. Table 5.2-4 provides a summary of project-related impacts caused by new and expanded development, and the location of impacted areas are depicted on Figure 5.2-1.

Table 5.2-4
Direct Impacts to Vegetation Communities and Wildlife Habitat

Vegetation and Land Cover Types	Area (sq. ft.)	Area (acres)
Vegetation Communities		
Coast Live Oak Woodland	1,534	0.04
Coastal Sage Scrub	401	0.01
Individual Coast Live Oak Trees	7,322	0.17
Non-Native Annual Grassland	70,384	1.62
Ornamental Landscaping	116,722	2.74
Subtotal	*196,363*	*4.58*
Land Cover Types		
Existing Structure	46,654	1.07
Roadway	54,904	1.26
Subtotal	*101,558*	*2.33*
Total Vegetation and Land Cover Impacts From New and Expanded Development	**297,921**	**6.91**

Project-related impacts to 1,534 square feet of coast live oak woodland and 401 square feet of coastal sage scrub are considered **significant but mitigable**. These natural communities provide shelter and cover for birds and small mammals, and Biological Resources policy No. 4 of the City's Conservation Element requires the preservation of oak woodlands to the extent possible.

The proposed project would also result in the conversion of 2.74 acres of ornamental landscaping, 1.62 acres of non-native grassland, and 0.17 acre of individual coast live oak tree canopy area that is part of the project site landscaping to a developed condition. This impact is considered **less than significant** because these community types are either non-native, common in the area, and are not considered high-quality wildlife habitat. Additional analysis of impacts to individual oak trees is provided below.

Fuel Management Activities. Proposed development on the Rutherford parcel and on the west area of the project site will require expansion of the existing fuel management zone into previously undisturbed habitat to meet the Fire Department fuel clearance standards prescribed for this project. Fuel management activities are typically performed once or twice a year for the life of the project. For oak woodland habitat area, fuel management activities generally include the removal of low branches and thinning (removal) or pruning of understory shrubs. For coastal sage scrub habitat areas, fuel management activities typically consist of reducing plant size and density to create a mosaic of various vegetation types and sizes. Certain types of highly flammable plants may be removed. Fuel management in non-native grassland areas usually consists of mowing the grassland. The primary objective of fuel management activities is to reduce fuel loads so if the managed area is affected by a fire, flame heights would be reduced.

Past fuel managements activities on the project site have been conducted within approximately 100 feet of existing structures, consistent with fuel management regulations such as those provided by Public Resources Code Section 4291 (a)(1). Proposed fuel management activities would be conducted as prescribed by the City of Santa Barbara Fire Department, and would occur within 75 feet of new structures. Required fuel management activities would directly impact a total of 0.31 acres (13,824 square feet) of oak woodland and coastal sage scrub vegetation community/wildlife habitat. Table 5.2-5 provides a summary of project impacts caused by proposed fuel management actives. The project impacts listed Table 5.2-5 are limited to areas where fuel management is currently not performed. New areas that would be subject to fuel modification are depicted on Figure 5.2-1.

Table 5.2-5
Direct Impacts to Vegetation Communities and Wildlife Habitat from Required 75-Foot Fuel Management Zone Activities

	Area (sq. ft.)	Area (acres)
Vegetation Communities		
Coast Live Oak Woodland	8,817	0.20
Coastal Sage Scrub	5,007	0.11
Subtotal Impacts From Fuel Modification	**13,824**	**0.31**

The coastal sage scrub and oak woodland habitat areas on the project site that would be affected by proposed fuel management activities provide shelter and cover for wildlife, including birds and small mammals. These habitats are considered to be locally important, biologically diverse, high-quality wildlife habitat for a wide variety of plant and animal species, including a variety of foraging raptors, silvery legless lizards and coast horned lizards, which are considered to be a CDFG Species of Special Concern. Therefore, impacts to vegetation and wildlife habitat resulting from proposed fuel management activities in previously unmanaged oak woodland and coastal sage scrub habitat areas would be **significant but mitigable**.

Disturbance and Removal of Native and Specimen Trees. Implementation of the Valle Verde project would require the removal of 15 coast live oak trees and one (1) Monterey pine tree. The project would significantly impact five (5) coast live oak trees, one (1) redwood, two (2) Monterey pine trees, and one (1) western sycamore tree by encroaching into more than 20 percent of the tree's critical root zone. Table 5.2-6 provides a summary of the impacts to on-site trees that would result from the implementation of the proposed project.

None of the coast live oak trees that would be removed or that would be significantly impacted due to an encroachment into their critical root zones are part of a larger oak grove or oak woodland habitat. The impacted trees are all part of the existing landscaping and a few of the larger trees may be relic trees that existed prior to development of the project.

The Valle Verde Retirement Community Tree Assessment and Protection Plan (Spiewak, 2008) provides eleven tree protection and mitigation measures. The Plan requires that 150 coast live oak saplings be planted in an area located between new development on the western portion of the project site and the hillside containing oak woodland and coastal sage scrub vegetation. Proposed mitigation measures provided by this EIR also require the implementation of specific tree protection measures during project construction. The implementation of the tree protection plan and proposed mitigation measures would reduce project-related impacts resulting from the removal of native and specimen trees to a less than significant level. Therefore, tree removal impacts would be **significant but mitigable**.

In addition to the proposed tree removals, construction activities would significantly encroach into the critical root zone of six (6) coast live oak trees, one (1) redwood tree, two (2) Monterey pine trees, and one (1) western sycamore tree. The project would also result in construction activities that would minimally encroach (less than 20 percent) into the critical root zone of 31 coast live oak trees. Mitigation measures to reduce significant impacts to the 10 identified native and specimen trees that would have significant encroachments into their critical root zone is provided by this EIR. In addition, mitigation is provided to ensure that impacts to the 31 trees with minimal critical root zone encroachment remains less than significant. Therefore, project-related impacts to these trees would be **significant but mitigable.**

Wildlife Species and Habitats

Wildlife Habitat Loss, Migration, and Dispersal. The majority of wildlife habitat that would be affected by the proposed project is low quality ornamental landscaping. Wildlife species that inhabit the ornamental landscaping adjacent to existing developed areas are considered common, and adapted to human disturbance. The project would, however, impact 1.62 acres of non-native annual grassland habitat, 0.24 acre of coast live oak woodland, and 0.12 acre of coastal sage scrub habitat. These habitats, given the underling Arnold sandy loam soils in which they occur, have a moderate to high potential to support silvery legless lizards and coast horned lizards. In addition, the non-native annual grasslands are utilized by a variety of raptors for foraging. The highly mobile species, such as birds, will flee the development areas when site development and construction begins, however, the less mobile species such as ground dwelling small mammals and reptiles will likely be killed during the site development phase of the project.

Wildlife is not expected to use the existing developed portions of the Valle Verde property as a migration or movement corridor due to the high level of human disturbance. Rather, wildlife movement and any migration corridors connecting wildlife habitat exist in the undeveloped natural habitat outside of the existing developed and landscaped areas. Arroyo Burro Creek located to the east of Valle Verde probably serves as a wildlife movement corridor for north and south wildlife movement. However, the creek bed is deeply incised with 25-50 ft. vertical banks and the creek banks adjacent the Valle Verde property are a barrier to ground dwelling wildlife movement. The portions of the project site where development would occur do not contain any aquatic or wetland habitat that could be used by fish, amphibians, or crustaceans for migration or breeding purposes. The currently undeveloped western portion of the project site where new development has been proposed does not show any evidence, such as game trails, animal tracks or scat, of being used a wildlife movement corridor. Other constraints to wildlife

Table 5.2-6
Summary of Impacts to Native and Significant Non-native Trees

ID No.	Tree Type	Type of Disturbance	DBH 1 (inches)	DBH 2 (inches)
23	Coast Live Oak	Tree Removal	16.0	n/a
34	Coast Live Oak	Tree Removal	6.0	n/a
35	Coast Live Oak	Tree Removal	7.0	n/a
36	Coast Live Oak	Tree Removal	7.0	n/a
37	Coast Live Oak	Tree Removal	16.0	n/a
40	Monterey Pine	Tree Removal	35.0	n/a
97	Coast Live Oak	Tree Removal	6.0	n/a
98	Coast Live Oak	Tree Removal	6.0	n/a
99	Coast Live Oak	Tree Removal	6.0	n/a
100	Coast Live Oak	Tree Removal	6.0	n/a
167	Coast Live Oak	Tree Removal	5.0	n/a
168	Coast Live Oak	Tree Removal	8.0	4.0
169	Coast Live Oak	Tree Removal	4.0	n/a
171	Coast Live Oak	Tree Removal	5.0	n/a
172	Coast Live Oak	Tree Removal	4.0	n/a
174	Coast Live Oak	Tree Removal	5.0	n/a
Number of Native and Significant Trees to be Removed				***16***
8	Redwood	Significant (> 20%) Encroachment into Critical Root Zone	13.0	n/a
22	Coast Live Oak	Significant (> 20%) Encroachment into Critical Root Zone	18.0	n/a
24	Coast Live Oak	Significant (> 20%) Encroachment into Critical Root Zone	10.0	n/a
32	Coast Live Oak	Significant (> 20%) Encroachment into Critical Root Zone	20.0	n/a
45	Coast Live Oak	Significant (> 20%) Encroachment into Critical Root Zone	10.0	n/a
70	Monterey Pine	Significant (> 20%) Encroachment into Critical Root Zone	28.0	n/a
104	Sycamore	Significant (> 20%) Encroachment into Critical Root Zone	44.0	n/a

Table 5.2-6
Summary of Impacts to Native and Significant Non-native Trees

ID No.	Tree Type	Type of Disturbance	DBH 1 (inches)	DBH 2 (inches)
155	Monterey Pine	Significant (> 20%) Encroachment into Critical Root Zone	32.0	n/a
166	Coast Live Oak	Significant (> 20%) Encroachment into Critical Root Zone	6.0	n/a
175	Coast Live Oak	Significant (> 20%) Encroachment into Critical Root Zone	10.0	n/a
Number of Trees with Significant (>20%) Encroachment into Critical Root Zone				***10***
6	Coast Live Oak	Less than Significant (< 20%) Encroachment into Critical Root Zone	15.0	n/a
7	Coast Live Oak	Less than Significant (< 20%) Encroachment into Critical Root Zone	28.0	n/a
9	Coast Live Oak	Less than Significant (< 20%) Encroachment into Critical Root Zone	6.0	n/a
13	Coast Live Oak	Less than Significant (< 20%) Encroachment into Critical Root Zone	20.0	n/a
14	Coast Live Oak	Less than Significant (< 20%) Encroachment into Critical Root Zone	14.0	n/a
15	Coast Live Oak	Less than Significant (< 20%) Encroachment into Critical Root Zone	22.0	28.0
16	Coast Live Oak	Less than Significant (< 20%) Encroachment into Critical Root Zone	20.0	n/a
17	Coast Live Oak	Less than Significant (< 20%) Encroachment into Critical Root Zone	18.0	n/a
18	Coast Live Oak	Less than Significant (< 20%) Encroachment into Critical Root Zone	30.0	n/a
19	Coast Live Oak	Less than Significant (< 20%) Encroachment into Critical Root Zone	10.0	n/a
28	Coast Live Oak	Less than Significant (< 20%) Encroachment into Critical Root Zone	16.0	n/a
29	Coast Live Oak	Less than Significant (< 20%) Encroachment into Critical Root Zone	13.0	n/a
30	Coast Live Oak	Less than Significant (< 20%) Encroachment into Critical Root Zone	6.0	6.0
31	Coast Live Oak	Less than Significant (< 20%) Encroachment into Critical Root Zone	12.0	12.0
39	Coast Live Oak	Less than Significant (< 20%) Encroachment into Critical Root Zone	28.0	n/a
84	Coast Live Oak	Less than Significant (< 20%) Encroachment into Critical Root Zone	7.0	n/a
86	Coast Live Oak	Less than Significant (< 20%) Encroachment into Critical Root Zone	6.0	n/a
96	Coast Live Oak	Less than Significant (< 20%) Encroachment into Critical Root Zone	7.0	n/a
101	Coast Live Oak	Less than Significant (< 20%) Encroachment into Critical Root Zone	17.0	n/a
102	Coast Live Oak	Less than Significant (< 20%) Encroachment into Critical Root Zone	15.0	11.0

Table 5.2-6
Summary of Impacts to Native and Significant Non-native Trees

ID No.	Tree Type	Type of Disturbance	DBH 1 (inches)	DBH 2 (inches)
103	Coast Live Oak	Less than Significant (< 20%) Encroachment into Critical Root Zone	17.0	n/a
145	Coast Live Oak	Less than Significant (< 20%) Encroachment into Critical Root Zone	8.0	n/a
146	Coast Live Oak	Less than Significant (< 20%) Encroachment into Critical Root Zone	14.0	n/a
147	Coast Live Oak	Less than Significant (< 20%) Encroachment into Critical Root Zone	8.0	10.0
150	Coast Live Oak	Less than Significant (< 20%) Encroachment into Critical Root Zone	6.0	12.0
151	Coast Live Oak	Less than Significant (< 20%) Encroachment into Critical Root Zone	5.0	3.0
152	Coast Live Oak	Less than Significant (< 20%) Encroachment into Critical Root Zone	14.0	n/a
153	Coast Live Oak	Less than Significant (< 20%) Encroachment into Critical Root Zone	17.0	18.0
154	Coast Live Oak	Less than Significant (< 20%) Encroachment into Critical Root Zone	31.0	n/a
156	Coast Live Oak	Less than Significant (< 20%) Encroachment into Critical Root Zone	12.0	n/a
157	Coast Live Oak	Less than Significant (< 20%) Encroachment into Critical Root Zone	18.0	n/a
Number of Trees with Less than Significant (>20%) Encroachment into Critical Root Zone				***31***

movement through the project area include residential development to the east of the Valle Verde facility; the golf course to the north, which has minimal cover or usable habitat; and steep topography to the west and south. Therefore, short- and long-term wildlife habitat loss and migration and dispersal impacts from the proposed Valle Verde project would be **less than significant**.

Increased Noise and Light. Proposed development on the majority of project site would occur in areas that have been developed with Valle Verde campus facilities. Proposed building and structures in previously developed areas would have little to no effect on wildlife. Proposed development on the western side of the project site, including the Rutherford parcel, would occur to the west of existing developed areas and within areas where fuel management activities are currently performed. Although the managed grassland area is not used extensively by sensitive wildlife species, an increase in noise and light would have the potential to reduce wildlife utilization and affect species composition. Construction activities and related noise would cause short-term increases in noise levels in the project area. The proposed project would not substantially increase long-term noise levels on the project site. Short- and long-term lighting impacts would occur with the addition of exterior lighting around new buildings, walkways, and parking lots.

Short-term construction noise impacts would be minimized through compliance with Initial Study mitigation measure N-2, which requires that construction activities be conducted on weekdays between 8:00 am and 5:00 pm. Limiting construction hours to daytime hours would minimize the potential for impacts during more sensitive nighttime hours when many wildlife species are active. Lighting-related impacts would be minimized through compliance with the City's Outdoor Lighting and Design Ordinance, which requires that the minimum amount of light be provided on the project site, and that lighting not spill over onto adjacent properties. With the implementation of the previously identified mitigation measure and existing ordinance requirements, the short- and long-term impacts of increased noise and light on wildlife in the western portion of the project site would be a **less than significant** impact and no additional mitigation measures are required.

Sensitive Species

Impacts to Sensitive Birds. Surveys were performed within and adjacent to the Valle Verde project proposed development sites. No sensitive wildlife species, sensitive wildlife breeding habitat, or sensitive plants were found. However, there are a number of sensitive birds (primarily raptors) that have been seen and/or are presumed to forage within the non-native grasslands on the western side of the project site. Surveys were performed for active and inactive raptor nests within and adjacent to (within 500 ft. of) the proposed development areas. No nests were found, nor are there any known communal raptor roost sites in or adjacent to the areas where development would occur. Surveys for nesting birds focused on locating inactive nest, which is appropriate since most raptors utilize the same nest year after year, unless there is some kind of disturbance to the nesting tree or area immediately adjacent to the tree. However, given the fact that construction may occur over a period of years, the potential does exist for disturbance of active raptor nests, and other bird nests in trees adjacent to where development would occur. Raptor nests are specifically protected by the California Department of Fish and

Game sections 3500-3516, and all migratory bird nests are protected by the Federal Migratory Bird Treaty Act.

Short-term direct and indirect impacts to active raptor nests, and migratory bird nests are considered to be a **significant but mitigable** impact. Long-term impacts to raptor nests and migratory bird nests are considered to be **less than significant** as raptors and other birds will choose appropriate nesting sites where they will not be disturbed by occupation and use of new Valle Verde structures.

Impacts to Sensitive Reptiles. There are two sensitive reptile species that have a moderate to high potential to occur on the western portion of the project site: the silvery legless lizard and coast horned lizard. Both of these reptile species are a CDFG Species of Special Concern and given this designation also meet the criteria to be considered "rare" as defined under *CEQA Guidelines*. These species are not currently listed by the state or federal Endangered Species Acts as threatened or endangered, nor are they candidates for future listing. The potential exists for direct impacts to silvery legless lizards and coast horned lizards during the grading and site development on the western side of the project site in locations that are not currently landscaped and/or developed and that are underlain by the Arnold sandy loam soils.

Short-term direct impacts to silvery legless lizards, coast horned lizards, both of which are considered to be sensitive species, are **significant but mitigable**. Long-term impacts to silvery legless lizards and coast horned lizards are **less than significant** due to the relatively small amount (approximately two acres) of suitable non-native annual grassland, coastal sage scrub or coast live oak woodland habitat that would be impacted by the project.

Impacts to Sensitive Plants. There are two species of sensitive perennial plants (Mesa horkelia and Santa Barbara honeysuckle) with a potential to occur in the undeveloped western portion of the project site. Surveys for these plants were performed and none were found in the areas where new development would occur or where fuel management activities would be performed. Since these plants are perennial, there is a very low probability that the plants were overlooked during the performance of field surveys. However, in the unlikely event that these plants do exist in the proposed development or fuel management areas, impacts to these plants would need to be avoided where possible and mitigated when avoidance is not feasible. Short-term direct impacts to sensitive plants are considered to be **significant but mitigable**. The proposed project would have **no impact** associated with long-term effects to sensitive plants.

Surface Water Quality

Erosion can cause sedimentation of creeks and can degrade water quality. Suspended sediment can be detrimental to aquatic biota and can smother invertebrates and amphibian eggs, elevate water temperatures, and decrease dissolved oxygen levels. The greatest potential for sediment release would occur if site preparation and grading operations were to occur during the winter season. The project site ultimately drains to Arroyo Burro Creek, which is located along the eastern border of the Valle Verde campus, therefore, the release of sediment from the project site would have the potential to result in adverse effects to Arroyo Burro Creek.

The project would be required to comply with existing regulatory programs during the construction phase to minimize discharges of sediment and other pollutants from the project site. These regulations include, but are not limited to: the City's Storm Water Management Program, the *City of Santa Barbara Storm Water BMP Guidance Manual*, the City Building Division's *Erosion/Sedimentation Control Policy*, the Public Works Department's *Procedures for the Control of Runoff into Storm Drains and Watercourses*, the requirement to prepare and implement an approved Storm Water Pollution Prevention Plan approved by the Regional Water Quality Control Board, and the installation and maintenance of appropriate erosion/sediment control best management practices. Compliance with existing regulatory programs would reduce the potential for short-term erosion- and other project-related water quality impacts to Arroyo Burro Creek to a **less than significant** level and no additional mitigation is required.

After project completion, disturbed areas of the project site would be covered with impervious surfaces or landscaped. Therefore, the project would have a **less than significant** impact related to long-term erosion and other water quality-related effects.

5.2.5 Cumulative Impacts

This section assesses the biological effects of the Valle Verde project in conjunction with other reasonably foreseeable development projects that may occur in the project vicinity. In addition to the Valle Verde project, there are 14 other cumulative development projects within the Arroyo Burro Creek watershed that are considered in this cumulative analysis of biological effects. Four development projects (Valle Verde, Hillside House, Elings Park, and Veronica Meadows) are located south of the 101 Freeway, and 11 projects are located north of the freeway.

From a biological perspective, the location of the cumulative development projects is important because the land use, open space, and wildlife habitat characteristics of the Arroyo Burro Creek watershed are distinctly different north and south of the 101 Freeway. The portion of the Arroyo Burro Creek watershed between the 101 Freeway and Foothill Road is densely developed with a mixture of commercial and residential development, and few open space areas are provided. The wildlife habitat within the Arroyo Burro Creek watershed between the 101 Freeway and Foothill Road has a relatively low wildlife habitat value and affords wildlife few opportunities to find food, shelter and mates.

The lower portion of the Arroyo Burro Creek watershed south of the 101 Freeway has several large undeveloped areas that provide open space, including the 214-acre Elings Park, 70-acre Douglas Family Preserve, 35.7 acres of the Veronica Meadows property, and portions of the 24-acre Hillside House property. In addition to these existing open space areas, the Valle Verde project is proposing to dedicate 9.8 acres of open space on the western side of the project site. The steep hillsides immediately south and west of the Valle Verde property are currently undeveloped and will likely remain undeveloped due to the steepness of the slopes. The existence of these open spaces in the lower portion of the Arroyo Burro Creek Watershed increases the wildlife habitat value of this area, and long-term wildlife sustainability.

The four cumulative development projects (Elings Park, Valle Verde, Hillside House, and Veronica Meadows) in the lower portion of the Arroyo Burro Creek watershed would collectively impact a very small amount of undeveloped natural wildlife habitat and would permanently preserve high quality wildlife habitat through conservation easements and restoration efforts. The 11 cumulative development projects on the north side of the 101 freeway will not have an adverse effect on wildlife habitat because these projects will occur in predominantly developed areas. Therefore, the cumulative effects of the Valle Verde project related to the loss of open space and habitat are not considered to be cumulatively considerable and the project's contribution to cumulative impacts would be **less than significant.**

5.2.6 Mitigation Measures

The Valle Verde project would result in significant impacts to biological resources resulting from: impacts to oak woodland and coastal sage scrub habitat resulting from new development and long-term fuel management activities; disturbance or removal of native and specimen trees; impacts to wildlife resulting from increased noise and light on the project site; potential impacts to nesting birds; potential impacts to two sensitive reptile species; and potential impacts to two sensitive plant species. The implementation of the mitigation measures identified below would reduce the identified impacts of the Valle Verde project to a less than significant level.

BIO-1 Development of proposed structures and long-term fuel management activities would permanently remove or disturb 0.24 acre of oak woodland and 0.12 acre of coastal sage scrub habitat.

Proposed development would result in direct (i.e., habitat removal) impacts to 0.04 of an acre (1,534 square feet) of oak woodland habitat, and proposed fuel management activities would result in long-term impacts to 0.20 of an acre (8,817 square feet) of oak woodland. The proposed project would result in direct impacts to 0.01 of an acre (401 square feet) of coastal sage scrub habitat and fuel management activities would result in long-term impacts to 0.11 of an acre (5,007 square feet) of coastal sage scrub.

BIO-1a. Habitat Restoration Plan. Prior to issuance of grading or building permits, an oak woodland and coastal sage scrub restoration plan prepared by a qualified biologist shall be submitted for review and approval by the City's Environmental Analyst. At minimum, the restoration plan shall contain the following elements.

1. The plan shall include all recommendations related to restoration and tree replacement contained in the Biological Assessment and Tree Assessment and Protection Plan prepared for the project.

2. Removed/disturbed oak woodland and coastal sage scrub habitat shall be provided/restored at a minimum 2:1 replacement ratio. ~~To the extent possible, t~~This mitigation shall be performed on the project site in existing non-native and/or disturbed habitat such as areas where fuel management activities have occurred but will no longer be required, and nonnative annual grassland habitat. The habitat

restoration plan shall at a minimum create 0.48 of an acre of oak woodland and 0.24 of an acre of coastal sage scrub habitat. The oak woodland and coastal sage scrub habitat restoration/mitigation may be implemented in conjunction with proposed oak tree replacement mitigation (BIO-2a).

3. At minimum, the oak woodland and coastal sage scrub habitat restoration/mitigation plan shall describe the following plan elements:

    a. Restoration site selection criteria.
    b. Where restoration/mitigation will occur.
    c. The existing conditions in the restoration/mitigation area(s).
    d. Site preparation and planting methods.
    e. A planting pallet using locally obtained native coast live oak trees and coastal sage scrub plant materials.
    f. A maintenance schedule.
    g. Mitigation goals, objectives, and success criteria.
    h. A description of the monitoring methods and reporting that will be used to document and measure the progress of the restoration/mitigation effort.

4. The coastal sage scrub habitat restoration/mitigation performance standard shall be a minimum of 80 percent native herb and shrub cover. The oak woodland habitat restoration/mitigation performance standard shall be a minimum of 45 percent canopy cover for native trees. Both the coastal sage scrub and oak woodland areas shall have no more than 15 percent non-native weeds (excluding non-native annual grasses) and the required performance standards shall be achieved within five (5) years after initial planting.

5. Monitoring of the restoration areas shall occur for a minimum of five (5) years. Monitoring reports shall be submitted annually and at the completion of the five year period. If the final report indicates that the restoration project has in part or in whole been unsuccessful based on the performance standards specified in the restoration plan, the applicant shall submit within 90 days a revised or supplemental restoration program.

6. All plantings shall be maintained for the life of the project.

7. All cleared, graded, or disturbed areas on the project site shall be planted or protected and maintained for erosion control purposes as soon as feasible following initial disturbance.

8. All disturbed soil around the margins of the development proposed on the western side of the campus adjacent to the existing oak woodland shall be hydroseeded with a native coastal sage scrub seed mix using native species found in adjacent habitats. Seed shall be collected from locally-occurring plants (either on-site or within the south coast of Santa Barbara County).

9. Areas adjacent to the oak woodland on the western side of the property that are currently subject to fuel modification but would no longer require management after the approval of the proposed project (approximately 1.5 acres), shall be cleared of existing invasive, nonnative species (oleander, ice plant, ivy, etc.) and replanted with native, locally-occurring ground cover, brush and trees found in the oak woodland and coastal sage scrub habitats.

10. Planting shall be undertaken immediately after completion of construction.

11. Cages around the saplings shall be installed during planting to prevent wildlife from damaging the young trees. Weeds shall be controlled and a 2-3 inch layer of mulch shall be placed around the trees, but not against the stems. Newly planted saplings shall be irrigated with drip or other water source for the first two years, until the saplings are established.

12. All trees removed during construction shall have their trunks and large limbs cut into three to four-feet long sections and scattered around adjacent natural habitat to function as microhabitat for small animals.

Recommended Mitigation Measure. The following mitigation measure (13) is recommended to enhance the restoration of oak woodland habitat impacted by the proposed project by reducing the amount of time required to restore the habitat value of impacted areas. Implementation of this measure in a timely manner (i.e., prior to occupancy permit issuance), however, may require that the larger replacement trees not be grown from acorns collected from onsite oak trees, as required by proposed mitigation measure BIO-2a.1. Instead, larger replacement trees shall be locally obtained native coast live oak trees. Implementation of this recommended mitigation measure is not required to reduce impacts to oak woodland habitat to a less than significant level.

13. To restore oak woodland habitat functions as quickly as possible, it is recommended that at least 80 percent of the removed ~~of~~ native trees ~~replacement~~ (80 percent of 15~~0~~ removed oak ~~replacement~~ trees = 12~~0~~ trees) be performed using 15-gallon or 24-inch box trees at a 3:1 mitigation ratio (12 removed trees would require 36 15-gallon and/or 24-inch box trees); and that 20 percent of the removed ~~native~~ trees ~~replacement~~ be ~~performed~~ replaced using one to five gallon trees planted at a 10:1 mitigation ratio (3 impacted trees would require 30 one- to five-gallon replacement trees).~~20 percent of 150 replacement trees = 30 trees).~~

BIO-2. Implementation of the proposed project would result in significant impacts to native and specimen trees resulting from the removal of 15 coast live oak trees and one (1) Monterey pine tree. The project would also significantly impact six (6) coast live oak trees, one (1) redwood, two (2) Monterey pine trees, and one (1) western sycamore by encroaching into more than 20 percent of the tree's critical root zone. In addition, the project would disturb and/or encroach minimally (less than 20 percent) into the critical root zone of 31 coast live oak trees.

BIO-2a. Native and Specimen Tree Replacement and Protection. The project applicant shall implement the Valle Verde Retirement Community Tree Assessment and Protection Plan (Spiewak, 2008), and the mitigation measures provided by the Initial Study prepared for the Valle Verde project. The following tree replacement/protection measures shall be implemented.

1. A minimum oak tree replacement ratio of 10:1 shall be required to mitigate the loss of the 15 coast live oaks. A minimum survivorship ratio of 8:1 after three years post-planting shall be achieved. Acorns collected from on-site oak trees shall be used. One hundred fifty oak saplings, one gallon in size shall be planted in areas between the new structures on the west side of the property (project north) and the oak woodland. Additional trees shall be planted if damage occurs to existing trees during construction related activities. Mitigation trees and required protection/maintenance requirements shall be installed prior to issuance of project permits.

2. The following measures shall be noted on the grading plan submitted to the building department prior to issuance of grading permit and implemented prior and during construction-related activities to ensure the protection of trees:

    a. Tree protection fencing and barriers shall be installed as indicated on the fencing plan.

    b. Fences shall be chain link or orange plastic, four to six feet high and positioned at the Critical Root Zone (CRZ) as specified in the tree inventory table and illustrated on the site maps of the Tree Assessment and Protection Plan.

    c. CRZs shall have a radius measured from the center of the trunk to the outside edge of the CRZ, wherever possible. If work is approved within the CRZ, the fence shall be placed at the outside edge of the work zone.

    d. Fencing shall remain upright and intact throughout the duration of the project.

    e. Construction related activities shall be prohibited within the Tree Protection Zones (TPZ), including the use of heavy equipment, storage of materials, or accumulation of soil for later use.

    f. Demolition and excavation within TPZs of all native and non-native trees shall be done by hand where reasonable. Reasonableness shall be determined by the Project Environmental Coordinator, Supervising General Contractor and the Project Arborist.

    g. Special attention shall be given to construction related activity around sycamore No. 104 and all oak trees to minimize impacts. Three 24-inch boxed sycamores shall be planted to mitigate impacts to sycamore #104.

h. Any roots encountered within the CRZs of trees, even if outside the TPZs shall be cleanly cut back to an undisturbed section of the root zone. In areas where roots are cut, the soil profile shall be irrigated to reduce drying of newly exposed soil and subsequent damage to remaining roots in that profile. The Project Arborist shall determine the quantity, area and frequency of irrigation to the disturbed area.

i. A permethrin-based pesticide (Astro) shall be applied to the lower six feet of oak tree trunks stressed from root cutting in the early Spring and late Summer (through September), to reduce the risk of attack by fatal oak bark beetles. It may need to be repeated for several years at the discretion of the City Arborist.

j. Tree removal should, to the extent feasible, be scheduled between August 16 and January 31 to avoid the bird nesting season, or survey and construct only if nesting birds are absent (see mitigation measure BIO-3a.2).

k. All trees not indicated for removal on the site plan shall be preserved, protected, and maintained, in substantial accordance with the Tree Assessment and Protection Plan dated November 12, 2008.

l. All required mitigation trees, and each of the impacted but not significantly impacted trees shall be monitored once a year following the completion of construction activities for a period of five years. Should any of these trees die during the monitoring period, they shall be replaced at the specified tree replacement mitigation ratio.

Proposed mitigation measure AES-1 requires the replacement of skyline and specimen trees removed from the project site. No additional mitigation is required for impacts to large non-native trees located on the project site.

BIO-3 Project-related construction activities have the potential to impact active bird nests, and construction activities on the western portion of the project site have the potential to impact silvery legless lizards and coast horned lizards.

BIO-3a Sensitive Species Surveys and Monitoring. Prior to issuance of any grading or building permits, the applicant shall submit a draft contract with a qualified biologist for the review and approval of the Environmental Analyst. The following monitoring and survey activities shall be implemented:

1. A qualified biologist shall supervise the installation of the construction fencing around all work areas and access roads. Fencing shall be maintained through the duration of project construction.

2. Tree removal/relocation/trimming activities shall not occur during nesting season (February 1 – August 15). If these activities must occur during this time, a qualified biologist shall conduct a survey of the trees no more than one week prior to the activity to identify active nests and nest holes. The biologist shall map the location of

all active and inactive nests and nest holes in trees. A 300-foot radius no-disturbance buffer shall be established around trees containing active nests and this buffer shall be maintained until the biologist has verified that young birds have fledged the nest.

3. A city approved biologist familiar with the habits of legless lizards and coast horned lizards shall monitor initial vegetation removal efforts (grubbing), grading and other surface-disturbing activities for silvery legless lizards and coast horned lizards. The biologist shall direct the equipment operator to slowly remove vegetation and the top 12 inches of topsoil while the biologist scans the soil for lizards. Any and all reptiles found shall be relocated to appropriate microhabitats in adjacent, undisturbed habitat out of harm's way. The monitoring biologist shall complete a California Natural Diversity Database Field Survey form should any sensitive reptiles be found and shall fax a copy to the City, and the California Department of Fish and Game California Natural Diversity Database per the instructions on the field survey form.

BIO-4. The proposed project has the potential to result in significant impacts to Santa Barbara honeysuckle and mesa horkelia, which are considered to be sensitive plant species.

BIO-4a. Sensitive Plan survey and Restoration Requirements. Prior to issuance of grading or building permits, a survey plan prepared by a qualified biologist shall be submitted for review and approval by the City's Environmental Analyst. The survey plan shall also describe restoration efforts that will be implemented if it is determined that the proposed project would result in significant impacts to Santa Barbara honeysuckle and/or mesa horkelia. At minimum, the plan shall contain the following elements.

1. Prior to the issuance of a grading permit, a botanical survey shall be performed to confirm the presence or absence of Santa Barbara honeysuckle and mesa horkelia on the western side of the project site.

2. The grading limits and the outer limits of the proposed fuel modification zone shall be staked by a licensed surveyor prior to performance of the botanical surveys. The surveys shall be performed by a qualified biologist/botanist and shall be performed within one month of any scheduled ground and/or vegetation disturbance.

3. Should the surveys required by mitigation measure BIO-4a.1 find any sensitive plants within the area where disturbance will occur, a mitigation plan shall be prepared by a qualified biologist/botanist. The mitigation plan shall describe what measures shall be used to avoid impacts to any sensitive plants found in the survey area. Should the removal of any sensitive plant be unavoidable, replacement shall be performed at a minimum 10:1 ratio for each plant that is removed. This sensitive plant replacement mitigation may be implemented in conjunction with the proposed oak woodland and coastal sage scrub habitat restoration/mitigation plan (BIO-2a).

4. At minimum, the habitat restoration/mitigation plan shall describe the plan elements:

    a. Restoration site selection criteria.

b. Where restoration/mitigation will occur.
c. The existing conditions in the restoration/mitigation area(s).
d. Site preparation and planting methods.
e. A planting pallet using locally obtained plant materials.
f. A maintenance schedule.
g. Mitigation goals, objectives, and success criteria.
h. A description of the monitoring methods and reporting that will be used to document and measure the progress of the restoration/mitigation effort.

5. The sensitive plant mitigation performance standard shall be a minimum 80 percent survival of all mitigation plantings, with no more than 15 percent non-native weeds (excluding non-native annual grasses) to be achieved within 5 years after initial planting.

6. Monitoring of the restoration area shall occur for a minimum of five (5) years. Monitoring reports shall be submitted annually and at the completion of the five year period. If the final report indicates that the restoration project has in part or in whole been unsuccessful based on the performance standards specified in the restoration plan, the applicant shall submit within 90 days a revised or supplemental restoration program.

5.3 TRANSPORTATION AND CIRCULATION

This section evaluates the potential for the Valle Verde Retirement Community project to result in significant traffic-related impacts. Potential project-related traffic impacts were also evaluated by the Initial Study prepared for the proposed project (Appendix A). The scoping process determined that the proposed project would have the potential to result in significant impacts related to a long-term increase in traffic generated by proposed residences and accessory uses. The Initial Study also concluded that the proposed project would not result in significant parking impacts, however, this EIR provides additional analysis of potential parking-related impacts that have the potential to result from the proposed project. In addition to an evaluation of project-specific and cumulative traffic impacts, this analysis provides an evaluation of potential short-term construction traffic impacts, impacts related to transportation accessibility, and emergency evacuation. This analysis is based on the conclusions of a traffic impact study prepared by Iteris, Inc., entitled: *Valle Verde Retirement Community Improvement Project EIR, Traffic Impact Study* (July, 2010). The traffic impact study and its appendices are provided in Appendix D of this EIR.

5.3.1 Setting

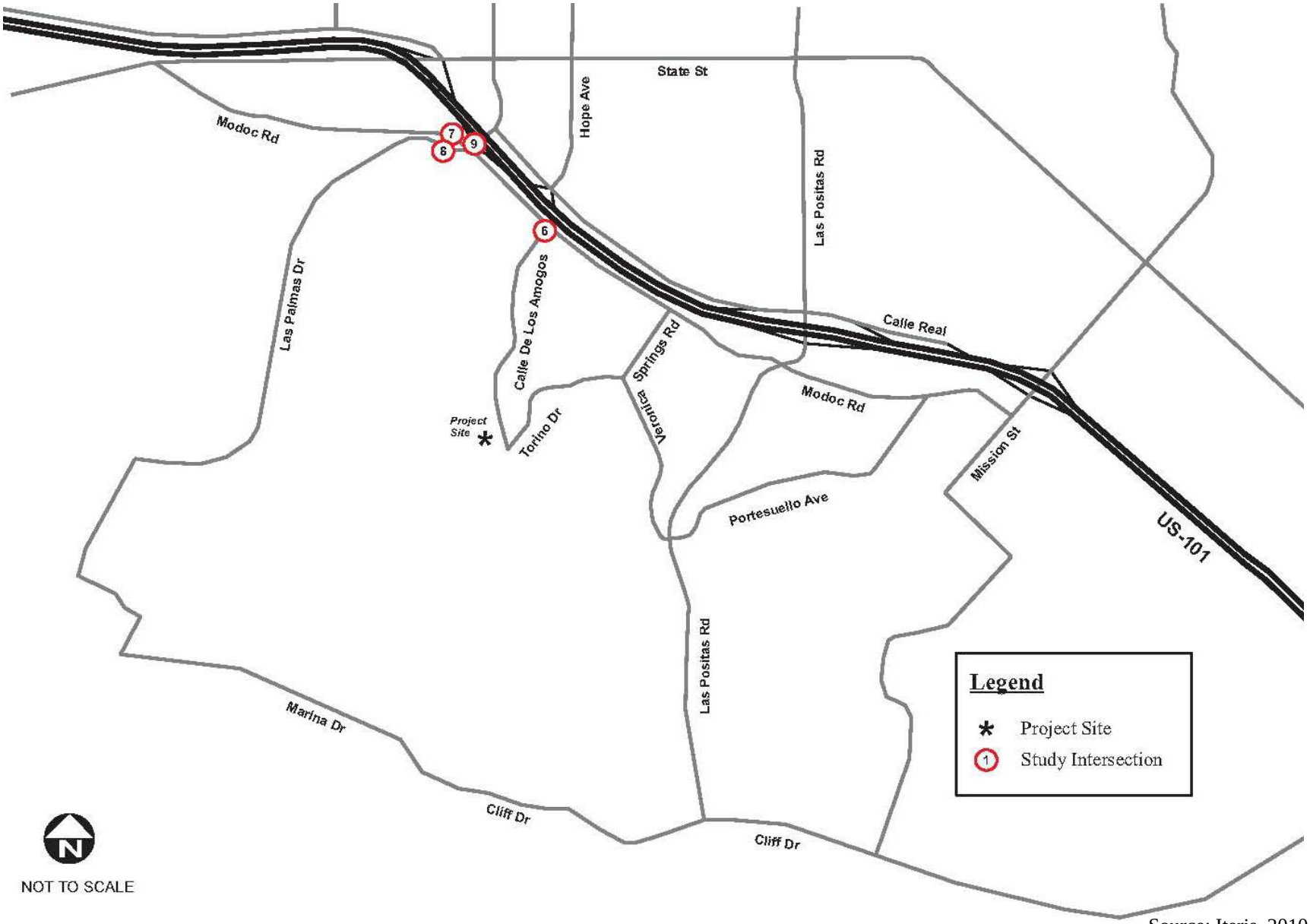
Description of Existing Roadway Conditions

The major roadways in the project study area are described below and Figure 5.3-1 depicts the location of these roadways.

U.S. Highway 101 (US-101) is located approximately 0.9 to 1.2 miles driving distance north of the project site and provides regional access to the project through its interchanges with Las Positas Road and Las Palmas Drive/La Cumbre Road. This facility is the primary north-south link between the cities of Santa Barbara, Goleta, Buellton and the Santa Ynez Valley and Montecito, Carpinteria and eventually Ventura to the south. In the vicinity of the study area, U.S. Highway 101 is a six-lane freeway with traffic signals at the ramps terminals.

Las Positas Road (State Route 225) is a north-south roadway located approximately 0.5 mile east of the project site. This facility begins at State Street to the north and extends southward before terminating at Cliff Drive. The segment located between U.S. Highway 101 and Cliff Drive is designed as a Caltrans facility (SR 225). Between State Street and Modoc Road, this roadway consists of two travel lanes in each direction. It then narrows to one lane in each direction from Modoc Road to Cliff Drive.

Calle Real is an east-west frontage road located immediately north of U.S. Highway 101 between Pueblo Street and Las Palmas Drive. Beginning at Treasure Drive, this facility operates as a one-way westbound roadway until reaching Las Positas Road. West of Las Positas Road, it returns to two-way operation and continues to Las Palmas Drive. This roadway generally consists of one travel lane in each direction.



Source: Iteris, 2010

City of Santa Barbara
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Figure 5.3-1
Project Study Area

Modoc Road is an east-west roadway located south of U.S. Highway 101 and extends from Hollister Avenue to Mission Street. This roadway consists of one travel lane in each direction. Land use along this facility is primarily residential with some office/commercial uses located immediately south of U.S. Highway 101. Striped bicycle lanes are also provided along Modoc Road within the study area.

Calle de los Amigos is a north-south public/private road that extends from its northern terminus at Modoc Road to its southern terminus within the Valle Verde development. Between Modoc Road Torino Drive the street is public. South of Torino it enters the Valle Verde site and becomes a private roadway providing access to the residential units in the southern portion of the development. This facility consists of one travel lane in each direction with on-street parking allowed along most of its length.

Las Palmas Drive/South La Cumbre Road is a generally north-south road that extends south as La Cumbre Road from its northern terminus at Foothill Road through the signalized interchange ramps with U.S. Highway 101 where it becomes Las Palmas Drive and continues south into Hope Ranch and eventually turns into Robles Drive. The majority of the roadway has two lanes with the section between State Street and Via Senda having four lanes. The two-lane sections are lined predominantly with residential uses, while the four-lane sections are lined with commercial uses. Bike lanes are provided within the study area. On-street parking is only allowed along some segments north of State Street.

Torino Drive is an east-west two-lane road that extends between Veronica Springs Road on the east and its western terminus just west of Valle Verde. It is lined with residential uses and has on-street parking along its entire length.

Veronica Springs Road is a north-south two-lane road extending between its unsignalized intersection with Modoc Road on the north and its signalized intersection with Las Positas Road on the south. Veronica Springs Road has one travel lane in each direction with on-street parking along most of its length. In some sections the roadway has wide travel lanes; however, the travel lanes become narrower along the southern portion of the road as it approaches Las Positas Road.

Cliff Drive (State Route 225) is an east-west facility that extends through the southern portion of the City of Santa Barbara from Marina Drive to Montecito Street. The segment west of Las Positas Road generally consists of one travel lane in each direction and the land uses it serves are primarily residential in nature. East of Las Positas Road, this facility widens to four lanes and is a continuation of State Route 225. The land uses along this section are a mixture of residential and commercial.

Study Intersections

The study area for this traffic impact analysis was developed based on the projected number of peak-hour and daily trips that the proposed project is expected to generate and the distribution patterns of those trips on the streets and highways located in the project area. The City's standard traffic analysis practice is to evaluate intersections where five or more project-generated trips are expected to enter the intersection. For the Valle Verde project, five trips in the AM peak hour are 62.5 percent of the eight project-related trips that would be generated during that hour. During the PM peak hour five trips are 42.5 percent of the 12 additional PM project-related trips. As shown in Table 5.3-1, 11 intersections were identified as potentially affected locations. Of those, only four intersections would experience enough project-related traffic to require analysis based on the City's analysis criteria. Additional information related to the proposed project's trip generation and distribution characteristics is provided below in Section 5.3.3.3.

Table 5.3-1
Intersections Requiring Capacity Analysis

Intersection	Percent of Peak Hour Project Traffic Entering Intersection [1]		Percent Required to Generate Five Vehicle Trips		Meets Analysis Threshold?	
	AM	PM	AM	PM	AM	PM
US-101 Northbound On-Ramp/Earl Warren Showgrounds Entrance at Calle Real;	0	0	62.5	42.5	No	No
Las Positas Road at Calle Real;	25	25	62.5	42.5	No	No
Las Positas Road at US-101 Southbound Ramps;	40	40	62.5	42.5	No	No
Las Positas Road at Modoc Road;	40	40	62.5	42.5	No	No
Las Positas Road at Cliff Drive.	10	10	62.5	42.5	No	No
Calle de los Amigos at Modoc Road	70	70	62.5	42.5	**Yes**	**Yes**
Via Senda at Modoc Road	50	50	62.5	42.5	No	**Yes**
Via Senda at Las Palmas Drive	45	45	62.5	42.5	No	**Yes**
South La Cumbre Road at US-101 Southbound Ramps	45	45	62.5	42.5	No	**Yes**
South La Cumbre Road at Calle Real	25	25	62.5	42.5	No	No
South Hope Avenue and US-101 Northbound Ramps at Calle Real	20	20	62.5	42.5	No	No

[1] Percentage shown represents the average of the inbound and outbound percentage of project traffic at each intersection as illustrated in Figure 5.3-4.
Source: Iteris, 2010

The four intersections selected for evaluation by this analysis include:

- Calle de los Amigos at Modoc Road
- Via Senda at Modoc Road
- Via Senda at Las Palmas Drive
- South La Cumbre Road at US-101 Southbound Ramps

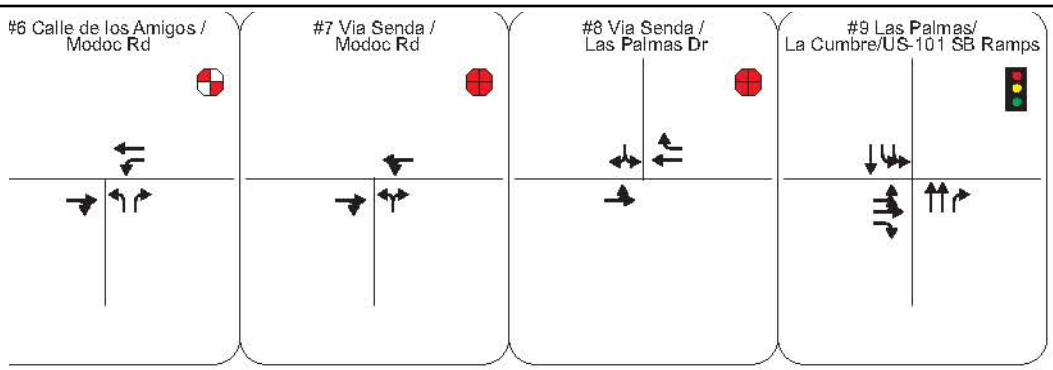
Figure 5.3-2 illustrates the intersection lane configurations for each of the four analyzed intersections. A brief description of each study intersection is provided below.

Calle de los Amigos at Modoc Road is a stop sign controlled T-intersection with the Calle de los Amigos approach stop controlled. The Calle de los Amigos approach has one wide lane that allows for simultaneous right and left turns. The westbound approach of Modoc Road has one through lane in each direction and a single striped left-turn lane.

Via Senda at Modoc Road is an all-way stop sign controlled T-intersection located at the southern terminus of Via Senda. The northbound Via Senda approach has one shared left-turn/right-turn lane. The eastbound approach of Modoc Road has one shared through/right-turn lane, while the westbound approach has one shared through/left-turn lane. There are bike lanes through the intersection along Modoc Road.

Via Senda at Las Palmas Drive is an all-way stop sign controlled T-intersection located at the northern terminus of Via Senda. The southbound Via Senda approach has one shared left-turn/right-turn lane. The eastbound approach of Las Palmas Drive has one shared through/left-turn lane, while the westbound approach has one right-turn lane and one trough lane. There are bike lanes entering the intersection on westbound Las Palmas Drive. The other intersection approaches do not have dedicated bike lanes.

Las Palmas Drive at US-101 Southbound Ramps is a traffic signal controlled intersection with protected left-turn phasing on the southbound approach. The northbound approach to the intersection has two through lanes and one right-turn lane. The southbound approach is striped to provide one through lane and two left-turn lanes. The eastbound approach consists of one left-turn lane, one shared through/left-turn lane and one right-turn lane.



Legend

- Study Intersection
- Signalized Intersection
- All-way Stop
- Two-way Stop

NOT TO SCALE

Source: Iteris, 2010

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Figure 5.3-2

Existing Lane Configurations

Existing Transit Operations

The Santa Barbara Metropolitan Transit District (MTD) operates several transit lines that serve the area with destinations such as downtown Santa Barbara and Goleta and the University of California at Santa Barbara (UCSB) to the west. MTD Route 5 – Mesa / La Cumbre is the only route that travels through the study area, utilizing Las Positas Road from Veronica Springs Road to Cliff Drive and Cliff Drive from Las Positas Road to the downtown transit center. Service is provided weekdays, Saturdays and Sundays with buses traveling on 60 minute headways.

Existing Bicycle Facilities

Several on-street bicycle facilities are located along the roadways located in the study area. These facilities provide bicycle connections to the rest of the Santa Barbara region through an interconnected network of bicycle paths, lanes and routes. Class II bike lanes are provided along Modoc Road (Cross Town Route), Calle Real, Las Positas Road and Cliff Drive (Coast Route).

5.3.2 Significance Thresholds

The City of Santa Barbara considers LOS C with a volume-to-capacity ratio of 0.77 as the minimum acceptable operating standard for signalized intersections. For unsignalized intersections, the City considers an average delay of 22 seconds per vehicle as the minimum standard.

Project-Specific Threshold. The City's project-specific impact threshold states that if a development project would cause the V/C ratio at a signalized intersection to exceed 0.77, or if the project would increase the V/C ratio by 0.01 at a signalized intersection that already exceeds 0.77, the project's impact is considered significant. For unsignalized intersections, a significant impact would occur if a project increases the amount of traffic traveling through an intersection by greater than one percent.

Cumulative Threshold. The City's cumulative impact threshold states that a significant cumulative impact would occur if a development project would contribute traffic to a signalized intersection that is forecast to operate above V/C 0.77 with cumulative traffic, or would contribute traffic to an unsignalized intersection that is forecast to operate with more than 22 seconds of delay.

5.3.3 Impact Evaluation

5.3.3.1 Traffic Operations Analysis Methodology

This traffic impact analysis assesses the effects of the additional vehicle trips expected to be generated by the proposed project. The traffic impact analysis also takes into account other traffic growth due to specific development projects in the surrounding area and overall ambient growth in background traffic. Because the traffic from the existing Valle Verde development is included as part of the existing conditions, the effects on traffic operations from that portion of the development are accounted as part of the existing conditions and then are carried forward implicitly through the subsequent analyses. Therefore, the impacts of not only the proposed project but the entire Valle Verde site at completion of the project are evaluated.

Traffic operating conditions in the vicinity of the project were analyzed using two methodologies. At the signalized intersection, per the City of Santa Barbara guidelines, the "Intersection Capacity Utilization" (ICU) methodology was used to provide the primary analysis results. The HCM stop-controlled methodology, which is delay based, was used for the unsignalized intersections of Via Senda with Modoc Road and Las Palmas Drive, and Calle de los Amigos with Modoc Road.

The ICU methodology compares the amount of traffic a through or turn lane is able to process (the capacity) to the level of traffic during the peak hours (volume). The critical volume-to-capacity (V/C) ratios for each intersection approach are combined to determine the ICU value (V/C ratio) for the entire intersection. The HCM method for stop sign-controlled intersections calculates the average delay, in seconds, per vehicle for each approach and for the intersection as a whole during the peak hour.

For the unsignalized intersections, the level of service is determined by calculating the amount of delay experienced by vehicles attempting to enter the roadway from a controlled approach or movement. Three main factors are used in the delay calculations: the availability of adequate space, or "gap", in the flow of uncontrolled traffic for a waiting vehicle to safely enter from the controlled approach; the entering driver's judgment as to which gaps they consider acceptable; and the amount of time a driver spends waiting for the drivers before them to select an appropriate gap and move into the passing traffic flow. For vehicles making a right turn into the traffic flow, drivers are only required to select a gap in the traffic flow for the lane in which they intend to merge. If a vehicle is attempting to make a left turn from a controlled approach, the driver must now find an adequate gap in the traffic flows in both directions.

The efficiency of traffic operations on a roadway is measured in terms of Level of Service (LOS). The LOS concept for intersections is a measure of average operating conditions during an hour. It is based on either a V/C ratio (ICU methodology) or average vehicular delay (HCM methodology) for signalized locations and average delay for stop-

controlled intersections. Levels range from A to F with A representing excellent (free-flow) conditions and F representing extreme congestion. Intersections where vehicular volumes are at or near capacity and/or intersection operations are inefficient drivers can experience greater congestion (higher V/C ratios) and longer vehicle delays. Because traffic flow on arterial street networks is most constrained at intersections, detailed traffic flow analyses focus on the operating conditions of critical intersections during peak travel periods.

Table 5.3-2 describes the level of service concept and the operating conditions expected for signalized intersections under each level of service. Table 5.3-3 lists the LOS criteria for unsignalized intersections.

5.3.3.2 Existing Traffic Operations Analysis

Turning movement traffic counts for the intersections of Via Senda and Calle de los Amigos with Modoc Road and Via Senda with Las Palmas Drive were conducted on January 13, 2010. The counts were conducted from 7:00 – 9:00 a.m. and 4:00 - 6:00 p.m. The counts for the intersection of South La Cumbre Road with the US-101 Southbound Ramps were conducted on March 13, 2008 during the same hours. The traffic impact analysis was based on the highest single hour of traffic (during the AM and PM peak periods) at each location. Figure 5.3-3 shows the existing weekday morning and evening peak hour traffic volumes. The traffic count sheets are provided in Traffic Impact Study Appendix A (EIR Appendix D).

The existing weekday morning and evening peak hour peak hour level of service analyses were conducted for the four intersections based on the measured traffic volumes and the methodologies described previously. The analyses are performed using the TRAFFIX (Traffic Impact Analysis) software program. The existing conditions level of service analysis results are summarized in Table 5.3-4 for the weekday morning and evening peak hours. Based on the City of Santa Barbara acceptable operations thresholds, the results of the existing conditions analysis shown in Table 5.3-4 indicate that all four of the analyzed intersections are currently operating at acceptable levels of service during the peak hours. The detailed level of service worksheets for the above analyses are included in Traffic Impact Study Appendix B (EIR Appendix D).

It should be noted that the amount of delay calculated and shown in Table 5.3-4 may be more or less than what an individual driver may actually experience. The conditions listed above reflect the average delay over the entire hour and may be affected within that hour by peaking of traffic flows, area traffic signal timings, and side street activity.

Table 5.3-2
Signalized Intersection Level of Service Definitions

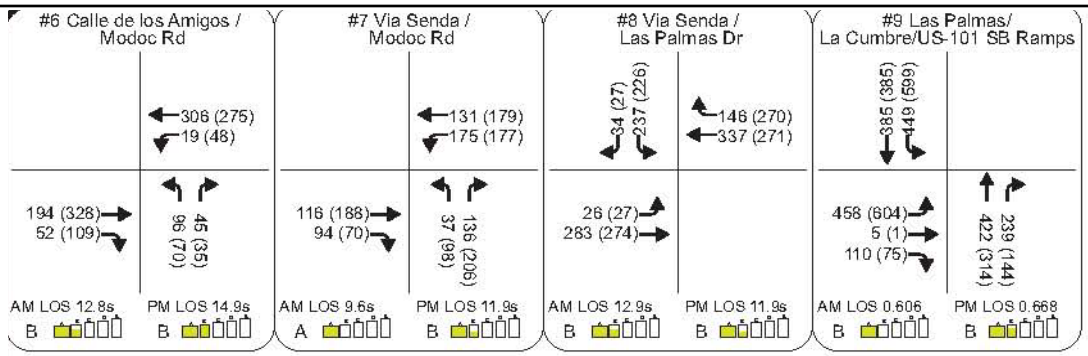
LOS	Interpretation	Signalized Intersection Volume to Capacity (V/C) Ratio	HCM Intersection Average Delay (Seconds)
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	0.000 - 0.600	< 10
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	0.601 - 0.700	>10 and < 20
C	Good operation. Occasionally backups may develop behind turning vehicles. Most drivers feel somewhat restricted.	0.701 - 0.800	>20 and < 35
D	Fair operation. There are no long-standing traffic queues. This level is typically associated with design practice for peak periods.	0.801 - 0.900	>35 and < 55
E	Poor operation. Some long standing vehicular queues develop on critical approaches.	0.901 - 1.000	>55 and < 80
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movements of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	Over 1.000	> 80

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, Washington D.C., 2000.

Table 5.3-3
Stop Sign-Controlled Intersection Level of Service Definitions

LOS	Intersection Delay in Seconds
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, Washington D.C., 2000.



Legend

1 - Study Intersection

XX(XX) - AM (PM) Peak Hour Volumes

AM LOS 0.429 Peak Hr V/C or Del/Veh (seconds)
A Level of Service (LOS)

- LOS A through D
- LOS E
- LOS F

NOT TO SCALE

Source: Iteris, 2010

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Figure 5.3-3

Existing Peak Hour Traffic Volumes

Table 5.3-4
LOS Analysis – Existing Conditions

Intersection	Weekday AM Peak Hour				Weekday PM Peak Hour			
	ICU		HCM		ICU		HCM	
	LOS	V/C	LOS	Avg. Delay (sec)	LOS	V/C	LOS	Avg. Delay (sec)
Calle de los Amigos at Modoc Road[(a)]	--	--	B	12.8	--	--	B	14.9
Via Senda at Modoc Rd[(a)]	--	--	A	9.6	--	--	B	11.9
Via Senda at Las Palmas Dr[(a)]	--	--	B	12.9	--	--	B	11.9
S La Cumbre Rd at Route 101 SB Ramps	A	0.506	--	--	A	0.568	--	--

Note: [a] intersection controlled by stop sign; values represent average delay in seconds.
ICU = Intersection Capacity Utilization, HCM = Highway Capacity Manual, LOS = Level of Service, Avg. Delay = Average Vehicle Delay (Seconds), V/C = Volume-to-Capacity Ratio
ICU results are shown for signalized intersections, while HCM results are shown for stop sign controlled intersections.
Source: Iteris, 2010

5.3.3.3 Proposed Project Traffic Characteristics

Trip Generation. The proposed project would result in a net increase of 33 residential units on the Valle Verde campus. In addition, other maintenance and accessory and support uses would be provided, including two additional bed and breakfast units, four assisted living beds, a part-time bank branch office to serve residents and employees, expanded food service space, and expanded office space. The project does not propose to increase the number of activities, classes, meetings or events conducted on the Valle Verde campus, nor would the project result in a change in the type, timing, frequency or size of on-campus programs. Therefore, the project would not result in nor contribute to additional traffic related to existing and on-going programs conducted on the Valle Verde campus.

The trip generation characteristics of the proposed project are based on the types of land use and trip rates published by the Institute of Transportation Engineers (ITE) in their *Trip Generation, An ITE Informational Report, 8th Edition*. Because of the mix of uses currently on the site and the difficulty in identifying which trips are generated by each individual use, it was not possible to develop a specific trip rate that would replicate each individual use on the site. Therefore, an aggregate rate developed from several similar project sites was used.

After a review of development types and the uses proposed as part of the project, the trip rate for Continuing Care Retirement Community (CCRC) was chosen as the development type that most represents the changes proposed for the Valle Verde site. The

ITE description for CCRCs is "they are land uses that provide multiple elements of senior adult living. CCRCs combine aspects of independent living with increased care, as lifestyle needs change with time. Housing options may include various combinations of senior adult (detached), senior adult (attached), congregate care, assisted living and skilled nursing care aimed at allowing the residents to live in one community as their medical needs change. The communities may also contain special services such as medical, dining, recreational and some limited, supporting retail facilities. CCRCs are usually self-contained villages." The trip rate is based on the number of residential units being provided.

The proposed project would result in the expansion of existing uses and/or facilities intended for use by residents or existing staff only. Some of the proposed uses, such as the on-site branch bank office, would be new uses on the site and would reduce the number of off-site trips by new and existing residents by allowing residents to use facilities that are within walking distance rather than having to drive to off-site locations. Therefore, some of the additional trips generated by the proposed project would be offset by a reduction in the number of off-site trips.

The employment data provided by the project applicant was reviewed as part of the traffic impact study. It is expected that the proposed project would result in five additional full time equivalent Valle Verde employees. These positions would include two dining facility employees, two house keepers, and one grounds keeper. These employees would be brought on staff at the time of project occupancy. The proposed project would not require or result in any other additional employees, as existing administrative, wellness, activities, human resources, maintenance and other similar staff positions would be adequate to serve the project. The project would also utilize one temporary employee to serve as a marketing secretary. This position would be eliminated after the proposed units have been sold. Based on the employee shift times and the FTE staff hours, ~~it does not appear that~~ the proposed project would not add a substantial number of additional staff. A summary of the weekday and ADT volumes for the future project-related vehicle trips is presented on Table 5.3-5.

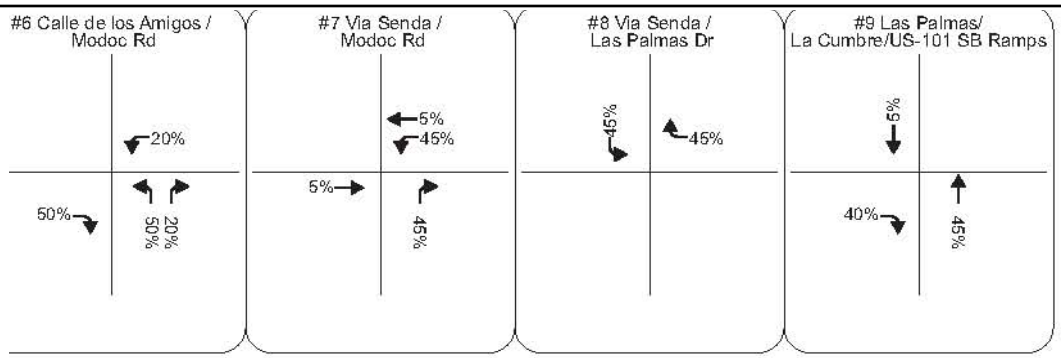
Trip Distribution and Assignment. A geographic distribution of the vehicle trips that would be generated by the proposed project was developed and is depicted on Figure 5.3-4. The distribution of vehicle trips is based on the location of specific types of uses, such as residential neighborhoods and commercial centers, as well as the overall connectivity of the roadway system. Origin and destination assumptions were then developed, in coordination with City of Santa Barbara staff, for vehicles traveling to and from the project site. Based on these assumptions, the vehicle trips generated by the proposed project were then assigned to specific study intersections they would traverse on the surrounding roadway network.

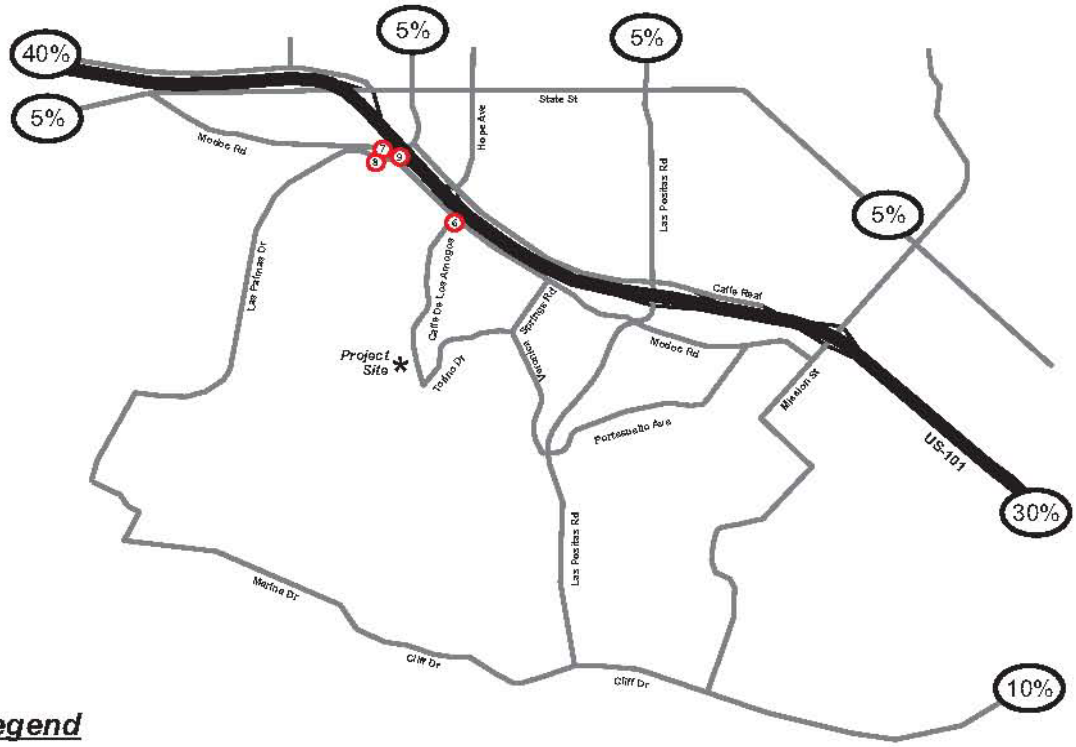
Subsequent to estimating the project-related trip distribution characteristics, which was not shared with the project applicant, the applicant provided to the City the results of an independent employee traffic survey. The results of the employee survey are provided in Traffic Impact Study Appendix C (EIR Appendix D**)**. The survey results indicated project-related trip distribution characteristics that are very similar to the trip distribution assumptions developed for this analysis. The vehicle trips generated by the proposed project are depicted on Figure 5.3-5.

Table 5.3-5
Proposed Project Trip Generation Characteristics

Land Use	Units/ Type	Daily Trips						AM Peak Hour						PM Peak Hour					
		Rate	Trips	In		Out		Rate	Trips	In		Out		Rate	Trips	In		Out	
				Rate	Trips	Rate	Trips			Rate	Trips	Rate	Trips			Rate	Trips	Rate	Trips
Project – Related Added Vehicle Trips																			
Continuing Care Retirement Community	40 d.u.	2.81	112	0.5	56	0.5	56	0.18	7	0.64	4	0.36	3	0.29	12	0.48	6	0.52	6
Assisted Living	4 beds	2.81	12	0.5	6	0.5	6	0.18	1	0.64	1	0.36	0	0.29	1	0.48	0	0.52	1
Bed and Breakfast	2 rooms	4	8	0.5	4	0.5	4	1.0	2	0.0	0	1.0	2	1.5	3	0.67	2	0.33	1
Total Project-Added Trips	--	--	*132*	--	*66*	--	*66*	--	*10*	--	*5*	--	*5*	--	*16*	--	*8*	--	*8*
Project-Related Removed Vehicle Trips																			
Rutherford House	1 d.u,	9.57	10	0.5	5	0.5	5	0.75	1	0.25	0	0.75	1	1.01	1	0.63	1	0.37	0
Hospice	2,105 s.f.	2.37	6	0.5	3	0.5	3	0.17	0	0.64	0	0.36	0	0.22	1	0.33	0	0.67	1
Senior Adult Housing - Attached	6 d.u.	2.81	18	0.5	9	0.5	9	0.18	1	0.64	1	0.36	0	0.29	2	0.48	1	0.52	1
Total Removed Trips	--	--	*-34*	--	*-17*	--	*-17*	--	*-2*	--	*-1*	--	*-1*	--	*-4*	--	*-2*	--	*-2*
Net New Trips	**--**	**--**	**98**	**--**	**49**	**--**	**49**	**--**	**8**	**--**	**4**	**--**	**4**	**--**	**12**	**--**	**6**	**--**	**6**

Source: Iteris, 2010





Legend

① - Study Intersection

XX(XX) - AM (PM) Peak Hour Volumes

NOT TO SCALE

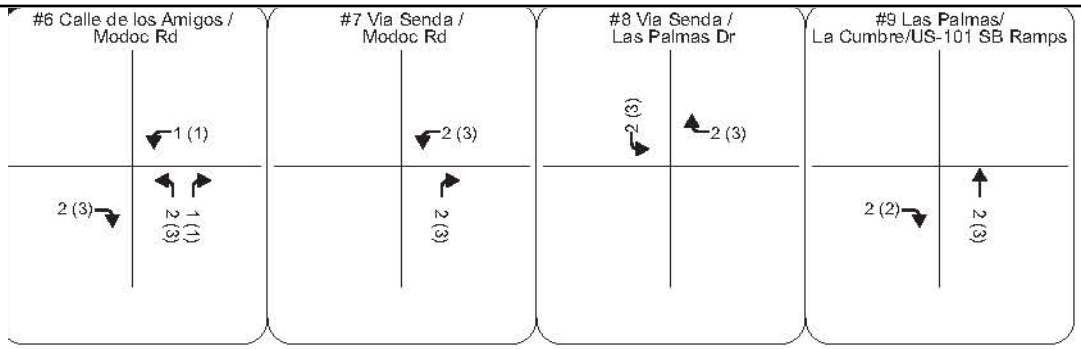
Source: Iteris, 2010

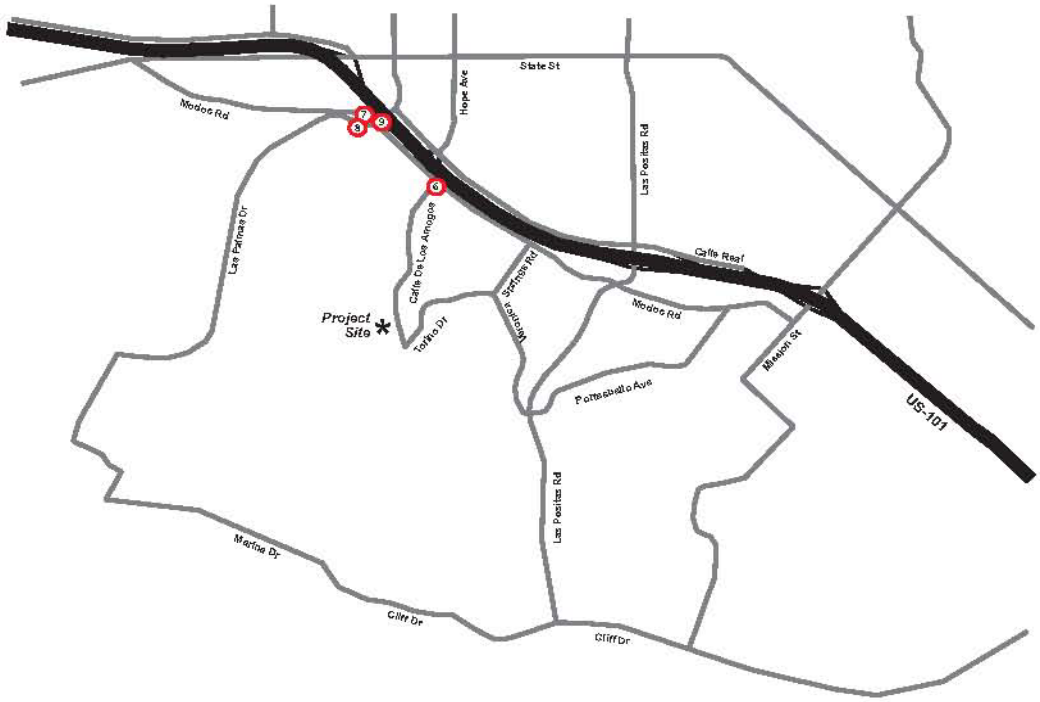
City of Santa Barbara

Valle Verde Retirement Community
Project EIR

Figure 5.3-4

Proposed Project Trip Distribution





Legend

(1) - Study Intersection

XX(XX) - AM (PM) Peak Hour Volumes

NOT TO SCALE

Source: Iteris, 2010

City of Santa Barbara

Valle Verde Retirement Community
Project EIR

Figure 5.3-5

Project Only Peak Hour Traffic Volumes

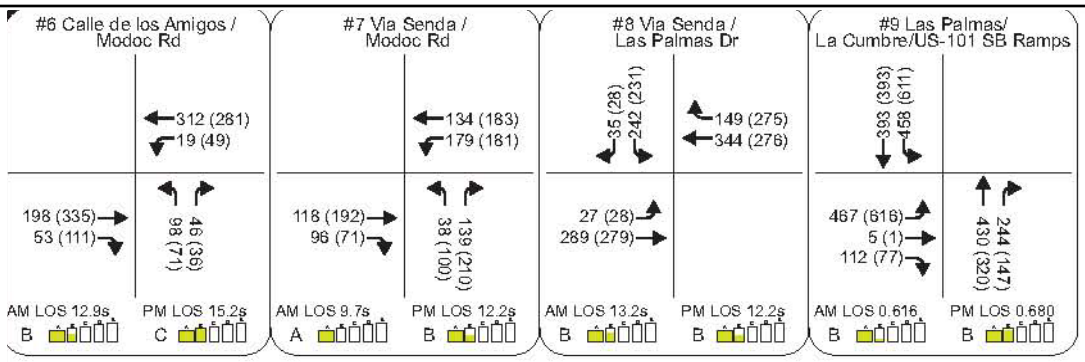
5.3.3.4 Future Without Project Traffic Operations Analysis

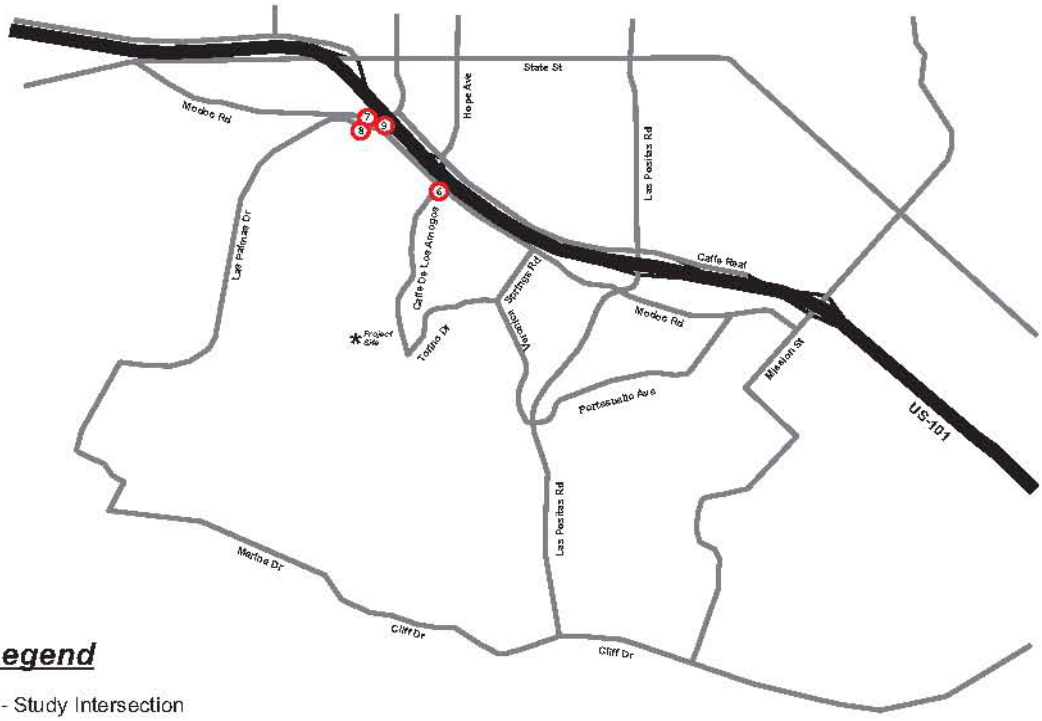
To evaluate the potential impact of the proposed project on future traffic conditions, it was first necessary to develop a forecast of future traffic volumes in the study area under conditions without the proposed project. This provides a basis against which to measure the potential impacts of the proposed project.

The anticipated buildout year of the proposed project has been estimated to be no later than 2013. Therefore, to provide a conservative estimate of the potential project-related impacts a future traffic horizon year of 2013 was selected. The projection of the future without project traffic consists of existing traffic plus ambient traffic growth (general background regional growth). For the Without Project analysis, the base traffic conditions at the horizon year need to be identified as those will be the conditions against which the project is assessed to determine if it would result in a significant impact. Those base conditions include the existing traffic volumes plus traffic from general regional or ambient growth. Traffic growth from identified cumulative projects is described and analyzed in Section 5.3.4 of this EIR.

Ambient Traffic Growth. Ambient traffic growth is the traffic growth that will occur in the study area due to general employment growth, housing growth and growth in regional through trips. Even if there was no change in housing or employment in the City of Santa Barbara, there will be some background (ambient) traffic growth in the region. In the City of Santa Barbara, a 0.5 percent per year growth rate is used as a conservative estimate of traffic increase in the study area. The intersection traffic volumes were increased by 0.5 percent per year, or 2 percent total, to reach projected end of Year 2013 levels. The March 2008 traffic count volumes were increased by an additional one-half percent to account for ambient traffic growth from the year 2008 to 2013.

Future Without Project Traffic Analysis. The Future Without Project traffic operating conditions were analyzed at the four study area intersections for the weekday AM and PM peak hours. Figure 5.3-6 illustrates the future without project peak hour traffic volumes. Based on future without project traffic forecasts, the levels of service at the intersection were calculated and are shown in Table 5.3-6. As shown in the table, intersection delays are expected to increase slightly by Year 2013. However, all of the intersections are expected to operate at good levels of service. The detailed level of service worksheets for the intersections are included in Traffic Impact Study Appendix B (EIR Appendix D).





Legend

1 - Study Intersection

XX(XX) - AM (PM) Peak Hour Volumes

AM LOS 0.429 Peak Hr V/C or Del/Veh (seconds)
A Level of Service (LOS)

- LOS A through D
- LOS E
- LOS F

NOT TO SCALE

Source: Iteris, 2010

City of Santa Barbara

Valle Verde Retirement Community
Project EIR

Figure 5.3-6

Future Without Project Peak Hour Traffic Volumes

Table 5.3-6
LOS Analysis – Future Without Project

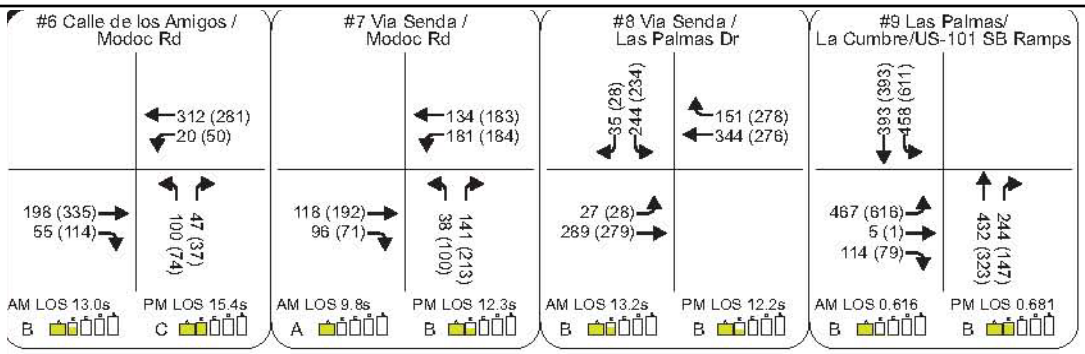
Intersection	Weekday AM Peak Hour				Weekday PM Peak Hour			
	ICU		HCM		ICU		HCM	
	LOS	V/C	LOS	Avg. Delay (sec)	LOS	V/C	LOS	Avg. Delay (sec)
Calle de los Amigos at Modoc Road[(a)]	--	--	B	12.9	--	--	C	15.2
Via Senda at Modoc Rd[(a)]	--	--	A	9.7	--	--	B	12.2
Via Senda at Las Palmas Dr[(a)]	--	--	B	13.2	--	--	B	12.2
S La Cumbre Rd at Route 101 SB Ramps	B	0.616	--	--	B	0.680	--	--

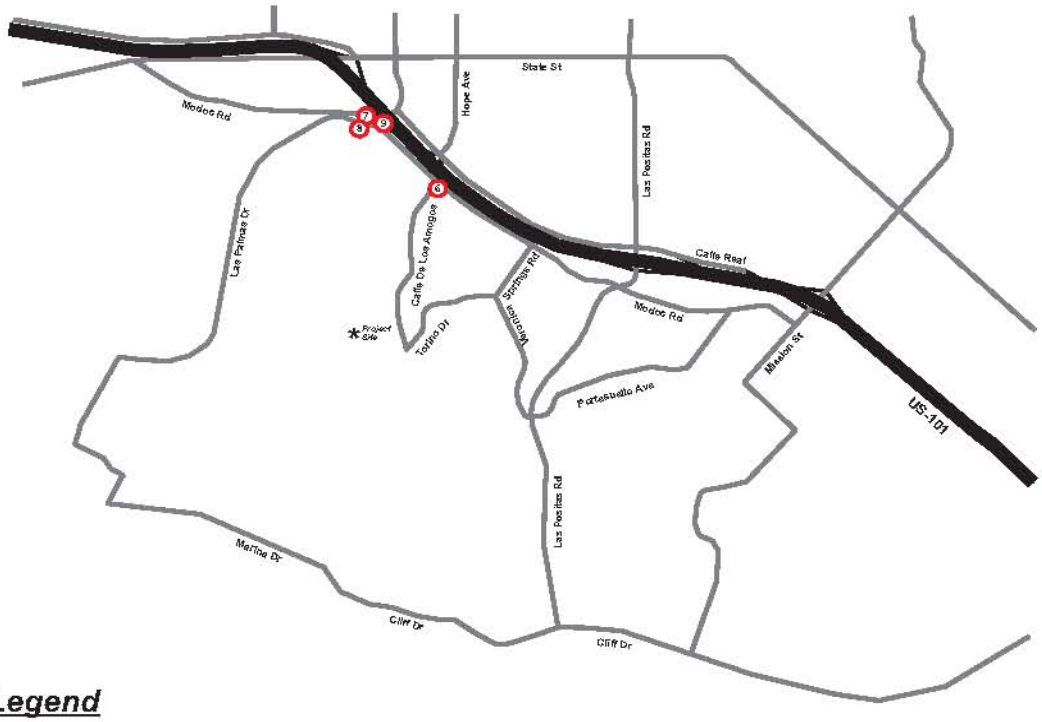
Note: [a] intersection controlled by stop sign; values represent average delay in seconds.
ICU = Intersection Capacity Utilization, HCM = Highway Capacity Manual, LOS = Level of Service, Avg. Delay = Average Vehicle Delay (Seconds), V/C = Volume-to-Capacity Ratio
ICU results are shown of signalized intersections, while HCM results are shown for stop sign controlled intersections.
Source: Iteris, 2010

5.3.3.5 Future With Project Traffic Operations Analysis

The project-related trips listed on Table 5.3-5 were combined with the Future Without Project volumes presented in the previous section. The combined assignment provides the peak-hour volumes for the Future With Project condition analysis. The total peak-hour volumes for the Future With Project scenario are shown on Figure 5.3-7.

Future With Project Traffic Operations Analysis. The results of the Future With Project conditions level of service analysis are shown in Table 5.3-7 for the weekday AM and PM peak hours.





Legend

① - Study Intersection

XX(XX) - AM (PM) Peak Hour Volumes

AM LOS 0.429 Peak Hr V/C or Del/Veh (seconds)
A Level of Service (LOS)

LOS A through D

LOS E

LOS F

NOT TO SCALE

Source: Iteris, 2010

City of Santa Barbara

Valle Verde Retirement Community
Project EIR

Figure 5.3-7

Future With Project Peak Hour Traffic Volumes

Table 5.3-7
LOS Analysis – Future With Project Conditions

Intersection	Future Without Project Conditions				Future With Project Conditions					
	Weekday AM Peak Hour		Weekday PM Peak Hour		Weekday AM Peak Hour			Weekday PM Peak Hour		
	LOS	V/C or Avg Delay	LOS	V/C or Avg Delay	LOS	V/C or Avg Delay	Δ V/C	LOS	V/C or Avg Delay	ΔV/C
Calle de los Amigos at Modoc Road[(a)]	B	12.9	C	15.2	B	13.0	0.1	C	15.4	0.2
Via Senda at Modoc Rd[(a)]	A	9.7	B	12.2	A	9.8	0.0	B	12.3	0.1
Via Senda at Las Palmas Dr[(a)]	B	13.2	B	12.2	B	13.2	0.0	B	12.2	0.0
S La Cumbre Rd at Route 101 SB Ramps	B	0.616	B	0.680	B	0.616	0.000	B	0.681	0.001

Note: [a] intersection controlled by stop sign; values represent average delay in seconds.
LOS = Level of Service, Delay = Average Vehicle Delay (Seconds)
V/C = Volume-to-Capacity Ratio for Signalized Intersections.
Source: Iteris, 2010

When the Future With Project forecasts were analyzed, the results indicate that the addition of project-generated traffic would result in a small increase the delay intersections along Modoc Road. However, the project-related change in traffic conditions would not result in a significant project-specific traffic impacts. Therefore, the project would have **less than significant** project-specific impacts each of the analyzed intersections.

5.3.3.6 Transportation Accessibility Analysis

There are basically four modes of transportation by which the project site can be accessed by employees, residents and visitors: automobile, transit, bicycle and on foot. There are currently two public roads that serve the Valle Verde site with several options for access to those roads. This section reviews the functionality and accessibility associated with all four transportation modes.

Vehicular Access Analysis

Project Access. Primary access to the project site is provided by two public streets, Calle de los Amigos and Torino Drive. Calle de los Amigos connects at its northern terminus with Modoc Road providing access to the La Cumbre Road/U.S. 101 interchange to the west and Las Positas Road to the east. Torino Drive extends west from the site and connects to Veronica Springs Road. From there vehicles can go north to Modoc Road or south to Las Positas Road and eventually Cliff Drive. West of Calle de los Amigos, Torino Drive serves

the 11 residences in the Hidden Oaks Estates and the Valle Verde Campus only. The Valle Verde facility contains an extensive sidewalk and roadway network to facilitate on-site vehicular and pedestrian mobility throughout the site.

As part of the proposed project, a new 20-foot wide driveway would be installed off Torino Drive to provide access to eight of the ten new units proposed for the Rutherford parcel. The remaining two Rutherford parcel units would have access from an existing on-site private driveway (Calle Sastre), which is proposed to be upgraded. In addition, the residential units proposed on the north and west portions of the project site would be accessed from a new private driveway off of Senda Verde, an existing internal private roadway.

The intersection of Calle de los Amigos and Modoc Road would regularly be used by project-related traffic. The operational delay at this intersection has been identified as a concern by project area residents and based on the City's accident records the intersection has been the location of on average just over one accident per year over the past five years. The posted speed limit of Modoc Road is 45 miles per hour. Informal car following surveys conducted during field reviews of the area indicated that some traffic travels along Modoc Road faster than the 45 mile per hour limit. The sight distance to the west of the Calle de los Amigos and Modoc Road intersection for northbound vehicles turning left can be restricted if vegetation along the south side of Modoc Road west of the intersection is allowed to become overgrown. The roadway also has a slight horizontal curve west of the intersection and bike lanes along both sides. Based on the results of the traffic impact analysis provided above, the operational delay at the Calle de los Amigos and Modoc Road intersection is well within the City's acceptable standards. As noted, even though individual vehicles may experience longer delays, on average the intersection works at an acceptable LOS.

Multi-Way Stop Sign. One method for addressing safety and access issues at intersections like Calle de los Amigos and Modoc Road is to provide multi-way, or all-way, stop control. Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.

The decision to install multi-way stop control should be based on an engineering study that considers the following criteria:

A. Where a traffic signal is justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic signal.

B. A crash problem, as indicated by 5 or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right- and left-turn collisions as well as right-angle collisions.

C. Minimum volumes:

1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day, and
2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour, but
3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the above values.

D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Other criteria that may be considered in an engineering study include:

1. The need to control left-turn conflicts;
2. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
3. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to reasonably safely negotiate the intersection unless conflicting cross traffic is also required to stop; and
4. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

A review of the operational, traffic volume, and accident data shows that none of the criteria for installing a multi-way stop sign are met. Therefore, it is not recommended that a multi-way stop be installed at the intersection of Calle de los Amigos and Modoc Road.

Site Access Driveway on Torino Drive. A new access driveway is proposed as part of the project on Torino Drive just east of the access to the Hidden Oaks Estates neighborhood. The new driveway would provide access for eight of the 10 proposed residential units that would be located on the Rutherford parcel portion of the project site. Torino Drive terminates at the Hidden Oaks Estates subdivision and will not be extended in the future due to the topography and layout of the residences in Hidden Oaks. The traffic volumes on Torino Drive, above Calle de los Amigos are low, as this segment of the road exclusively serves the 11 residences of Hidden Oaks Estates and Valle Verde. Since this segment of Torino Drive would provide access to only eight of the proposed project units, which would generate approximately 22 additional vehicle trips, traffic volumes on Torino Drive adjacent to the project site would continue to be small in the future.

A field review of the proposed driveway area was conducted and no sight line obstructions were identified. Line of sight from the new driveway to the Rutherford Parcel would need to provide a minimum of 150 feet of stopping sight for a 25-mile per hour speed on Torino Drive. The driveway would connect to Torino Drive at an approximate 90-degree angle and would provide one inbound and one outbound lane with stop sign-control for traffic exiting the site onto Torino Drive. The driveway design would be consistent with the City Transportation Division requirements with the final details of the design being reviewed during the plan check process.

The City Fire Department and Transportation Planning Staff also reviewed the proposed road on the Rutherford Parcel and determined that the location of the road would not result in access, limited sight distance, circulation or safety impacts related to vehicular conflicts.

Parking. The Valle Verde Retirement facility currently provides 331 parking spaces throughout its campus for staff, residents and visitors. Approximately 193 spaces are assigned and reserved for residents, including 12 spaces provided in garages. An additional 138 undesignated spaces are provided for visitors and staff. The Zoning Ordinance parking requirement[1] for the existing facility is ~~259~~ 280 spaces, based on the current number of senior residential units and beds associated with other existing uses.

Existing Use	**No. of Required Parking Spaces**
213 Residential Units	213
Assisted Living facility (48 beds)	24
Skilled Nursing facility (80 beds)	40
Hospice facility (6 beds)	3
Total	**280**

On-street parking is allowed along both Calle de los Amigos and Torino Drive near the project site and along most of the length of both roads. This on-street parking adjacent to the site serves as both an overflow parking area for residents, guests, visitors (including non-residents attending programs conducted on the Valle Verde campus) and employees; provides parking for Hidden Valley Park, and also serves as a traffic calming measure to keep vehicles from traveling too fast along these local streets. The amount of on-street parking occurring at any point during the day varies by time and location with the most on-street parking occurring during the middle of the day along the Calle de los Amigos frontage.

[1] Parking requirements for the Valle Verde facility are prescribed by the following two Zoning Ordinance sections:

28.90.100.G.5. Parking Requirements Senior Housing: one (1) uncovered space per residential unit.

28.90.100.J.17. PARKING REQUIREMENTS FOR SPECIFIC USES - Skilled nursing facilities, hospices serving more than six individuals, and similar institutions: one-half (1/2) space per bed.

In September 2006, Associated Transportation Engineers (ATE) conducted parking surveys on a weekday between the hours of 8:00 am and 5:00 pm at Valle Verde to determine peak hour demand for the campus (see Initial Study Exhibit J). Peak parking demand was observed at 4:00 PM, during which time 67 percent of the assigned parking spaces were occupied, and 62 percent of the undesignated spaces were occupied. Overall, 65 percent (207 spaces) of the total parking supply on campus was occupied at this time. In addition, the parking surveys found that 60 project-related cars were parked along the adjacent streets throughout the day. During informal field observations conducted in December 2009 about the same number of vehicles were observed parked on-street along Calle de los Amigos. No vehicles were observed parking along Torino Drive adjacent to the site.

~~Future~~ Proposed development of 33 net new ~~the proposed 40~~ residential units and upgraded common areas will require compliance with the City's Zoning Ordinance requirements for parking of a senior facility, which is one space per senior unit and 0.5 spaces per bed. The proposed project would not increase the number of events conducted on the Valle Verde campus, nor would the project change the type, timing, frequency or size of programs that are currently conducted on the campus. Therefore, there would be no additional demand or requirement for event-related parking, and the parking requirement for the proposed project would be ~~42~~ 32 spaces (~~40~~ 33 spaces for the net increase in senior residential units, plus 2 spaces for the four proposed Assisted Living facility beds, minus 3 spaces due to the removal of the existing six Hospice facility beds). The Zoning Ordinance parking requirement for the existing development and the proposed project is ~~301~~ 312 spaces (280 plus 32 spaces).

As proposed, the project would add ~~37~~ 27 assigned garage spaces and ~~46~~ 56 additional surface lot spaces, which would increase the total number of parking spaces to 414. Existing and proposed parking space conditions on the Valle Verde project site are summarized on Table 5.3-8.

Table 5.3-8
Valle Verde Existing and Proposed Parking Spaces (REVISED)

Type of Parking Space	Existing Condition		Proposed Project		Number of Parking Spaces to be Provided (Existing + Proposed)	
	Zoning Ord. Parking Reqt. (1)	On-Site Spaces Provided (2)	Zoning Ord. Parking Reqt. (3)	Net Increase in On-Site Parking	Zoning Ord. Parking Reqt.	On-Site Spaces to be Provided
Uncovered	280	289	32	56	312	345
Covered (Carport or Garage)	--	42	--	27	--	69
TOTAL	**280**	**331**	**32**	**83**	**312**	**414**

(1) The Zoning Ordinance requires one uncovered parking space for each senior residential unit (213 units); and 0.5 parking space per bed for nursing facilities (80 beds), long-term care (48 beds), and hospice facilities (6 beds).
(2) Verified by City Staff on January 27, 2011.
(3) Based on a net increase of 33 new residential units (33 new spaces required), four Assisted Living beds (two new spaces required), and the removal of the six existing Hospice beds (a reduction of 3 required parking spaces).

In addition to increasing the amount of off-street parking at the project site, some of the additional proposed parking spaces would be provided in new employee parking lots located throughout the site in more convenient locations than currently exist. This would reduce the desire of some employees to park on-street because no convenient off-street parking is provided near where they work at Valle Verde.

However, the use of on-street parking along the project site frontages reduces the perceived lane width by providing "friction" against freeflow travel along the street. Several comments presented during the EIR Scoping public hearing for the project held in June 2009 indicated that drivers were slowed by vehicles moving into and out of the on-street parking spaces. Without the on-street parking vehicle speeds would increase, which could increase the severity of possible collisions.

The parking demand analysis performed by ATE concluded that the parking demand for the proposed project would be 40 spaces for additional ~~residents~~residential units. In addition, 75 on-site spaces should be provided for employees and visitors (10 project-related visitor spaces, 5 additional spaces for project-related employees, and 60 spaces for the existing employees currently parking on the street) for a total demand of 115 on-site spaces. The parking demand study concluded that after the implementation of the proposed project, a total of 415[2] parking spaces would be provided on the project site. During post-project peak

[2] The actual number of post-project parking spaces on the project site would be 414.

parking periods, 73 percent of the on-site residential parking spaces would be occupied, and 88 percent of the visitor/employee parking spaces would be occupied. ~~The proposed off-street parking would address the parking demand for the project and reduce the number of employee cars parked on-street.~~ Therefore, the proposed project would provide parking that exceeds Zoning Ordinance requirements, exceeds project-generated demand, and that is located in areas convenient for employees. As a result, the project's ~~related~~ impacts related to Valle Verde's parking supply and demand are **less than significant**.

One less than significant circulation-related issue that should be addressed as the project is developed is to make sure that adequate space is left between the edges of the site driveways along Calle de los Amigos and Torino Drive and the fronts and rears of nearby parked cars. A minimum five-foot separation should be provided between the edge of the driveway and the first adjacent parked car. This gap will allow for better visibility for vehicles exiting the site driveways to see possible oncoming traffic. A recommended mitigation measure has been provided to require that the curbs adjacent to the Valle Verde driveways on Calle de los Amigos and Torino Drive be painted red to prohibit parking within five feet of the driveways.

Transit Access Analysis

The Santa Barbara Metropolitan Transportation District (MTD) currently operates one transit route in the area of the Valle Verde site. MTD Route 5 travels along Calle de los Amigos with a transit stop located on both sides of the road adjacent to the site. Service is provided on weekdays, Saturdays and Sunday with headways of 60 minutes. The limited frequency of service and lack of alternative transit routes in the area reduce the viability of public transit as a primary method for Valle Verde residents, guests, and staff to access the site. It does though provide a transit alternative to using an automobile. Therefore, the improvements being proposed for Valle Verde may marginally increase the normal, everyday demand for transit services, however, the project's impact on transit access and operations would be **less than significant**.

Bicycle Access Analysis

The project site is generally well served by bicycle facilities in the area and has good connectivity to other areas in the City. However, given the characteristics of the proposed project and very limited number of additional employees that may result from the project (i.e., a part-time bank teller), it is not likely that there will be any substantial increase in bicycle usage in the area as a result of the Project. Therefore, the Project's impact on bicycle access and/or circulation would be **less than significant**.

Pedestrian Access Analysis

Pedestrian walkways, consistent with those contained throughout the campus, are proposed on the Rutherford parcel to provide internal access and circulation. Additional new, relocated or improved pedestrian pathways are proposed throughout the site as part of the development proposal and will meet Building Code for accessibility requirements.

Field observations of the area indicate that while there is some pedestrian activity, most of it is limited to recreational walking or access to the area transit stops. Based on the field observations, the existing and proposed system of sidewalks and paths should be more than adequate to accommodate pedestrian activity in the area. During the project construction and after completion, the Project circulation would be maintained for disabled accessibility or equivalent facilitation in accordance with American Disabilities Act (ADA) requirements. Therefore, the Project's impact on pedestrian access and circulation would be **less than significant**. Recommended mitigation measure TR-3a was provided by the Initial Study prepared for the Valle Verde project to ensure that walkways provided on the project site are maintained in compliance with ADA requirements.

5.3.3.7 Construction Traffic Impact Analysis

For the construction activities scheduled to occur at Valle Verde, there are two specific activities that are expected to have the greatest potential to impact traffic operations in the areas surrounding the project site: site preparation/demolition and construction.

The overall project construction process is estimated to last approximately 18 months. This would include grading for site preparation over approximately 3 months, and construction duration of estimated 18 months. Grading processes would involve 15 workers, and during the peak construction period the project would require up to 30 workers on site on occasion. Working hours during the construction process are proposed to be 7:00 a.m. – 5:00 p.m. weekdays excluding holidays. Staging, equipment, materials storage, and temporary construction worker parking would occur on-site or on a designated off-site location.

The project would generate construction-related traffic that would occur over the 18-month construction period and would vary depending on the stage of construction. Because of the varying schedule and work shift sizes, the number of construction-related vehicles

cannot specifically be identified, but given the project scale and the limited workforce size the amount of construction-related traffic would be limited.

In an effort to reduce the amount of traffic disruption and delay created by construction activities, a traffic control plan must be developed for the project and be approved by City staff. The following is a list of conditions that must be met for the City to approve a project's traffic control plan:

- All construction equipment, material and activities must remain on-site.

- The haul routes for all construction-related trucks, three tons or more, entering or exiting the site, shall be approved by the City Transportation Engineer. Construction-related truck trips for all trucks three tons or more 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.) to help reduce truck traffic and noise on adjacent streets and roadways. The route of construction-related traffic shall be established to minimize trips through surrounding residential neighborhoods.

- Construction parking and vehicle/equipment/materials storage shall be provided as follows:

    a. During construction, free parking spaces for construction workers shall be provided on-site or off-site in a location subject to the approval of the Transportation and Parking Manager.

    b. On-site or off-site storage shall be provided for construction materials, equipment, and vehicles. Storage of construction materials within the public right-of-way is prohibited.

- Deliveries of construction materials or supplies that would require a street closure must be approved by the Transportation Manager and shall not be stored in the public right of way for longer than a few days without the approval of the Transportation Manager.

Due to the relatively small size of the proposed project, the number of peak construction-related vehicle trips expected to be generated would be small, and trips that are generated would occur over a relatively short period of time. Therefore, construction-related traffic impacts would be an adverse but **less than significant** impact. The construction/traffic control plan requirements outlined above are also requirements of recommended mitigation measures identified by the Initial Study prepared for the proposed project (Appendix D). The recommended mitigation measures are also provided in EIR Section 5.3.5. Implementation of the recommended mitigation measures would further reduce the less than significant short-term construction-related impacts of the proposed project.

5.3.3.8 Emergency Evacuation Analysis

A qualitative analysis was conducted to evaluate how the Valle Verde project could affect overall traffic operations in the project area under emergency evacuation conditions. The expected operating conditions for the site and the surrounding area during evacuation conditions are described below.

The proposed project would increase the overall number of people at the Valle Verde site as there would be perhaps 80 additional on-site residents if each of the proposed residential units had two occupants, and there could also be a very limited number of additional employees during parts of the day. The Draft Santa Barbara General Plan Land Use Element (City of Santa Barbara, 2010) indicates that there are approximately 871 dwelling units in the Hidden Valley neighborhood. Therefore, the net additional 34 units that would be provided on the Valle Verde campus would result in a 3.9 percent increase in the total number of residential units in the neighborhood, and a similar increase in the number of people that may be required to leave the Hidden Valley area during an emergency.

State law requires elderly care facilities to conduct regular fire drills and Valle Verde has an emergency evacuation plan that includes drills that are performed at least twice a year to practice implementation of the plan. All residents are included in the evacuation plan, as would the residents of the proposed residential units. Additionally, Valle Verde has several small buses on site that would be used to evacuate residents. The current evacuation plan for Valle Verde includes the following elements:

- Under an evacuation "warning," Residential Living residents evacuate to local family and friends via private car, and area families are encouraged to take custody of Assisted Living and Skilled Nursing residents.

- The rest of the campus shelters in place until instructed to evacuate by emergency authorities at the City's Emergency Operations Center (EOC). At such time, Residential Living residents evacuate to the nearest identified Red Cross evacuation site via private auto. They are encouraged if possible to carpool with other Valle Verde residents (the Valle Verde staff assists in carpool arrangements).

- Assisted Living residents are transported in Valle Verde buses along with their care staff to safest facility with a mutual aid agreement.

- Skilled Nursing residents are transported next via Valle Verde vehicles and E-Z Lift vehicles with their care staff to a site identified by the Valle Verde administration and EOC.

- Valle Verde facility staff evacuate with residents, but a team of administrators and maintenance staff remain until the campus is certified as evacuated and locked down.

If an emergency evacuation were deemed necessary, Calle de los Amigos and Torino Drive would be the primary exit to which Valle Verde residents and visitors would be directed. From those two roads, people can either go north to Modoc Road or south to Cliff Drive. The direction of any evacuation would be based on the location of the hazard, but in nearly all instances there would be more than one egress route available to residents, staff, and guests. Because Valle Verde staff and residents are directed out of the site in shifts and some would be transported by bus or other multi-occupant vehicles, the surrounding street system would experience less impact than if all of the site population would be driving individual vehicles.

Las Positas Road is a state highway with very few intersections or driveways that would result in cross traffic that could impede the evacuation of the project and other area traffic. Modoc Road also has few intersections and driveways in the study area and is single loaded along much of its length between Las Positas and Via Senda. If an evacuation condition were to occur, area roadways may experience limited periods of congestion as these roadways are not designed to move the population of entire neighborhoods at a single time. However, over a longer period the area roadways are adequate to serve the evacuation needs of the Hidden Valley neighborhood. Based on the relatively low number of cars that could be generated by the project it is expected that the area roadways can accommodate the limited additional project-related traffic.

Due to the small increase in the number of residential units in the Hidden Valley neighborhood that would occur as a result of the proposed project and the low potential for sudden evacuation conditions to occur, this impact is considered to be **less than significant**.

5.3.3.9 Congestion Management Program Analysis

The Congestion Management Program (CMP) was created statewide as a result of Proposition 111 and has been implemented locally by the Santa Barbara County Association of Governments (SBCAG). The CMP for Santa Barbara County requires that the traffic impact of individual development projects of potential regional significance be analyzed. A specific system of arterial roadways plus all freeways comprise the CMP system. This section describes the analysis of project-related impacts on the CMP system. The impact assessment guidelines for CMP facilities are provided in traffic impact study Appendix D (EIR Appendix D).

The CMP requires a detail analysis of proposed development projects if a project is estimated to generate more than 500 average daily trips or more than 50 peak hour trips. Projects generating less than these thresholds are considered to be consistent with the CMP. The trip generation estimates previously provided in Table 5.3-5 show that during the weekday AM and PM peak hours the project is expected to generate 8 and 12 vehicle trips, respectively, and 94 additional daily trip ends. None of these values surpass the CMP thresholds of 50 peak hour trips or 500 daily trips. Based on this information, no further CMP analysis is required.

5.3.4 Cumulative Impacts

To evaluate the potential cumulative impact of the proposed project on future traffic conditions, it was necessary to develop a forecast of the total future traffic volumes in the study area. This provides a basis against which to measure the potential cumulative impacts of the proposed project.

The anticipated buildout year of the proposed project has been estimated to be approximately 2013. The projection of the future without project traffic consists of existing traffic plus ambient traffic growth (general background regional growth) plus growth in traffic generated by specific cumulative projects expected to be completed by the year 2013. The component for background regional growth (ambient growth) was previously identified and included in the Without Project analysis.

Cumulative Project Growth. Cumulative project traffic growth, which is growth due to specific, known development projects in the area surrounding the study intersections, is included in the analysis of the future conditions. Based on information available from the City of Santa Barbara, there are 14 development projects located in the vicinity of the project site that are either currently in the planning process, under development or have recently received approval from the City. These projects are generally located either within a one-mile radius of the project site or near the analyzed intersections. Table 5.3-9 summarizes the location, type and size of land use for each of the projects. The general locations of the cumulative projects requiring specific analysis are shown in Figure 5.3-8.

Traffic generated by these projects was estimated based on standard trip generation data from the ITE's publication *Trip Generation, An ITE Informational Report, 8th Edition.* The estimated trip generation for each of the cumulative projects is summarized in Table 5.3-9. As shown, the cumulative projects are forecast to generate a total of approximately 531 and 772 trips during the weekday AM and PM peak hours, respectively. The trips expected from the cumulative projects were then assigned to the traffic model as part of the development of the Future With Cumulative Projects traffic projections. The resulting cumulative project trip assignments are illustrated in Figure 5.3-9.

The peak-hour traffic volumes generated by the identified cumulative development projects were added to the Future With Project traffic volumes. The resulting Cumulative With Project traffic volumes are shown in Figure 5.3-10. These volumes represent the future traffic conditions including ambient growth and the traffic associated with the Project.

The City's cumulative impact threshold states that a significant cumulative impact would occur if the proposed project would contribute traffic to a signalized intersection that is forecast to operate above V/C 0.77 with cumulative traffic, or would contribute traffic to an unsignalized intersection that is forecast to operate with more than 22 seconds of delay. The intersection levels of service for the cumulative project conditions were calculated and

Table 5.3-9
Cumulative Project Trip Generation Estimates

Location (1)		Description	Size	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Tot	In	Out	Tot	In	Out
1	1235 Veronica Springs Road (Hillside House)	Residential	125 du	55	9	46	65	44	21
2	15 S. Hope Ave.	Demolish 8,368 sq. ft. retail building. Construct new residences.	16 du	-1	-4	3	-22	-9	-13
3	3714 State Street (Sandman)	Demolish 113-room hotel. Construct new mixed use project.	73 du 13,075 office 1,537 sf commercial	-5	-8	3	-33	-36	3
4	3757 State Street (Whole Foods)	Mixed Use (2)	15 du 72,209 commercial/retail (13,884 net new)	-15	-8	-7	101	50	51
5	3820 State Street	Office	10 du 30 Ksf	112	98	14	108	18	90
6	900-1100 Las Positas Road (Veronica Meadows)	Residential	25 du	19	5	14	25	16	9
7	3885 State Street	Mixed Use	10 30 Ksf Office	13	6	7	14	7	7
8	3880 State Street	Mixed Use	8 du 4,289 sf commercial (1,733 net new)	9	4	5	22	11	11
9	4004 Via Lucero	Residential	10 du	6	1	5	7	5	2
10	4151 Foothill Road	Annexation and Commercial Office	69,259 sf	107	94	13	103	18	85
11	101 S. La Cumbre	Demolish gas station. Construct new bank building.	3,332 sf (2,186 net new)	7	4	3	19	9	10
12	215 Pesetas Lane	Medical clinic addition	36,000 sf	41	24	17	41	17	24
13	1298 Las Positas Rd. (Elings Park)	Park additions 14,803 and other non-building facilities (i.e., sports fields)	---	69	65	4	155	76	79
14	540 W. Pueblo Street	Residential	6 du	5	1	4	6	4	2
		Medical Office	43.0 ksf	109	88	21	161	43	118
Total				**531**	**379**	**152**	**772**	**273**	**499**

Note: du = dwelling unit; ksf = 1,000 square feet.
Volumes represent the net number of trip ends assigned for each project based on the associated traffic studies for each project or approved EIR's
(1) Refer to Figure 11 for locations.
(2) The Whole Foods tenant improvements have been completed and the store is now occupied. However, the application for the proposed mixed use project has not been withdrawn and is still considered to be pending.
Source: Iteris, 2010

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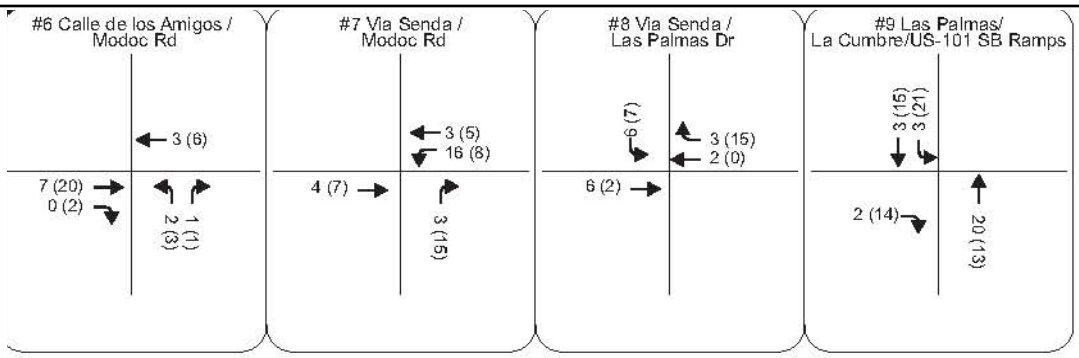
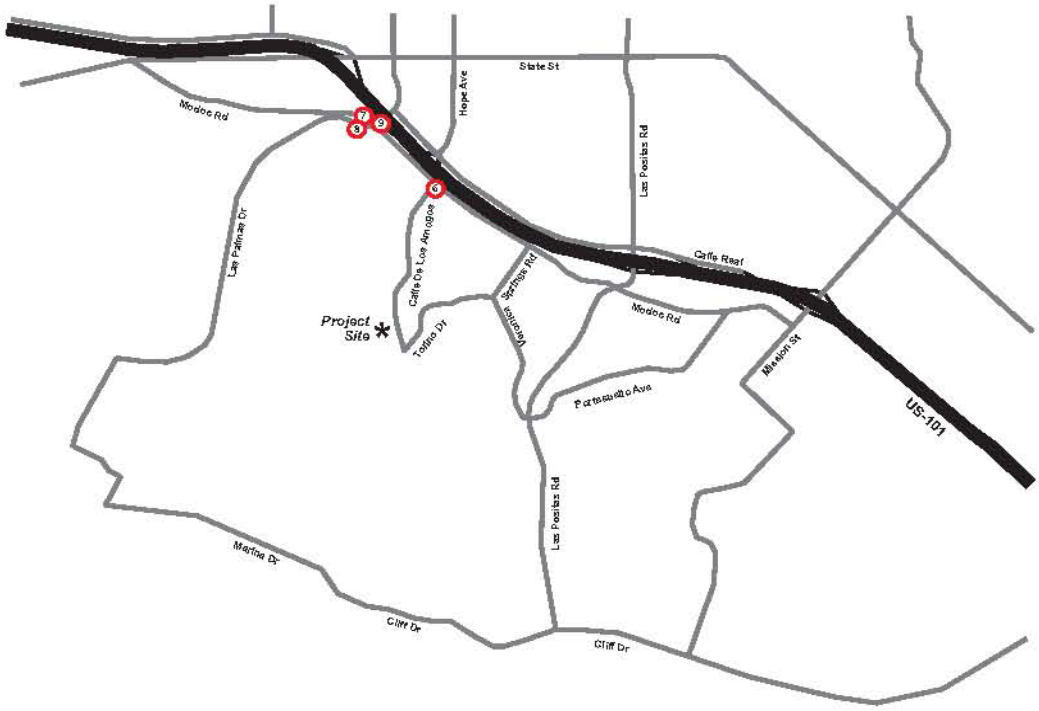
Figure 5.3-8
Cumulative Project Locations





Legend

1 - Study Intersection

XX(XX) - AM (PM) Peak Hour Volumes

NOT TO SCALE

Source: Iteris, 2010

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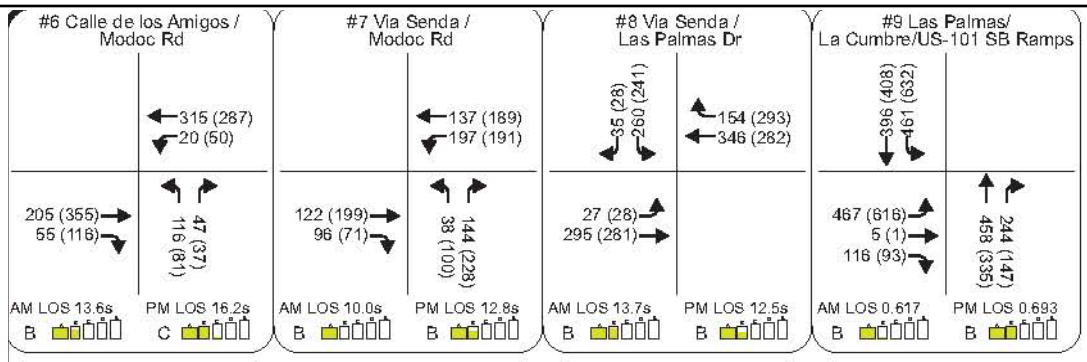
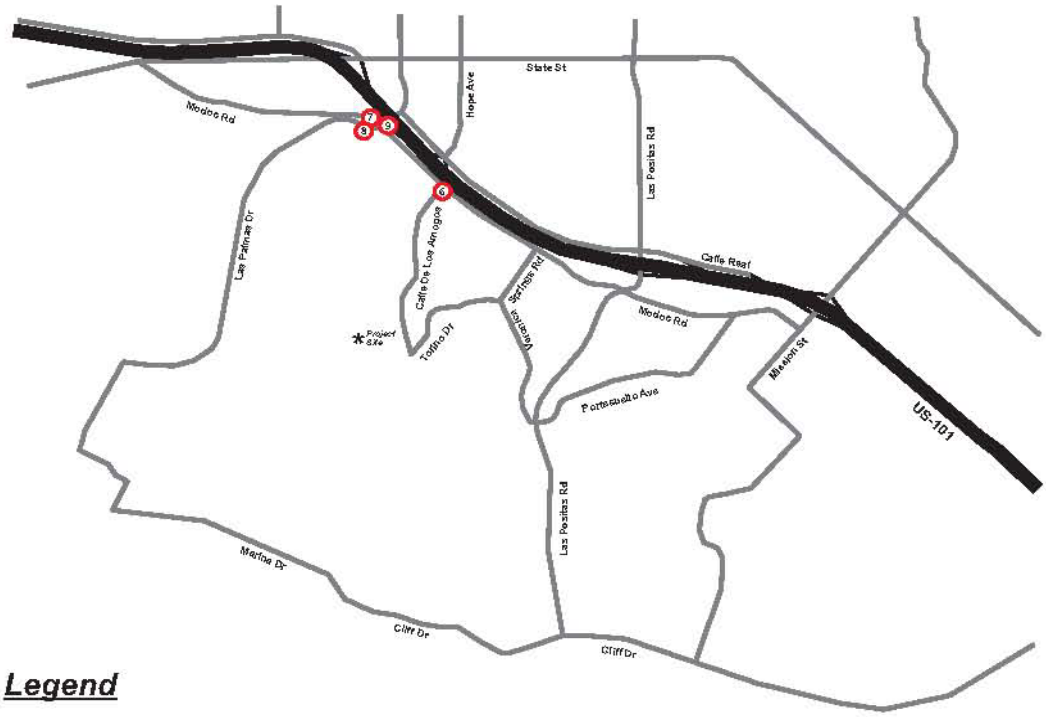
Figure 5.3-9

Cumulative Project Only Peak Hour Traffic Volumes





Legend

1 - Study Intersection

XX(XX) - AM (PM) Peak Hour Volumes

AM LOS 0.429 Peak Hr V/C or Del/Veh (seconds)
A Level of Service (LOS)

LOS A through D

LOS E

LOS F

NOT TO SCALE

Source: Iteris, 2010

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Figure 5.3-10

Total Cumulative With Project Peak Hour Traffic Volumes

the results are summarized in Table 5.3-10 for the weekday AM and PM peak-hour conditions.

The results of the cumulative analysis show that the unsignalized intersections would operate with an average delay of less than 22 seconds and the signalized intersection of South La Cumbre Road at the Southbound Route 101 Ramps would operate with a v/c ratio of less than 0.77. Therefore, the project would have **a less than significant** cumulative traffic impact at the study area intersections. The detailed level of service worksheets for the analyzed intersections are included in traffic impact study Appendix B (EIR Appendix D).

Table 5.3-10
LOS Analysis – Cumulative With Project Conditions

Intersection	Future With Project Conditions				Cumulative Project Conditions			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS	V/C or Avg Delay	LOS	V/C or Avg Delay	LOS	V/C or Avg Delay	LOS	V/C or Avg Delay
Calle de los Amigos at Modoc Road[(a)]	B	13.0	C	15.4	B	13.6	C	16.2
Via Senda at Modoc Rd[(a)]	A	9.8	B	12.3	B	10.0	B	12.8
Via Senda at Las Palmas Dr[(a)]	B	13.2	B	12.2	B	13.7	B	12.5
S La Cumbre Rd at Route 101 SB Ramps	B	0.616	B	0.681	B	0.617	B	0.693

Note: [a] intersection controlled by stop sign; values represent average delay in seconds.
LOS = Level of Service, Delay = Average Vehicle Delay (Seconds)
V/C = Volume-to-Capacity Ratio for Signalized Intersections.
Source: Iteris, 2009

5.3.5 Mitigation Measures

The Valle Verde project would not result in significant transportation or circulation impacts. The following mitigation measures were identified by the Initial Study prepared for the project to further reduce the project's less than significant impacts related to traffic safety (egress from project site driveways), short-term construction traffic and ADA compliance. No additional mitigation measures are required.

Required Mitigation Measures

No mitigation measures are required because the proposed project would not result in significant traffic-related impacts.

Recommended Mitigation Measures

TRF-1 The proposed project would have the potential to contribute to an adverse but less than significant circulation impact if adequate space is not provided between the edges of the site driveways along Calle de los Amigos and Torino Drive and the fronts and rears of nearby parked cars.

TRF-1a Red Curb Painting. Prior to the occupancy of any proposed residential unit, curbs adjacent to the Valle Verde driveways on Calle de los Amigos and Torino Drive should be painted red to prohibit parking within five feet of the driveways.

TRF-2 To minimize less than significant short-term construction traffic impacts to the extent possible, the following mitigation measures provided by the Initial Study prepared for the Valle Verde project should be implemented throughout the project's construction period.

TRF-2a Construction Traffic. The haul routes for all construction-related trucks, three tons or more, entering or exiting the site, shall be approved by the Transportation Engineer. Construction-related truck trips for all trucks three tons or more 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.) to help reduce truck traffic and noise on adjacent streets and roadways. The route of construction-related traffic shall be established to minimize trips through surrounding residential neighborhoods.

TRF-2b Construction Parking. Construction parking and vehicle/equipment/materials storage shall be provided as follows:

a. During construction, free parking spaces for construction workers shall be provided on-site or off-site in a location subject to the approval of the Transportation and Parking Manager.

b. On-site or off-site storage shall be provided for construction materials, equipment, and vehicles. Storage of construction materials within the public right-of-way is prohibited.

TRF-3 The following mitigation measure was recommended by the Initial Study prepared for the proposed project to ensure that adequate pedestrian circulation is provided over the life of the project.

TRF-3a Disabled Accessibility. Project circulation shall be maintained for disabled accessibility or equivalent facilitation in accordance with American Disabilities Act requirements.

6.0 PLANS AND POLICIES ANALYSIS

This section provides a preliminary evaluation of the Valle Verde project's compliance with requirements of the City's General Plan and Zoning Ordinance. The Santa Barbara Planning Commission will make the final determination regarding the project's consistency with applicable plans and policies.

6.1 GENERAL PLAN LAND USE DESIGNATION

The Land Use Element of the Santa Barbara General Plan has applied "Residential, 5 units/acre" and "Residential 1 unit/acre" land use designations to the project site. The Land Use Element also describes the Hidden Valley neighborhood as being "almost entirely developed" and indicates that the southern and eastern portions of the neighborhood (including the Valle Verde facility) are zoned and developed with single-family residences, while the northwestern portion of the Hidden Valley neighborhood is zoned for and developed with two-family residences. The General Plan reflects this existing land use with density classifications of five dwelling units to the acre and 12 dwelling units per acre over the single-family and two-family areas. The Land Use Element also recognizes that there are two "retirement homes" in the neighborhood, including the Vista Del Monte and Valle Verde. The Land Use Element indicates that the Hidden Valley neighborhood encompasses an area of 258.8 acres and includes 723 dwelling units.

If the proposed project were to be implemented, The Valle Verde facility would provide a total of 257 dwelling units. This would result in a gross dwelling unit density of 4.3 units per acre on the 59.75-acre project site (257 units divided by 59.75); and a net dwelling unit density of 5.1 units per acre if the proposed 9.8-acre oak woodland dedication area is deducted from the project site size (257 units divided by 49.95). Therefore, the overall dwelling unit density proposed for the project site is consistent with existing Land Use Element requirements and the development characteristics of other developed areas in the Hidden Valley neighborhood.

The proposed Draft Land Use Element also indicates that the Hidden Valley neighborhood is almost entirely developed, and that the southern and eastern portions of the neighborhood are developed with single family uses, while the northwestern area is developed with duplex and multi-family units. The Draft Land Use Element also indicates that there are two large licensed residential care facilities, Vista Del Monte and Valle Verde, in the neighborhood, along with the Hillside House facility. The Draft Land Use Element indicates that the Hidden Valley neighborhood is 337 acres in area and includes 871 dwelling units. The increase in neighborhood size and dwelling unit count has resulted primarily from annexations of adjacent unincorporated properties.

6.2 GENERAL PLAN CONSISTENCY ANALYSIS

6.2.1 Conservation Element

The City's Conservation Element policies require that significant environmental resources of the City be preserved and protected. The Conservation Element requires implementation of resource protection measures for archaeological, cultural and historic resources; protection and enhancement of visual, biological and open space resources; protection of specimen and street trees; maintenance of air and water quality; and that drainage, erosion and flooding hazards be minimized. The Conservation Element recognizes that while full implementation of the policies would be the most desirable, there are often competing demands for preservation, enhancement, development and conservation. Conservation Element policies applicable to the Valle Verde project are evaluated below.

Visual Resources Policy 2. *Development on hillsides shall not significantly modify the natural topography and vegetation.*

The proposed project would require approximately 24,820 total cubic yards of grading, including 11,520 cubic yards of cut and 13,300 cubic yards of fill. The majority of this grading would occur on three portions of the project site.

On the Rutherford parcel, 10,780 total cubic yards of grading would occur, including 6,800 cubic yards of cut and 3,900 cubic yards of fill. As described in Section 5.1.4 of this EIR, grading and proposed retaining walls on the Rutherford property would not result in a significant visual impact because graded areas and a proposed retaining wall would be substantially screened from views provided along Torino Drive.

In the area of the proposed Maintenance Building in the west project area, approximately 7,550 total cubic yards of grading would occur, consisting of 1,900 cubic yards of cut and 5,650 cubic yards of fill. The analysis of impacts to visual resources provided in Section 5.1.4 concluded that due to the presence of intervening buildings and vegetation, the proposed Maintenance Building and associated grading would not be visible from Calle de los Amigos or Torino Drive.

In the area of proposed unit structures 31-34 in the west project area, approximately 4,270 total cubic yards of grading would occur, including 2,300 cubic yards of cut and 1,970 cubic yards of fill. The analysis of project-related aesthetic impacts determined that the proposed duplex units on the west project area would not be visible from Calle de los Amigos or Torino Drive.

Grading on other portions of the project site would occur in generally level areas for foundation preparation. All proposed areas of the project site that would be graded would be either covered with structures or landscaped. As a result the project would not result in the

creation of "grading scars" that would have the potential to result in a significant visual impact. Therefore, the proposed project would be **potentially consistent** with the requirements of Visual Resources Policy 2.

Visual Resources Policy 2.1. *Development which necessitates grading on hillsides with slopes greater than 30% should not be permitted.*

As described above in the evaluation of Policy 2.0, most of the project-related grading would occur on the Rutherford parcel; in the vicinity of the proposed Maintenance Building to develop a new parking lot; and adjacent to four proposed duplex buildings on the west project area. As depicted on Figure 6.2-1, the topography of those areas varies between a gradient of 0-30 percent, however, several relatively small and isolated areas have slopes that exceed a gradient of 30 percent. Roughly half of the slopes that are steeper than 30 percent are man-made slopes and half are natural slopes.

Graded areas on the project site that have existing slopes greater than 30 percent would not be visible from Calle de los Amigos, and would have limited or no visibility from Torino Drive and the adjacent pedestrian/equestrian trail. In addition, all graded areas on the project site, including areas with an existing slope of 30 percent or more, would be either covered with structures or landscaped. As a result the project would not result in the creation of "grading scars" that would have the potential to result in a significant visual impact. Therefore, the proposed project, and the proposal to conduct grading activities on relatively small and isolated areas with slopes in excess of 30 percent, would be **potentially consistent** with the requirements of Visual Resources Policy 2.1.

Visual Resource Policy 3.0. *New development shall not obstruct scenic view corridors, including those of the ocean and lower elevations of the City viewed respectively from the shoreline and upper foothills, and of the upper foothills and mountains viewed respectively from the beach and lower elevations of the City.*

An analysis of project-related impacts to important public scenic views is provided in Section 5.1-4 of this EIR. That analysis concluded that existing views of the Santa Ynez Mountains and lower foothill areas as seen from viewpoints along Torino Drive would not be substantially affected (photosimulation 5.1-5b) by the proposed project, or that the proposed project would have no effect on existing mountain views (photosimulation 5.1-6b). The analysis of potential view impacts also concluded that the proposed project would not result in substantial impacts of to mountain views as seen from the pedestrian/hiking trail located adjacent to Torino Road. The Valle Verde project would not have the potential to affect existing views of the ocean. Therefore, the proposed project would be **potentially consistent** with the requirements of Visual Resources Policy 3.0.

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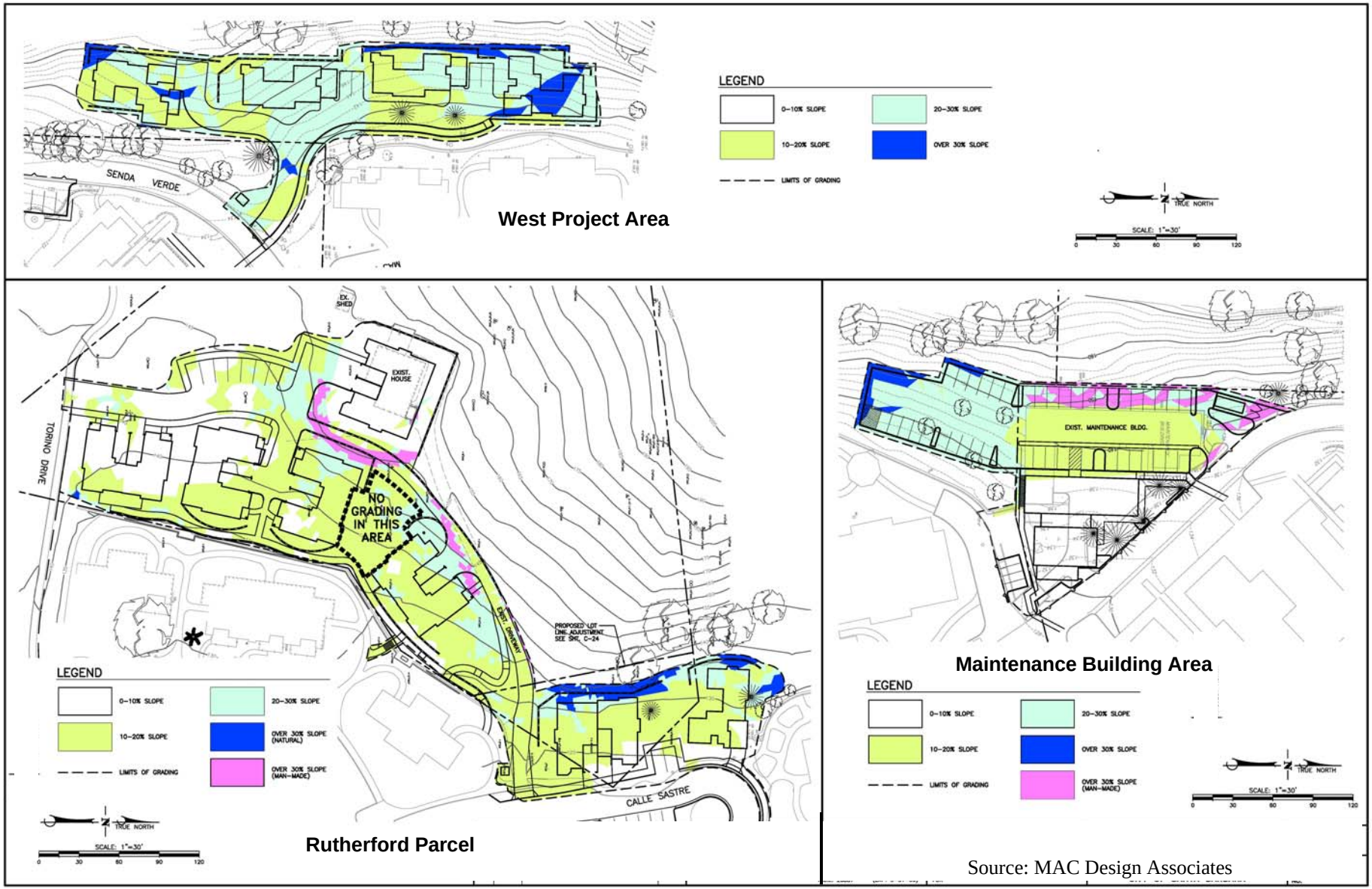

Source: MAC Design Associates

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Figure 6.2-1
Project Site Slope Analysis

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Visual Resources Policy 4.0. *Trees enhance the general appearance of the City's landscape and should be preserved and protected.*

Visual Resources Policy 4.1. *Mature trees should be integrated into project design rather than removed.*

Visual Resources Policy 4.2. *All feasible options should be exhausted prior to the removal of trees.*

A tree survey (Spiewak, 2008) of the proposed project development area identified 183 trees. Of these trees, most are non-natives landscape trees, such as Chinese pistache, various species of pines, Chinese elm, silk trees, fruit trees, Brazilian pepper and others. Also located on the proposed project development area are 79 oak trees and two sycamore trees. The western portion of the Valle Verde property also includes an oak woodland area that contains over 500 oak trees. The project applicant has proposed to dedicate or otherwise restrict development rights on this 9.8-acres area.

Implementation of the Valle Verde project would result in the removal of 61 trees, many of which are small- to medium-sized landscape trees. Of the trees to be removed, however, 15 would be oak trees and six other large specimen trees would also be removed. The Initial Study prepared for the Valle Verde project indicates that the original project design would have removed or would have had the potential to impact approximately 30 oak trees. However, changes that have been incorporated into the proposed project design have avoided 15 of the 30 oak trees were originally identified for removal.

The Valle Verde project has proposed to plant 10 oak tree saplings for each tree that is removed, and proposed mitigation measure BIO-2a provides specific tree planting, maintenance, monitoring and success criteria for the tree-planting program. Proposed mitigation measure AES-1a also requires that all removed skyline or specimen trees be replaced on a 1:1 basis, and proposed mitigation measure BIO-1a requires that new oak woodland habitat be created on the Valle Verde property at a replacement ratio of 2:1. In addition to the proposed mitigation measures, the preliminary landscape plans for the Valle Verde project indicates that a substantial number of new landscape trees would be planted on the project site. With the implementation of proposed project plans and mitigation measures, the Valle Verde project would not result in an overall reduction in the number of trees located on the project site.

With the implementation of proposed mitigation measures, the proposed Valle Verde project would be **potentially consistent** with the tree protection and preservation requirements of the Conservation Element because the project design reflects efforts to preserve significant on-site trees; a tree protection plan would be implemented to minimize impacts to trees that are to be preserved; and a substantial number of significant mature trees

would be preserved in the proposed oak woodland dedication area and in proposed development areas.

Biological Resources Policy 4.0*. Remaining Coastal Perennial Grasslands and Southern Oak Woodlands shall be preserved, were feasible.*

An oak woodland that contains over 500 trees is located on the western portion of the Valle Verde campus site. Implementation of the proposed project would impact approximately 0.24 of an acre of the oak woodland due to the development of proposed residences and required long-term fuel management activities.

Proposed mitigation measure BIO-1a requires that new oak woodland habitat be created on the Valle Verde property at a replacement ratio of 2:1; and the project applicant has proposed to dedicate or otherwise restrict development rights on the 9.8-acre on-site oak woodland area. With the implementation of these measures, the proposed project would be **potentially consistent** with Biological Resources Policy 4.0 because the project would not result in a reduction in existing oak woodland area and a substantial oak woodland area in the City would be protected from the possible effects of future development.

The grassland area located on the western portion of the project site is non-native annual grassland. This policy encourages the preservation of perennial grassland, and therefore, is not applicable to the on-site grassland.

Biological Resources Policy 5. *The habitats of rare and endangered species shall be preserved.*

Short-term construction-related impacts to silvery legless lizards and coast horned lizards, both of which are considered to be sensitive species, would be significant but mitigable. This impact would be reduced to a less than significant level with the implementation of proposed mitigation measure BIO-3a, which requires monitoring during initial ground disturbing activities, and if necessary, relocation of lizards observed in construction areas. Long-term impacts to silvery legless lizards and coast horned lizards would be less than significant due to the relatively small amount (approximately two acres) of suitable non-native annual grassland, coastal sage scrub or coast live oak woodland habitat that would be impacted by the project. Furthermore, proposed mitigation measure BIO-1a requires that removed oak woodland and coastal sage scrub habitat be replaced at a ratio of 2:1. With the implementation of these mitigation measures, habitat for silvery legless lizards and coast horned lizards would be preserved and the Valle Verde project would be **potentially consistent** with this policy.

6.2.2 Circulation Element

The Circulation Element of the General Plan contains goals and implementing measures to reduce adverse impacts to the City's street system and parking by reducing reliance on the

automobile, encouraging alternative forms of transportation, increasing parking availability, reviewing traffic impact standards, and applying land use and planning strategies that support the City's mobility goals.

The proposed project would result in a very small increase in the amount of traffic currently generated by the Valle Verde facility, as the proposed project would generate approximately 93 average daily trips, eight (8) a.m. peak hour trips and 12 p.m. peak hour trips. The proposed project would also provide a net increase of 83 parking spaces on the project site, which would be available for use by campus residents and employees. The analysis of parking-related impacts provided in EIR Section 5.2 concluded the proposed off-street parking would address the parking demand of the proposed project, and would also reduce the number of employee vehicles that presently park on-street. As proposed, the Valle Verde project would be **potentially consistent** with this policy.

6.2.3 Noise Element

The City’s Noise Element includes policies intended to achieve and maintain a noise environment that is compatible with the variety of human activities and land uses in the City. The additional residences and accessory uses that would be developed on the Valle Verde campus would not be a substantial source of noise that would have the potential to result in noise-related conflicts with surrounding land uses. Due to the very low amount of traffic that would be generated by the Valle Verde project, a noticeable increase in vehicle noise would not occur on roadways located in the project area. Short-term construction noise could result in significant impacts to nearby sensitive receptors, but this potentially significant impact would be reduced to a less than significant level with the implementation of mitigation measures identified by the Initial Study prepared for the project. These measures include requirements to provide advance notice of construction activities to nearby residents (N-1); limitations on construction hours and days for noise-generating activities (N-2); construction equipment noise control (N-3); and the use of noise barriers when determined necessary (N-4). Therefore, the proposed project would be **potentially consistent** with the applicable policies and guidelines of the Noise Element.

6.2.4 Seismic Safety/Safety Element

The City's Seismic Safety/Safety Element requires that development be sited, designed and maintained to protect life, property, and public well-being from seismic and other geologic hazards, and to reduce or avoid adverse economic, social, and environmental impacts caused by hazardous geologic conditions. The Seismic Safety/Safety Element addresses a number of potential hazards including geology, seismicity, flooding, liquefaction, tsunamis, high groundwater, and erosion.

The Initial Study prepared for the Valle Verde project determined that the project site is subject to a number of geologic hazard and safety-related constraints, but could be found to be potentially consistent with applicable policies of the Seismic Safety/Safety Element if a proposed mitigation measure is implemented. This measure requires that the project adhere to

the California Building Code and implement recommendations for grading and development outlined in the geotechnical reports prepared for the project. Therefore, the proposed project would be **potentially consistent** with the applicable policies and guidelines of the Seismic Safety/Safety Element.

6.3 ZONING ORDINANCE REQUIREMENTS

Two single-family residential zoning classifications have been applied to the Valle Verde facility. The "A-1" zone allows one single-family residence on one-acre parcels, and the "E-3" zone allows one single-family residence on 7,500 square foot parcels. Based on the project site's zoning, topography and the requirements of the City's Slope Density Ordinance, a maximum of 189 units could be allowed on the 59.75-acre property. The Land Use Element, however, acknowledges that densities for senior housing can be greater because the number of people per unit is lower for such housing than for non-restricted housing. Previous CUP amendments for the Valle Verde facility have allowed up to 254 units on the property, and implementation of the proposed project would result in 257 residential units on the project site. The proposed project includes a request for the approval of a new CUP to allow the proposed residential units.

The Zoning Ordinance provides development standards related to street and yard setbacks, porch and building eve setbacks, and the separation distance provided between buildings. The proposed project includes a request for Modifications of Zoning Ordinance standards. Street and yard setback reductions have been requested for six of the proposed residence buildings, the proposed Maintenance Building and a gazebo structure. Porch or building eve setback reductions have been requested for five proposed residences, and a building separation distance reduction has been requested for 21 residential buildings and one accessory building.

6.4 Land Use Compatibility

In response to public review comments on the Draft EIR, the Proposed Final EIR provided an evaluation of the proposed project's compatibility with land uses adjacent to the project site. That evaluation was provided in Section 11.3, Volume II of the Proposed Final EIR. For convenience, the land use compatibility analysis provided in EIR Section 11.3 has also been provided below.

6.4.1 Introduction

The 2010 CEQA Guidelines Appendix G, Section 10 (Land Use) provides the land use-related criteria that are to be considered as part of a proposed project's environmental review. These criteria include:

a. Would the proposed project physically divide an established community?

b. Would the proposed project conflict with an applicable land use plan or other requirement adopted for the purpose of avoiding or mitigating an environmental effect?

c. Would the proposed project conflict with an applicable habitat conservation plan?

Items "a" and "c" were evaluated by the Initial Study prepared for the Valle Verde project and it was determined that it would not result in significant impacts related to those criteria. The project's potential consistency with applicable general plan and zoning requirements was provided in EIR Section 6.0. The evaluation criteria provided by the CEQA Guidelines do not require that a land use compatibility analysis be provided as part of the CEQA review process.

The effects that the proposed project would have on existing environmental conditions, and therefore its relationship to and compatibility with surrounding land uses was evaluated on an issue-by-issue basis by the Initial Study and Draft EIR in a manner that is consistent with the City's environmental review practice and as required by CEQA. This evaluation was conducted by describing the existing environmental conditions associated with a particular environmental issue area (e.g., aesthetics, biological resources and traffic); determining the change in existing conditions that would result if the proposed project were to be implemented; and comparing the project-related changes to a set of pre-determined significance thresholds.

Unlike the evaluation of environmental issue areas such as aesthetics and traffic, the City does not have guidelines, thresholds or standards that can be used to determine how or if a project's environmental effects would result in a significant land use compatibility impact. Without an adopted CEQA threshold to determine the significance of environmental impact-related land use conflicts on a community- or neighborhood-wide basis, or how potential conflicts are to be evaluated at individual parcels or residences, such an evaluation would be very subjective. Similarly, determining how individual residents would perceive the effects of less than significant environmental impacts, or a combination of less than significant environmental impacts, would be speculative and such analysis is not required by CEQA.

Despite these constraints and to respond to comments requesting that the EIR provide a land use compatibility evaluation, an analysis has been provided that considers the physical development conditions that would exist on the project site if the proposed project were to be implemented. Those conditions are then evaluated in the context of existing conditions on properties adjacent to the project to determine if the project would result in land use-related conflicts.

6.4.2 Land Use Compatibility Analysis

Existing Conditions. The Valle Verde campus is located in the southern end of the Hidden Valley neighborhood, and existing on-site development consists primarily of small residential units and accessory support facilities that are generally located in the central portion of the project site. The campus is located adjacent to the Hope Ranch residential community and the Hidden Oaks Planned Unit Development (PUD) to the west, a golf course to the north, Calle de los Amigos and Hidden Valley Park to the east, and Torino Road and a hillside open space area to the south.

The Hidden Oaks PUD is located between the eastern boundary of Hope Ranch and the western border of the Valle Verde campus, and consists of 11 single family residences. Access to Hidden Oaks is provided by Torino Road. No access is provided between Hope Ranch and Hidden Oaks due to the steep hillside that separates these residential areas. This hillside is a dedicated open space area that extends to the north and south of the Hidden Oaks PUD. The northern open space area is approximately four acres and the southern open space area is 15 acres.

Calle de los Amigos is located along the eastern perimeter of the Valle Verde campus and is a primary access route into and out of the Hidden Valley neighborhood. On the east side of Calle de los Amigos is Arroyo Burro Creek and Hidden Valley Park. The combined width of the creek corridor and the city park is approximately 200 feet. To the east of the creek and park is a residential neighborhood that was constructed approximately 50 years ago. Four streets provide access to and from this neighborhood to Modoc Road.

Proposed Project Characteristics. All of the residences that would be provided as part of the proposed Valle Verde project would be single story structures, similar to the existing on-campus residences. The majority of the residential units proposed for the Valle Verde campus would be located on infill sites adjacent to existing on-campus residences in the central portions of the campus, however, the project also includes two clusters of new residences that would be located along the western perimeter of the campus. One of these clusters would be located in the southwest corner of the campus on the Rutherford parcel, adjacent to the Hidden Oak PUD; and the other cluster would be located in the northwest corner of the campus.

Two of the ten new units proposed to be located on the Rutherford parcel would be sited within the footprint area of an existing single family residence that is to be demolished. A 170-foot separation would be provided between these two units and the closest residence in the Hidden Oaks PUD. The remaining eight residences proposed for the Rutherford parcel would be located adjacent to existing residences on the Valle Verde campus and would be more than 170 feet from the nearest residence in the Hidden Oaks PUD. The cluster of new residential units that would be located in the northwestern corner of the campus would contain four units. These new residences would be located approximately 70 feet from the

adjacent golf course, which provides a buffer of over 200 feet to a neighboring Hope Ranch residence.

Compatibility Evaluation. The residences proposed by the Valle Verde project would be a land use that is similar to surrounding residential land uses, in terms of design, type and residential development density. The proposed residences would be single-story units in clustered configurations, similar to the adjacent Hidden Oak PUD. Also, the elevation of the site on the Rutherford parcel where the two units closest to Hidden Oaks are proposed to be located would be lowered, which would keep the roof ridgeline of the new units at the same elevation as the existing residence, further enhancing design compatibility between proposed and existing adjacent development. In regard to residential unit density, with the development of the proposed project, the net overall residential unit density on the Valle Verde campus would be 5.1 units per acre, which is comparable to the five and 12 units per acre land use designations that have been established in the Hidden Valley neighborhood by the Santa Barbara General Plan.

The proposed project also includes the dedication of an open space area located along the western perimeter of the Valle Verde campus. This permanent open space area, along with the separation distance provided between proposed residences and adjacent residences in Hidden Oaks and other nearby residential areas, would provide a substantial buffer area between the project site and adjacent residences.

The existing non-residential support facilities located on the Valle Verde campus, such as the long term care facility, recreation facilities and food services, are generally located within the center of the campus. The proposed project would include additions to existing accessory uses and buildings, and also includes the demolition and rebuilding of a maintenance building close to its original footprint. While there would be generally minor additions to existing support facilities, these additions are for use by Valle Verde residents, and the expansions would generally occur adjacent to or be part of existing facilities. These support facilities provide services for Valle Verde residences, which minimizes the need for residents to travel off-site, which results in a corresponding reduction in traffic and other related impacts. Proposed support facilities and structures would be separated from adjacent off-site residential areas to the west by a dedicated open space. The distance between the expanded support facilities and the western project site property line would be approximately 400 feet. Proposed support facilities would be separated from residential areas to the east by Arroyo Burro Creek and Hidden Valley Park. Due to the substantial separation between adjacent residences and proposed support facilities, the proposed changes to support uses provided on the Valle Verde campus would be compatible with residential uses located adjacent to the project site.

Conclusion. The proposed project would be compatible with residential land uses surrounding the project site because the proposed residences are a land use that is similar to surrounding residential land uses; the proposed expansion of campus support uses would not substantially increase the size or function of existing support uses; and substantial separation

distances would be provided between all proposed structures and existing off-site residential areas.

7.0 OTHER CEQA AND ENVIRONMENTAL CONSIDERATIONS

7.1 GROWTH INDUCING IMPACTS

Section 15126.2(d) of the *CEQA Guidelines* requires that an EIR "*discuss the ways in which the project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the environment surrounding a proposed project. Included in this are projects which would remove obstacles to population growth*." In general terms, a project may result in a growth inducing impact if it individually or cumulatively results in any of the actions described in the following examples:

- The project removes an obstacle to growth, such as: the establishment of an essential public service, the provision of new access to an area, or a change in zoning or general plan designation.

- The project results in economic expansion, population growth or the construction of additional housing occurs in the surrounding environment in response to the project, either directly or indirectly.

The Valle Verde project would not result in the extension or expansion of public services (i.e., water, sewer lines and roads) as these types of infrastructure systems have previously been installed on and adjacent to the project site to serve existing development, including development on the Valle Verde Campus. The development of the proposed residential units, accessory structures and other resident-serving uses has been proposed in response to existing demands for housing, and the project would be located on a developed site. The proposed project would add 40 new dwelling units for approximately 60 additional residents on the project site. Therefore, the project would not result in substantial population growth in the project area and would not result in a significant growth inducing impact.

7.2 SUSTAINABLE DEVELOPMENT EVALUATION

This section provides a brief overview of general "sustainable development" principles and provides an evaluation of the Valle Verde project's consistency with a variety of programs and concepts that promote sustainable development. An evaluation of how development projects have or have not implemented sustainable development principles is not a CEQA requirement, and no standards for evaluating projects have been adopted by the City. The purpose of this analysis is to provide a description of the proposed project's consistency with sustainable development principles to provide additional information about the project and to promote informed decision-making.

7.2.1 Background Information

Sustainable Development Concepts. The concept of sustainable development refers to a variety of growth-related principles and practices that communities can implement to benefit

the local environment and quality of life. In general, sustainable development integrates environmental, social and economic factors to promote the efficient use of resources, the development and use of effective infrastructure systems, and to create businesses to strengthen local economies. In terms of environmental sustainability, one of the major objectives of sustainable development is to use renewable resources at a rate that is equal to or less than nature's ability to replenish those resources. The responsible use of energy is another key objective of sustainable development. By implementing sustainable development principles in the planning and development of communities and individual projects, negative aspects of growth, such as traffic congestion, sprawl, pollution and the inefficient use of resources can be minimized or avoided.

City-Sponsored Programs. The City of Santa Barbara has implemented a variety of programs to promote sustainable development. These programs are primarily related to activities conducted by the City and are intended to minimize environmental and global climate change impacts by promoting energy conservation, limiting waste generation, and protecting natural resources. As described on the City's *Sustainable Santa Barbara* website,[1] sustainability programs established by the City include:

<u>Waste Prevention Programs</u>

- Solid Waste Strategic Planning
- Electronic waste management
- Hazardous materials management
- Construction and demolition waste recycling
- Recycling
- Green waste
- Furniture, appliances and building wastes

<u>Water Quality, Conservation and Habitat Restoration</u>

- Water resources conservation
- Creeks and coastal ocean water quality
- Wastewater treatment
- Reclaimed water use

<u>Energy Management</u>

- Renewable energy
- Green building practices
- Solar energy systems
- Alternative transportation

[1] http://www.santabarbaraca.gov/Government/SustainableSB/index.htm

7.2.2 Project-Related Sustainability Evaluation

The Valle Verde project's consistency with sustainable development objectives has been evaluated in this EIR based on the proposed project's general energy use characteristics, and the project's implementation of "smart growth" principles. Project-related energy use has been evaluated in a qualitative manner using applicable criteria provided by *CEQA Guidelines* Appendix F (Energy Conservation) and the City's Energy Ordinance. The project's compliance with smart growth principles has been qualitatively evaluated using criteria provided by the Leadership in Energy and Environmental Design – Neighborhood Design (LEED-ND) rating system. Additional information regarding these programs is provided below.

Energy Use Background Information

Regional Energy Supplies. Southern California Edison (SCE) provides electrical energy in Santa Barbara, and gas supplies are provided by the Southern California Gas Company. The Valle Verde project site is located in an urbanized area and existing electrical and gas delivery lines are located on and adjacent to the project site.

During the restructuring of California's electric industry in the late 1990's, SCE sold most of its generating facilities, retaining only its hydropower, coal and nuclear power generating plants. SCE indicates that approximately 17 percent of the energy they provide comes from renewable resources such as wind, solar, biomass (solids such as agricultural and wood waste), small hydropower, biogas (landfills and sewage digesters) and geothermal resources.

The Gas Company obtains gas resources from a variety of sources located in California, outside of the state, and offshore facilities. Approximately 30 to 40 percent of the gas that flows through the company's pipeline system is purchased by the Gas Company for residential and small commercial and industrial customers. The remaining 60-70 percent of the gas is purchased and owned by gas marketers and very large uses, such as power plants and large manufacturing facilities.

Legislative Requirements. There are numerous legislative requirements that pertain to the production, transportation and use of energy resources. State and City requirements that are directly related to the evaluation of the Valle Verde projects' consistency with City of Santa Barbara energy use and sustainability objectives are briefly described below.

Title 24. California Code of Regulations Title 24, Part 6, also known as the California Building Energy Efficiency Standards, contains energy conservation standards applicable to all residential and non-residential building in California. These energy efficiency standards were established in 1978 to reduce energy consumption. The standards are updated periodically to incorporate new energy efficiency technologies and methods. Recent revisions to the California Energy Efficiency Standards went into effect January 1, 2010.

CEQA Requirements. *CEQA Guidelines* Appendix F indicates that the goal of conserving energy implies the wise and efficient use of energy. The means of achieving this goal include:

- Decreasing overall per capita energy consumption,
- Decreasing reliance on natural gas and oil, and
- Increasing reliance on renewable energy resources.

Appendix F also states that the emphasis of a review of a proposed project's energy use should be on "avoiding or reducing inefficient, wasteful and unnecessary consumption of energy."

7.2.3 Energy Use Evaluation Criteria

As described by *CEQA Guidelines* Appendix F, the Valle Verde project would be consistent with the City's sustainability objectives related to energy use if it would not use energy in an inefficient, wasteful or unnecessary manner.

Project-Related Energy Use Evaluation

Existing Energy Use. Energy use by existing Valle Verde facilities is primarily for domestic purposes, operation and maintenance of accessory facilities, and resident transportation. Valle Verde has implemented a variety of measures to reduce energy use, including:

- The installation of photo-voltaic panels that can produce up to 42 kilowatts of electricity.
- The Assisted Living and Memory Support facilities are served by solar-heated water and solar space heating.
- Residential units are remodeled using Built Green practices.
- Use of high-efficiency recirculation water pumps with timers that shut off at night.
- Installation of solar tubes, sky lights, and high-performance windows.
- Whenever possible, remodeled residences are deconstructed and recovered lumber is used on campus.
- Electric vehicles are used by staff on campus.
- The campus purchases 85 percent of its produce from local farms and has reduced food deliveries to save fuel and truck trip miles.

Short-Term Energy Use. Short-term energy use by the Valle Verde project would result primarily from the use of construction equipment. Construction operations would occur over a period of approximately 18 months, however, the most intensive equipment use would be associated with site/foundation preparation activities. The project would result in approximately

11,520 cubic yards of cut and 13,300 cubic yards of fill, for a total grading volume of 24,820 cubic yards. Approximately 1,780 cubic yards of soil would be imported to the site, requiring approximately 90 truck trips (180 one-way trips).

Several mitigation measures recommended by the Initial Study prepared for the Valle Verde project would minimize energy use by project-related construction equipment. The recommended mitigation measures would require the efficient use of equipment on the project site; require that construction equipment be maintained in good working order; require to the extent feasible the use of biodiesel, which would increase the project's use of renewable energy sources; and limit equipment idling and associated energy use. A recommended mitigation measure would also provide indirect energy savings by requiring that construction and demolition waste be recycled.

Based on the proposed project's construction characteristics and the recommended mitigation measures described above, the construction operations required for the Valle Verde project would not use energy in an inefficient, wasteful or unnecessary manner. Therefore, the proposed project would be consistent with the City's sustainable development objectives related to the short-term use of energy.

Long-Term Energy Use. Long-term energy use by the Valle Verde project would result primarily from stationary sources such as space and water heating equipment, and mobile sources such as vehicle trips by project residents.

Stationary Sources. The long-term energy demand of the Valle Verde project cannot be calculated until the final building plans have been developed. Although the project's energy use requirements cannot be accurately estimated at this time, the project would be required to comply with the current energy use requirements of the Building Code. It is anticipated that compliance with the Energy Ordinance requirements would be achieved with the implementation of increased minimum energy efficient construction standards, energy savings through the use of Energy Star rated appliances, and increased mechanical system efficiency ratings.

Mobile Sources. It is estimated that the Valle Verde project would generate approximately 98 vehicle trips per day. Vehicle trips generated by project residents may be lower than projected levels because the Valle Verde facility currently provides, and has proposed to provide, a variety of on-campus facilities and that would reduce the need for off-site vehicle trips. These types of uses include recreation facilities, a limited-service bank branch, dining opportunities, beauty salon and medical services. In addition, an MTD bus stop is located on the project site, and Valle Verde operates a shuttle service for residents. By providing on-site resident-serving facilities and transit service capabilities, vehicle trip miles required to obtain services would be reduced resulting in a corresponding reduction in energy use.

Overall Energy Use. Compliance with state and local energy use regulatory requirements, and the continued use of on-site photo-voltaic and solar heating systems, would ensure that the Valle Verde project is consistent with the City's sustainable development

objectives related to the long-term use of energy. Energy savings would also be realized by incorporating building design features similar to those described above into the design of proposed buildings. By providing resident-serving facilities on the project site, as well as transit services designed to meet the needs of residents, vehicle dependence by project residents would be reduced, which would result in energy saving benefits. Based on the proposed project's design characteristics, it can be reasonably concluded that the Valle Verde project would not use energy in an inefficient, wasteful or unnecessary manner. Therefore, the proposed project would be consistent with the City's sustainable development objectives related to the long-term use of energy.

7.2.5 Smart Growth Evaluation

Smart Growth Background Information

Smart Growth Principles. In general, smart growth invests time, attention, and resources in restoring communities and vitality to city centers and older suburbs. New smart growth is more town-centered, is transit and pedestrian oriented, and has a greater mix of housing, commercial and retail uses. It also preserves open space and many other environmental amenities. [2]

The ten smart growth principles listed below describe the various planning- and development-related characteristics that are generally associated with smart growth projects:[3]

- Create a range of housing opportunities and choices
- Create walkable neighborhoods
- Encourage community and stakeholder collaborations
- Foster distinctive, attractive communities with a strong sense of place
- Make development decisions predictable, fair and cost effective
- Mix land uses
- Preserve open space, farmland, natural beauty and critical environmental areas
- Provide a variety of transportation choices
- Strengthen and direct development towards existing communities
- Take advantage of compact building design

LEED-ND Rating System. The LEED-ND rating system integrates the principles of smart growth, new urbanism and green building practices. It is the intent of the LEED-ND program to provide a mechanism that allows third-party verification that a development's location and design meets specified environmental protection and sustainability objectives. Developed by the U.S. Green Building Council, the Congress for the New Urbanism, and the Natural Resources Defense Council, the rating system is similar to the LEED-NC (New

[2] Smart Growth Network, About Smart Growth, www.smartgrowth.org/about/default.asp
[3] *ibid*.

Construction) program, which is used to evaluate individual buildings. The smart growth principles that are emphasized by the LEED-ND evaluation criteria include:

Smart Location & Linkage. Project location criteria emphasize the conversion of existing urban lots rather than the development of open space, agricultural land or areas with biological resources. Project sites with easy access to urban services and public transit are also encouraged.

Neighborhood Pattern & Design. Land use evaluation criteria encourage the conservation of land through compact development that has access to public parks and other open spaces.

Green Infrastructure and Buildings. These criteria generally promote energy, water and natural resource conservation. Conservation-related evaluation criteria are intended to encourage energy efficient building design and construction, reductions in water use, and to minimize construction-related impacts.

Projects are evaluated using the LEED-ND rating system by determining that the development meets certain prerequisite criteria, and then by assigning a range of "credits" prescribed for the various evaluation criteria. Based on the point total earned, development projects may be "certified" or awarded silver, gold or platinum ratings.

Project-Related Smart Growth Evaluation Criteria

The LEED-ND evaluation program has been developed primarily to evaluate large-scale residential and non-residential development projects. Due to the campus or neighborhood design theme of the Valle Verde facility, many of the LEED-ND evaluation criteria are applicable to the proposed project. A preliminary evaluation of the Valle Verde project's consistency with applicable LEED-ND rating criteria is provided on Table 7.2-1. The consistency review has been conducted by evaluating how the proposed project's design implements LEED-ND "Smart Location & Linkage" and "Neighborhood Pattern & Design" criteria. Many of the LEED-ND "Green Infrastructure and Buildings" criteria relate to items such as building material selection, construction methods, and project-related energy use. Since proposed project plans have been developed at a planning-level of detail (i.e., construction drawings have not yet been prepared), an evaluation of the project's consistency with the "Green Infrastructure and Buildings" criteria was not included in this evaluation. For the purpose of this review, the proposed project would be considered consistent with City' sustainability objectives if it would generally implement the applicable LEED-ND evaluation criteria.

Project-Related Smart Growth Evaluation

The LEED-ND consistency evaluation provided on Table 7.2-1 reviews the project's general implementation of applicable rating criteria, and does not assign the credit points allocated to each criterion. Although credit points are not assigned, the possible range of credit points that may be earned is included on the Table to indicate the relative importance of each

criterion. The criterion "Requirements" column provided on the Table summarizes the directions provided by the LEED-ND program to reflect the requirements most applicable to the proposed project.

Table 7.2-1
Valle Verde Retirement Community Project
LEED 2009 for Neighborhood Development (ND)
Consistency Evaluation

Criterion	Possible Points	Intent	Requirements	Consistency Evaluation
Smart Location & Linkage				
Prerequisite 1: Smart Location	na	Encourage development within and near existing communities or public transportation infrastructure. Reduce vehicle trips and miles traveled and support walking as a transportation choice.	Locate the project on a site served by existing water and waste water infrastructure; and Locate the project on an infill site.	**Criterion Implemented.** The proposed project would integrate new residential units into the existing Valle Verde facility, and residential neighborhoods are located adjacent to the campus to the east and southwest. Therefore, the proposed project would result in infill development. The Valle Verde campus is presently served by water and waste water infrastructure.
Prerequisite 2: Imperiled Species and Ecological Communities	na	Protect imperiled species and ecological communities.	Determine if species listed under the federal Endangered Species Act or the state's Endangered Species Act have been found on the site or have a high likelihood of occurring on the site. If no such species have been found or have a high likelihood of being present, the prerequisite is achieved.	**Criterion Implemented.** There are no listed Federal or State listed species known to exist on the project site, and habitat does not exist on the site to support listed species that occur in the project region.
Prerequisite 3: Wetland and Water Body Conservation	na	Preserve water quality, natural hydrology and habitat and preserve biodiversity through conservation of water bodies or wetlands.	Locate the project on a site that includes no wetlands, water bodies, or land within 50 feet of wetlands and 100 feet of water bodies.	**Criterion Implemented.** There are no wetland habitat areas on the project site. The Valle Verde facility is west of Arroyo Burro Creek and all proposed development would be at least 100 feet from the creek channel.

Table 7.2-1
Valle Verde Retirement Community Project
LEED 2009 for Neighborhood Development (ND)
Consistency Evaluation

Criterion	Possible Points	Intent	Requirements	Consistency Evaluation
Prerequisite 4: Agricultural Land Conservation	na	Preserve irreplaceable agricultural resources by protecting prime and unique farmland and forest lands from development.	Locate the project on an infill site.	**Criterion Implemented.** The proposed project would integrate new residential units into the existing Valle Verde facility, and residential neighborhoods are located adjacent to the campus to the east and southwest. Therefore, the proposed project would result in infill development. The Valle Verde campus is presently served by water and waste water infrastructure.
Prerequisite 5: Floodplain Avoidance	na	Protect life and property, promote open space and habitat conservation, and enhance water quality and natural hydrological systems.	Locate the project on a site that does not contain any land within a 100-year floodplain.	**Criterion Implemented.** The project site is not located in a flood hazard zone.
Credit 1: Preferred Locations	1 to 10 Points	Encourage development within existing communities to reduce the effects of urban sprawl. Reduce development pressure beyond the limits of existing development. Conserve natural and financial resources required for construction and maintenance of infrastructure.	Locate the project in one of the following locations: • An infill site that is also a previously developed site (5 points) • An infill site that is not a previously developed site (3 points) • An adjacent site that is also a previously developed site (2 points) • A previously developed site that is not an adjacent or infill site (1 point)	**Criterion Implemented.** The proposed project would be located on an infill site, and most of the Valle Verde project site has been extensively developed. New residences proposed for the Rutherford parcel would be located on a site that has been minimally developed, however, residential development is located west of and adjacent to this portion of the project site.

Table 7.2-1
Valle Verde Retirement Community Project
LEED 2009 for Neighborhood Development (ND)
Consistency Evaluation

Criterion	Possible Points	Intent	Requirements	Consistency Evaluation
Credit 2: Brownfields Redevelopment	1 to 2 Points	Encourage the reuse of land by developing sites were development is complicated by environmental contamination, reducing pressure on undeveloped land.	Locate the project on a site, part or all of which is documented as contaminated OR on a site defined as a brownfield by a local, state or federal government agency; and remediate site contamination such that the controlling public authority approves the protective measures and/or clean-up as effective, safe and appropriate for the future use of the site.	**Criterion Not Met/Not Applicable.** There is no known contamination on the project site and it is an objective of the project to expand the campus on the existing project site. Implementation of this criterion is not applicable to the proposed project.
Credit 3: Reduced Automobile Dependence	1 to 7 Points	Encourage development in locations shown to have multi-modal transportation choices or otherwise reduced motor vehicle use.	Locate the project on a site with existing transit service such that at least 50% of the dwelling units are within a ¼ mile walk distance of a bus stop.	**Criterion Implemented.** An MDT bus stop is presently located on the project site.
Credit 4: Bicycle Network and Storage	1 Point	Promote bicycling and transportation efficiency.	Design or locate the project such that an existing bicycle network of at least five continuous miles in length is within ¼ mile bicycling distance of the project boundary. Provide at least one secure, enclosed bicycle storage space per occupant for 30% of the planned occupancy but no fewer than one per unit. Provide secure visitor bicycle racks on-site, with at least one bicycle space per 10	**Criterion Partially Implemented.** The project site is located approximately ½ mile south of Modoc Road and the Class II Cross Town bike route. This bike path provides a connection to the bicycle path network that extends throughout the project region. **Criterion may be Implemented.** The proposed site plan does not include bike parking facilities, however, adequate area exists to provide bike parking facilities for residents and employees.

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Criterion	Possible Points	Intent	Requirements	Consistency Evaluation
			dwelling units.	
Credit 5: Housing and Jobs Proximity	1 to 3 Points	Encourage balanced communities with a diversity of uses and employment opportunities.	Locate and/or design the project such that the center is within a 1/2 mile walk distance of existing jobs.	**Criterion Not Met/Not Applicable.** The proposed residential development is not a mixed use project that provides employment opportunities for residents. Furthermore, the project is intended to accommodate retired adult residents. Therefore, this criterion is not applicable to the project.
Credit 6: Steep Slope Protection	1 Point	Minimize erosion to protect habitat and reduce stress on natural water systems by preserving steep slopes in a natural, vegetated state.	Locate on a site that has no existing slopes greater than 15%; OR on portions of previously developed sites with existing slopes greater than 15%, restore the slope area with native plants or non-invasive adapted plants.	**Criterion Partially Implemented.** Slopes along the western portion of the project site exceed a gradient of 15%, and some of these slopes would be graded for project development. New development, including a replacement Maintenance Building and parking lot, residential units 31-34 in the northwest corner of the project site, and residences on the Rutherford parcel would be located adjacent to previously developed portions of the project site, and disturbed slope areas would be landscaped using native and other appropriate plant species.

Table 7.2-1
Valle Verde Retirement Community Project
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Criterion	Possible Points	Intent	Requirements	Consistency Evaluation
Credit 7: Site Design for Habitat or Wetland Conservation	1 Point	Conserve native plants, wildlife habitat, wetlands and water bodies.	Do not disturb significant habitat or portions of the site with an appropriate buffer around the habitat. Protect significant habitat and its identified buffers from development in perpetuity by donating or selling the land, or a conservation easement on the land.	**Criterion Partially Implemented.** Project-related construction and long-term fuel management activities will disturb oak woodland and coastal sage scrub habitat. These impacts would be reduced to a less than significant level through the implementation of proposed mitigation measures to provide replacement habitat on a 2:1 basis. The project would comply with the habitat conservation requirement of this criterion by restricting development potential on a 9.8 acre oak woodland area located on the western side of the project site.
Credit 8: Restoration of Habitat or Wetlands	1 Point	Restore native plants, wildlife habitat, wetlands and water bodies that have been harmed by previous human activities.	Using only native plants, restore predevelopment native ecological communities on the project site in an area equal to or greater than 10% of the development footprint.	**Criterion may be Implemented.** Most of the project site has been previously developed, and proposed development would result in the removal/disturbance of ornamental landscaping. However, on the western portion of the proposed development area, new structures would be provided in areas adjacent to native habitat such as coastal sage scrub and oak woodland; and non-native grassland. Some of this habitat has been degraded by previous fuel management activities

Table 7.2-1
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Criterion	Possible Points	Intent	Requirements	Consistency Evaluation
				that were conducted consistent with regulatory requirements and standard wildfire hazard risk reduction techniques (i.e, clearing or thinning vegetation a distance of 100 feet or more from structures). Based on a site-specific review of the project by the Santa Barbara Fire Department, the required fuel management zone has been reduced from 100 to 75 feet. This reduction would facilitate the restoration of previously fuel management areas. Such a restoration program could be implemented in conjunction with proposed mitigation measures that require the project to provide replacement coastal sage scrub and oak woodland habitat that would be impacted by construction and fuel management activities in areas adjacent to proposed structures.
Credit 9: Long-Term Conservation Management of Habitat or Wetlands and Water Bodies	1 Point	Conserve native plants, wildlife habitat, wetlands and water bodies.	Create and commit to implementing a long-term (at least ten-year) management plan for new or existing on-site native habitats, water bodies, and/or wetlands and their buffers.	**Criterion Partially Implemented.** The project would permanently dedicate or otherwise restrict development potential on a 9.8-acre oak woodland area. This project component would be consistent with the requirements of this criterion. Proposed mitigation measures

Table 7.2-1
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Criterion	Possible Points	Intent	Requirements	Consistency Evaluation
				require the implementation of a restoration plan for impacted areas containing coastal sage scrub and oak woodland habitat. These mitigation measures require monitoring until the replacement habitat becomes self-sustaining (i.e., five years for oak woodland restoration). The proposed habitat restoration mitigation measures do not require the preparation of a ten-year maintenance plan.
Neighborhood Pattern and Design				
Prerequisite 1: Walkable Streets	na	Promote transportation efficiency and walking by providing safe, appealing and comfortable street environments that support public health by reducing pedestrian injuries and encouraging daily physical activity.	Comply with specified building entrance, building height, and street design requirements.	**Criterion Not Applicable.** The design measures specified by this criterion are for the design of a street system within a residential neighborhood. Due to the campus design of the Valle Verde facility, the residence and street design criteria are not applicable to the project. The existing and proposed project design would be consistent with the intent of this criterion to promote walking as a daily physical activity because the campus provides an extensive network of on-site pedestrian pathways.

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Valle Verde Retirement Community Project
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Criterion	Possible Points	Intent	Requirements	Consistency Evaluation
Prerequisite 2: Compact Development	na	Conserve land. Promote livability, transportation efficiency, and walkability.	Build any residential components of the project at a density of seven or more dwelling units per acre of buildable land available for residential uses.	**Criterion not Implemented.** The "net" project site area (excluding the 9.8-acre oak woodland dedication area) is 49.95 acres, and after the implementation of the proposed project, 257 units would be provided on the project site. This would result in a unit density of approximately 5.1 units per acre.
Prerequisite 3: Connected and Open Community	na	Promote projects that have high levels of internal connectivity and are well connected to the community at large.	Comply with specified street design requirements and encourage the use of public streets that are not gated.	**Criterion Not Applicable.** The design measures specified by this criterion are for the design of a street system within a residential neighborhood that is much larger in scale than the Valle Verde facility. The Valle Verde facility does include private streets, but they are not gated and public access is not precluded.
Credit 1:Walkable Streets	1 to 12 Points	Promote walking by providing safe, appealing and comfortable street environments that support public health by reducing pedestrian injuries	Comply with specified building entrance, building height, and street design requirements.	**Criterion Not Applicable.** The design measures specified by this criterion are for the design of a street system within a residential neighborhood. Due to the campus design of the Valle Verde facility, the residence and street design criteria are not applicable to the project. The existing and proposed project design would be consistent with the intent of this criterion to

Table 7.2-1
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Criterion	Possible Points	Intent	Requirements	Consistency Evaluation
				promote walking as a daily physical activity because the campus provides an extensive network of on-site pedestrian pathways.
Credit 2: Compact Development	1 to 6 Points	Conserve land. Promote livability, walkability, and transportation efficiency.	> 10 and ≤ 13 units/acre = 1 point > 13 and ≤ 18 units/acre = 2 points > 18 and ≤ 25 units/acre = 3 points > 24 and ≤ 38 units/acre = 4 points > 38 and ≤ 63 units/acre = 5 points > 63 units per acre = 6 points	**Criterion not Implemented.** The "net" project site area (excluding the 9.8-acre oak woodland dedication area) is 49.95 acres, and after the implementation of the proposed project, 257 units would be provided on the project site. This would result in a unit density of approximately 5.1 units per acre.
Credit 3: Mixed-Use Neighborhood Centers	1 to 4 Points	Cluster diverse land uses in accessible neighborhoods to encourage daily walking, biking and transit use.	Locate the project such that at least 50% of the dwelling units are within ¼ mile walk distance of a diverse range of uses. (1)	**Criterion Implemented.** The Valle Verde facility provides, and has proposed to provide, a variety of facilities and services that reduce vehicle trips by residents, such as recreation facilities, a limited-service bank branch, and dining opportunities. An MTD transit stop is located on the project site and Valle Verde operates a shuttle service for residents.
Credit 4: Mixed Income Diverse Communities	1 to 3 Points	Promote socially equitable and engaging communities by enabling residents from a wide range of economic levels, household sizes and age groups to live in a community.	The objective of this criterion is to provide a mix of housing types.	**Criterion not Implemented.** Due to the similarity of the residential units provided by the proposed project, points would not be awarded under this criterion. The proposed project is intended to

Table 7.2-1
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Criterion	Possible Points	Intent	Requirements	Consistency Evaluation
				serve a specific population segment (retirement-age adults) and is not intended to provide housing for a wide range of age groups.
Credit 5: Reduced Parking Footprint	1 Point	Design parking to increase the pedestrian orientation of projects and to minimize the adverse environmental effects of parking facilities.	For multifamily residential buildings, locate all off-street surface parking lots at the side or rear of buildings, leaving building frontages and streetscapes free of surface parking lots; and Use no more than 20% of the total development footprint area for surface parking facilities, with no individual surface parking lot larger than two acres.	**Criteria Partially Implemented.** New parking to be provided on the project site would be located primarily at locations adjacent to the adjoining street. Proposed parking and road areas would encompass 8.54 acres, which is approximately 17 percent of the "net" project area of 49.95 acres.
Credit 6: Street Network	1 to 2 Points	Encourage the design of projects that incorporate high levels of internal connectivity and the location of projects in existing communities in order to conserve land, promote multimodal transportation and promote public health through increased physical activity.	Comply with specified street design requirements.	**Criterion Not Applicable.** The design measures specified by this criterion are for the design of a street system within a residential neighborhood. Due to the campus setting of the Valle Verde facility, the street design criteria are not applicable to the project. The existing and proposed project design would be consistent with the intent of this criterion to promote walking as a daily physical activity because the campus provides an extensive network of on-site pedestrian pathways.

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Valle Verde Retirement Community Project
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Criterion	Possible Points	Intent	Requirements	Consistency Evaluation
Credit 7: Transit Facilities	1 Point	Encourage transit use and reduce driving by creating safe and comfortable transit facilities.	Provide transit stop locations within and/or bordering the project boundary.	**Criterion Implemented.** The Valle Verde facility is presently served by an MTD bus stop.
Credit 8: Transportation Demand Management	1 to 2 Points	Reduce energy consumption and pollution from motor vehicles by encouraging use of public transit.	Create and implement a comprehensive transportation demand management (TDM) program for the project aimed at reducing weekday peak period trips by at least 20% compared to the forecasted trip generation for the project without the TDM strategies; and fund for a minimum of three years following buildout of the project	**Criterion Not Applicable.** The proposed project would generate eight (8) a.m. peak hour trips and 12 p.m. peak hour trips. Due to the very small number of peak hour trips generated by the project, the implementation of a TDM program is not warranted.
Credit 9: Access to Civic and Public Spaces	1 Point	Provide a variety of open spaces close to work and home to facilitate social networking, civic engagement, physical activity and time spent outdoors.	Locate and/or design projects so that passive use space, such as a square, park, paseo or plaza, at least 1/6 acre in area, is located within a 1/4 –mile walk of 90% of planned and existing dwelling units.	**Criterion Implemented.** Existing and proposed residences on the Valle Verde campus have access to a variety of passive open space areas that are distributed throughout the project site.
Credit 10: Access to Recreation Facilities	1 Point	Provide a variety of recreation facilities close to home to facilitate physical activity and social networking.	Locate and/or design the project so that a publicly accessible outdoor recreation facility at least one acre in area, or a publicly accessible indoor recreation facility of at least 25,000 square feet, lies within a 1/2–mile walk of 90% of new and existing dwelling units.	**Criterion Implemented.** The Valle Verde facility provides a wide variety of indoor and outdoor recreation facilities available to residents.
Credit 11: Visitability and Universal Design	1 Point	Enable the widest spectrum of people, regardless of age or ability, to more easily participate in their community	Throughout new homes, include the following types of accessibility features:	**Criterion Implemented.** Proposed units would be designed specifically for retired adults and would include

Table 7.2-1
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Criterion	Possible Points	Intent	Requirements	Consistency Evaluation
		life by increasing the proportion of areas that are usable by people of diverse abilities.	• Easy-to-grip lever door handles. • Easy-to-grip cabinet and drawer loop handles. • Motion-detector lighting. • Minimum 32-inch door openings • Interior floor surfaces that provide easy passage for a wheelchair or walker.	the types of design features identified by this criterion.
Credit 12: Community Outreach and Involvement	1 to 2 Points	Encourage community participation in the project design and planning and involve the people who live in a community in deciding how it should be improved or how it should change over time.	Meet with adjacent residents and local public officials to solicit input on the proposed project during the pre-conceptual design phase, and Host an open community meeting during conceptual design phase to solicit input on the proposed project, and Modify the project design as a direct result of community input, or if modifications are not made, explain why community input did not generate design improvements.	**Criterion Implemented.** A public hearing was conducted by the City prior to the start of the environmental review process to obtain comments from interested parties regarding the proposed project. Additional hearings regarding the proposed project will be conducted that will facilitate public input regarding the proposed project.
Credit 13: Local Food Production	1 Point	Promote community-based and local food production to minimize the environmental impacts from	Establish CC&Rs or other forms of deed restrictions that do not prohibit areas for growing produce, including	**Criterion may be Implemented.** The project could allow gardens to be established on patios, balconies,

Table 7.2-1
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Criterion	Possible Points	Intent	Requirements	Consistency Evaluation
		transporting food long distances and increase direct access to fresh foods.	greenhouses, on any portion or area of residential front yards, rear yards, side yards, balconies, patios or rooftops. Greenhouses, but not gardens, may be prohibited in front yard areas that face the street.	etc. The design of the proposed project would not facilitate the implementation of large-scale facilities such as greenhouses. Valle Verde has implemented food buying programs the emphasize purchasing produce from local sources.
Credit 14: Tree-Lined and Shaded Streets	1 to 2 Points	Encourage walking, bicycling, and transit use and discourage excessive motoring speeds, reduce urban heat island effects, improve air quality, increase evapotranspiration and reduce cooling loads in buildings.	Provide street trees on both sides of at least 60% of new and existing streets.	**Criterion Implemented.** Consistent with the requirements of this criterion, the proposed project would provide trees adjacent to streets, parking lots and buildings.
Credit 15: Neighborhood Schools	1 Point	Promote community interaction and engagement by integrating schools into the neighborhood.	Locate or design the project so that at least 50% of the project's dwelling units are within ½ mile walk distance of an existing or planned school.	**Criterion Not Applicable.** Valle Verde is a community for retired adults and school-aged children do not reside on the project site.

(1) List of Diverse Uses

Bank
Child care facility (licensed)
Community/civic center
Convenience store
Hair care
Hardware store
Health club or outdoor recreation facility
Laundry/dry cleaner
Library
Medical/dental office
Pharmacy (stand-alone)
Health club or outdoor recreation facility
Laundry/dry cleaner
Place of worship
Police/fire station
Post office
Restaurant
School
Senior care facility
Supermarket
Theater

Sustainability Evaluation Conclusion

Energy used to construct the Valle Verde project would not be excessive and mitigation measures identified by the Initial Study prepared for the project would further reduce project-related short-term energy demands. The Valle Verde facility uses photo-voltaic and solar heating systems, further reducing its energy consumption requirements. By providing services on the project site such as dining, banking and recreation opportunities, additional energy savings are realized by reducing vehicle trips off of the project site. Based on these design characteristics, the project would not result in inefficient, wasteful or unnecessary energy use.

The Valle Verde project would implement a variety of smart growth development principles, including the use of a previously developed site in an infill setting; providing residential development in proximity to existing utilities, urban services, streets, transit, and recreation facilities; minimizing habitat-related impacts; and providing a design that encourages walking and social interaction. The project would partially implement smart growth-related objectives related to avoidance of steep slopes and habitat restoration. Smart growth objectives that would not be implemented by the project generally apply to street system design that are not applicable to the campus setting of the Valle Verde facility. Overall, the proposed project would implement all of the smart-growth criteria that are considered prerequisites by the LEED-ND program, and would also implement or at least be partially consistent with most of the smart growth evaluation criteria prescribed by the LEED-ND program. Therefore, the Valle Verde project should be considered to be consistent with the City's sustainable development objectives related to energy use and the design of new development.

8.0 IMPACTS FOUND TO NOT BE SIGNIFICANT

An Initial Study was prepared for the Valle Verde project in accordance with the requirements of *CEQA Guidelines* section 15063 to evaluate the potential for the project to result in significant environmental impacts. The Initial Study determined that the project has the potential to result in significant environmental effects. Therefore, this Environmental Impact Report has been prepared as required by *CEQA Guidelines* sections 15080 *et seq*. A copy of the Valle Verde Initial Study is provided in Appendix "A" of this EIR. The Initial Study identified potentially significant adverse environmental impacts that could result from the project; potentially significant adverse impacts that can feasibly be reduced to a less than significant level with proposed mitigation measures; and impacts that would not be significant.

Potentially Significant Impacts. The Initial Study determined that the Valle Verde project would have the potential to result in significant adverse environmental impacts, and those impacts would require evaluation in an EIR. The environmental issue areas identified by the Initial Study for further evaluation include:

- Biological Resources
- Transportation/Circulation

As a result of the environmental review scoping process, an evaluation of the proposed project's aesthetic impacts was added to the EIR. Analysis of the proposed project's effects related to these environmental issue areas is provided in Section 5.0 of this EIR.

Impacts That Can Be Reduced To a Less Than Significant Level. The Initial Study identified potentially significant project-related environmental impacts that could be reduced to a less than significant level by incorporating mitigation measures into the design, construction plans and/or operation of the project. Environmental issue areas identified as having potentially significant but mitigable impacts include:

- Aesthetics
- Geophysical Conditions
- Hazards (fire)
- Noise (short-term)
- Public Services (short-term solid waste disposal)

A summary of the analysis provided by the Initial Study and proposed mitigation measures for the issue areas listed above is provided in Section 8.1. Please refer to the Initial Study (EIR Appendix A) for the complete issue area analysis.

Less Than Significant Impacts. The Initial Study determined that the Valle Verde project would not result in significant environmental impacts regarding the following issue areas.

- Air Quality and Greenhouse Gas Emissions
- Cultural Resources
- Population and Housing
- Recreation
- Water Environment

A summary of the analysis provided by the Initial Study for these environmental issue areas is provided below. Please refer to the Initial Study (EIR Appendix A) for the complete issue area analysis.

8.1 IMPACTS THAT CAN BE REDUCED TO A LESS THAN SIGNIFICANT LEVEL

8.1.1 Geophysical Conditions

Seismic Hazards. The potentially active Lavigia fault has been mapped south of the project site in the mid-slope area of Campanil Hill. A trenching investigation (Fugro, 2006 and 2008, Initial Study Appendix H) conducted on the Rutherford property portion of the project site did not encounter the fault and it was determined that the project would have a low potential to experience ground rupture due to fault movement.

It is likely that the proposed buildings and structures will experience the effects of earthquake-related ground shaking during the life of the project. Similar to other development projects in the region, this impact can be reduced to a less than significant level by complying with applicable building code requirements. Due to the depth of ground water below the project site, there is also a low potential for the site to experience earthquake-induced liquefaction. Compliance with building and foundation preparation regulations (i.e., building code requirements) and recommendation provided by the geotechnical reports prepared for the project would further reduce the potential for liquefaction-related impacts. Proposed mitigation measure GEO-1 requires that the project comply with applicable requirements of the California Building Code and the recommendations provided by the project-specific geotechnical report.

The elevation of the project site is above the expected height of seismic sea wave run-up, and there are no large water bodies on or adjacent to the project site that would have the potential to result in a significant seiche impact.

Slope Stability. The geotechnical reports prepared for the Valle Verde project indicate that the project site is located in an area with a high landslide potential due to the presence of weak, erodible bedrock materials of the Santa Barbara Formation, and the moderately to steep sloping terrain on the site.

The geotechnical reports indicated that that there are no mapped landslides on the ascending slopes located on the west side of the proposed development area, including the Rutherford parcel, the proposed Maintenance Building area, or on the north area of the Valle Verde campus. According to the reports, observed on-site subsurface conditions do not support the potential for large-scale landslides. However, there are numerous older and recent landslides mapped in the Rincon Formation along the north flank of Campanil Hill south of the project site. The areas of active landsliding on the Campanil Hill slope are believed to be substantially southeast of the Rutherford property so that it would be highly unlikely that there are landslide hazards south of Torino Drive that would directly impact the proposed residential development on the Rutherford property, including the proposed access from Torino Drive. Impacts from deep seated landslides are considered to be a less than significant impact.

Shallow slope instabilities, earth flows, and erosional features consistent with the moderate to steep slopes of the Santa Barbara Formation to the west of the project site are likely to be present on the ascending slopes above the proposed development areas. The geotechnical reports determined that these surficial stability hazards could significantly impact proposed development areas if design recommendations outlined in the reports are not implemented. Proposed mitigation measure GEO-1 requires the applicant to submit final plans in substantial conformance with the recommendations of the geotechnical reports. Therefore, impacts from shallow slope instabilities, earthflows, and erosional features were determined to be a significant but mitigable impact.

8.1.2 Hazards

The Valle Verde campus is located north of and adjacent to the City-designated "Coastal Zone" Fire Hazard Area. The City of Santa Barbara Fire Department *Wildland Fire Plan* (2004) provides the following description of the Coastal Zone fire hazard area:

> *The Coastal Zone includes the Campanil Hill and Hidden Valley area and in addition, includes the area north of Hidden Valley which is included in the City of Santa Barbara Annexation Plan.*
>
> *The potential fire behavior in this zone is considered moderate to high depending on weather conditions. The majority of fuels are moderate and intermixed with residential areas; slopes range from 10 to 35 percent, and aspects in this zone vary. The ocean influence dominates this area for much of the year, however, there are a number of canyons directly aligned to periodic hot dry wind conditions that occur during our late summer and fall months. This zone has many pockets of moderate fuel made up of chaparral, and landscape vegetation. Isolated areas of heavy fuel consisting of eucalyptus and oak vegetation increase the hazard in specific areas within this zone.*

The Valle Verde Campus is not part of this high fire hazard area, however, the dense oak woodland and coastal sage scrub vegetation adjacent to proposed development on the Rutherford parcel presents an increased level of fire hazard risk.

Valle Verde has conducted fuel management activities along the western border of the campus for the past 10 years, and the managed area varies in width from 100 to 150 feet. The maintenance of this defensible space has removed ground covers and shrub material and resulted in limbing oak trees up to seven feet above the ground. This type of vegetation management is typical for high fire hazard zones and is consistent with regulatory requirements, such as Public Resources Code Section 4291. This regulation specifies that a 100-foot wide defensible space area be maintained, and that greater distances may be provided.

The Santa Barbara Fire Department reviewed the proposed Valle Verde development plans and determined that the project site is subject to a relatively high fire risk impact. The City's Wildland Fire Specialist evaluated the project and identified an appropriate defensible space clearance for proposed structures located along the western border of the proposed development area. This review determined that the previous amount of vegetation management is not necessary to protect the proposed structures. Based on existing vegetation and topography, it was determined that a 75-foot defensible space area would be adequate to provide wildland fire protection for existing and proposed structures on the Valle Verde project site. Mitigation measure HAZ-1 provided by the Initial Study requires that the proposed project adhere to the Fire Department's landscape guidelines and fuel management standards. Compliance with this measure would reduce project-related fire hazard impacts to a less than significant level.

A high pressure gas line is located along the south side of Torino Drive near the Rutherford parcel. The construction and maintenance of natural gas pipelines is regulated by agencies other than the City of Santa Barbara, including federal requirements provided by Title 49, Parts 191 and 192 of the Transportation of Natural and Other Gas by Pipeline regulations (49CFR192). Recent events in the City of San Bruno have demonstrated that an accident involving a high pressure natural gas pipeline can have a catastrophic effect. However, the likelihood of such an event occurring is extremely low. Such a high consequence but low probability event is not considered to have a significant impact on the proposed project because the project would not increase the potential for an accident to occur and would not substantially increase the effects of an accident should one occur during the lifetime of the proposed project.

8.1.3 Noise

Noise during construction is generally intermittent and sporadic, and after the completion of initial grading and site clearing activities, noise levels are generally reduced. Grading activities on the Valle Verde project site would result in short-term

noise impacts to receptors in the area, primarily the residences in the adjacent Hidden Oaks neighborhood.

Demolition and grading operations have the potential to result in noise levels of 80-90 dBA measured at a distance of 50 feet from the noise source. Based on a noise source of 90 dBA at a location where the existing residence on the Rutherford parcel is located, and a separation distance of approximately 200 feet to the nearest residence in the Hidden Oaks neighborhood, peak construction noise at the adjacent residence would be approximately 78 dBA. Noise from construction of the proposed project components would generally result in noise levels that are lower than demolition and grading operations, but noise impacts to nearby residences would still have the potential to occur. Therefore, the Initial Study determined that noise from demolition, grading and construction operations would result in significant but mitigable noise impacts.

The implementation of proposed mitigation measures for project-related construction noise would be capable of reducing temporary peak construction noise impacts to sensitive receptors located on the project site and adjacent to the project site to a less than significant level. These measures include requirements to provide advance notice of construction activities to nearby residents (N-1); limitations on construction hours and days for noise-generating activities (N-2); construction equipment noise control (N-3); and the use of noise barriers when determined necessary (N-4).

8.1.4 Public Services

Construction and demolition activities required to implement the proposed project would generate a substantial amount of solid waste. Waste generated by new construction, remodeling and demolition result in one of the greatest challenges to the City related to maintaining existing solid waste diversion rates.

The County of Santa Barbara has adopted guidelines to estimate the amount of solid waste generated by construction and demolition projects. Based on those guidelines, it is estimated that proposed Valle Verde would generate approximately 1,221 tons of construction-related solid waste. The County of Santa Barbara's significance thresholds indicate that a project that generates more than 350 tons of construction and demolition debris would result in a significant solid waste disposal impact. Using this threshold of significance, the proposed project would result in a significant short-term solid waste disposal impact.

Proposed mitigation measure PS-1 requires that the Valle Verde project implement construction and demolition waste material recycling measures to the extent feasible, and achieve a 90 percent material recovery rate. With the implementation of this measure, short-term waste disposal impacts of the project would be reduced to a less than significant level.

8.2 LESS THAN SIGNIFICANT IMPACTS

8.2.1 Air Quality and Greenhouse Gas Emissions

Short-Term Emissions. Proposed grading, paving, and landscaping activities would have the potential to result in localized dust-related impacts and particulate matter (PM_{10} and $PM_{2.5}$) emissions. Using the URBEMIS 9.2.4 computer model, it was estimated that the project's PM_{10} emissions would be approximately 1.08 tons per year, and $PM_{2.5}$ emissions would be approximately 0.19 tons per year. To ensure that dust-related impacts remain less than significant, the Initial Study provides recommended dust control measures AQ-1 through AQ-24. These requirements are also included as standard conditions of approval.

Construction equipment would also emit NO_x and ROC. Using the URBEMIS 9.2.4 computer model, it was estimated that the proposed construction activities would generate approximately 2.52 tons of NO_x per year and 0.48 tons of ROG per year. These emissions would be substantially lower than the 25 tons per year short-term emission guideline used by the Santa Barbara Air Pollution Control District. Therefore, the project's impacts related to short-term emission impacts would be less than significant.

Long-Term Emissions. Long-term emissions of the Valle Verde project would result primarily from motor vehicle trips generated by the project. Using the URBEMIS 9.2.4 computer model, it was estimated that the long-term vehicle emissions of ROC would be 5.4 pounds per day, and NO_x emission would be 1.8 pounds per day. These emissions are substantially below the significance threshold of 25 pounds per day adopted by the APCD and the City of Santa Barbara. Therefore, the proposed project would have a less than significant long-term air quality impact.

Greenhouse Gas Emissions. On March 18, 2010, Appendix G of the CEQA Guidelines were amended to include two thresholds related to project-related emissions of greenhouse gases:

> *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*
>
> *Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

The California Air Resources Board has determined that for the purposes of implementing AB 32, it is estimated that the 1990 level of greenhouse gas emissions in California was 427 million metric tons of carbon dioxide equivalents. Therefore, the target level for AB 32 emission reductions is also 427 million metric tons of carbon dioxide equivalents. The Air Resources Board staff has also estimated the State's greenhouse gas emissions in 2020 without the implementation of additional greenhouse gas reduction strategies. The 2020 "business-as-usual" estimate is approximately 596

million metric tons of carbon dioxide equivalents. The difference between the 2020 "business-as-usual" estimate and the 1990 emissions level is approximately 169 million metric tons and this is California's emission reduction goal. To achieve this reduction goal, a 30 percent statewide reduction in greenhouse gas emissions is required when compared to estimated business-as usual emissions that would occur in 2020 (CARB, 2008).

The Initial Study prepared for the Valle Verde project estimated that the project would generate approximately 554 tons of CO_2 per year from mobile sources (vehicles), area sources (water heating and space heating equipment) and construction equipment, which is equivalent to 0.0005 million metric tons. Additionally, the project would indirectly result in the generation of approximately 223 tons of CO_2 per year from electrical use. The project's estimated combined CO_2 emissions would be approximately 777 tons per year, or approximately 0.0007 million metric tons. In conclusion, the CO_2 emissions of the proposed project are very small and would not substantially interfere with the State's CO_2 emission reduction goals required to comply with AB 32. The project would include recycling of construction waste, the use of energy conserving construction materials, solar panels to decrease reliance on CO_2 generating power sources, and accessory uses that would reduce vehicle trips by providing resident-serving facilities on-site (meals, laundry, etc.) to reduce energy use and associated CO_2 emissions. Therefore, the Valle Verde project would not generate greenhouse gas emissions that would have a significant impact on the environment, or conflict with applicable City programs intended to reduce emissions of greenhouse gases.

8.2.2 Cultural Resources.

Archaeological Resources. The project site was surveyed to detect the presence of prehistoric and historic cultural materials. The survey did not detect the presence of any resources. Based on absence of prehistoric cultural remains, as well as the overall good to excellent reliability of the ground surface survey, the report concluded that the proposed project would not result in significant impacts to important historic or prehistoric cultural resources. However, there is a remote possibility of encountering unknown buried deposits during initial ground disturbing activities. For this reason a recommended mitigation measure has been provided that would require work in the area of an encounter cultural resource to be suspended, that a professional archaeologist be consulted, and that appropriate resource management practices by implemented.

Historic Resources. The existing residence on the Rutherford property would be demolished. A historic structures/site report prepared for the project determined that the house does not have historic significance. Therefore, the house is not considered to be a historic resource pursuant to CEQA standards, and demolition of the structure would not result in a significant impact.

8.2.3 Population and Housing

The Valle Verde project would result in the removal of seven on-site residences, including four studio units, the single-family dwelling on the Rutherford parcel, and two independent living units. The proposed project would provide 40 new dwelling units, resulting in a net gain of 33 dwelling units in the City. Therefore the project would have no housing- or population-related impacts.

8.2.4 Recreation.

The Valle Verde campus is a unique residential development as there are various on-site passive and active recreation opportunities for residents. There are extensive walkways throughout the campus, gazebos that are used for informal gatherings, a theater, a gymnasium, a pool, gardens, outdoor activity areas, and other facilities. Therefore, any increase in park and recreation demand associated with the proposed project would be less than significant.

8.2.5 Water Environment

Short-Term. The entire Valle Verde campus drains to Arroyo Burro Creek. Project-related grading activities would have the potential to result in erosion and sedimentation that could adversely affect the water quality of the creek. The City requires the implementation of erosion control measures as standard conditions of approval and these measures were included in the Initial Study as recommended mitigation measures. Numerous federal, state and local regulatory programs have also been established to minimize impacts to water quality resulting from construction operations. Compliance with applicable regulations and the recommended mitigation requirements included in the Initial Study would reduce the potential for short-term construction-related water quality impact to a less than significant level.

Long-Term. The City and State require that projects provide on-site capture, retention, and treatment of storm water. Pursuant to the City's Storm Water Management Plan (SWMP) and the NPDES General Permit for Storm Water Discharges, the City requires that any increase in stormwater runoff (based on a 25-year storm event) be retained on-site and that projects be designed to capture and treat the calculated amount of runoff from the project site for a one-inch storm event over a 24-hour period.

A preliminary hydraulic report prepared for the Valle Verde project calculated the pre- and post-development storm runoff rates for the 10-, 25-, 50- and 100-year return period storm events. The analysis concluded that the project would result in an increase in storm water runoff due to an increase in impervious surface area from 4.43 acres of to approximately 5.16 acres.

To maintain pre-development runoff levels, a detention basin has been proposed on the Rutherford parcel. The detention basin would be approximately 16' x 104' and

would be located under the proposed guest parking area on the Rutherford property. Outflow from the detention basin would be via an outlet pipe that would carry storm water to the existing storm drain system on Torino Road. The hydraulic report indicates that routing runoff from the Rutherford parcel tributary area through a detention facility would reduce peak runoff rates to below pre-development levels.

Following project approval, grading and construction drawings and public improvement plans for the proposed project would be reviewed and subject to approval by City Building and Public Works staff to assure compliance with applicable codes and standards. Sufficient engineered design shall be provided to ensure that the project does not result in significant long-term effects related to increased runoff, erosion and sedimentation, urban water quality pollutants, or groundwater pollutants. These measures are standard conditions of approval and included in the Initial Study as recommended mitigation measures. Therefore, long-term impacts related to drainage were considered to be less than significant.

9.0 ALTERNATIVES

Section 15126.6(a) of the *CEQA Guidelines* states that "*an EIR shall describe a range of reasonable alternative to the project or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives*." The EIR is to consider a "reasonable range" of alternatives to foster informed decision-making and public participation.

CEQA requires the City to identify feasible alternatives that will avoid, or at least lessen, significant impacts associated with the project. CEQA defines "feasible" in the statute (PRC 21061.1) and in the CEQA Guidelines as follows:

> *" 'Feasible' means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental legal, social and technological factors."*

The City must determine what represents a feasible alternative, taking into account factors such as legal, housing, and social constraints as well as costs and engineering feasibility with available information. EIR's are only required to include analysis of alternatives that are "potentially" feasible and meet the overall project objectives. It is the public agency (Planning Commission), not an EIR, that bears the responsibility for making definitive findings as to whether specific economic, legal, housing, social, technological, or other considerations make infeasible or feasible the "potentially feasible mitigation measures or alternatives identified in an EIR. A decision-making body can, therefore, support a finding of infeasibility or feasibility (particularly with respect to economic, social and housing factors) with information outside the EIR, so long as such information appears somewhere in the administrative record. This EIR focuses on potential feasibility of mitigation measures and alternatives of the Valle Verde project with respect to technological and environmental factors. However, this EIR does not make any final determinations on the feasibility of alternatives presented, particularly with respect to economic, social and housing factors that need to be considered in any final analysis of feasibility. These factors will be considered by the Planning Commission during their comprehensive review of the proposed project at public hearings following completion of the Final EIR.

The City must also evaluate how an alternative may affect meeting the overall project objectives. An alternative cannot be dismissed simply because it prevents the project objective from being fully realized, nor can an alternative be rejected because it would not achieve all of the project objectives. As described in Section 3.6, the primary objectives of the Valle Verde project include:

1. Enhance facilities provided on the campus site.

2. Meet a portion of Santa Barbara's need for senior housing.

Other objectives of the proposed project also include:

3. Maintain the balance of outdoor campus space for pedestrian activities and enhance the aesthetics of new development.

4. Maintain single-story architecture for housing and amenities to best serve the physical and independent needs of the residents.

5. Continue to be a good neighbor by maintaining neighborhood compatibility.

6. Implement best management practices campus-wide.

9.1 ALTERNATIVES TO BE EVALUATED

Five alternatives to the Valle Verde project have been evaluated in this EIR:

- **No Project – No Development.** The "No Development" scenario assumes that no new construction occurs on the project site. Under this alternative, no new residences would be provided, no changes to existing facilities would occur, and the project site remains in its current condition.

- **No Project – Existing CUP Buildout.** Under this alternative, 40 additional independent living units, similar to the number of new units that would be provided by the proposed project, would be provided on the project site. The 40 new units, however, would be developed by making interior modifications to residential buildings that presently exist on the project site. A total of 253 independent living units would be provided by this alternative, which would not exceed the 254 units allowed on the project site by a CUP (as amended) that was approved in 1984. The proposed project would provide a total of 251 independent living units.

- **Reduced Biological Resource Impacts – Eliminate the Proposed Driveway Connection to Torino Drive.** The objective of this alternative is to minimize impacts to oak trees and other biological resources located on the Rutherford parcel portion of the project site. This would be accomplished by eliminating a proposed driveway (Mesa Verde) that would connect to Torino Drive. The alternative access to proposed units on the Rutherford parcel would be provided by using an existing private street that connects with Torino Drive (Calle Sastre) and by reconstructing an existing driveway that extends westward from a location near the northern end of Calle Sastre.

- **Reduced Biological Resource Impacts – Relocate Proposed Residential Units on the Project Site.** The objective of this alternative is to minimize

impacts to biological resources located along the western border of the project site. Proposed units that would result in substantial impacts to important biological resources, including oak trees, oak woodland habitat, and coastal sage scrub habitat would be relocated to new locations on the previously developed portions of the Valle Verde campus.

- **Reduced Biological Resource Impacts – Reduced Fuel Management Zone Width.** The objective of this alternative is to minimize impacts to oak woodland and coastal sage scrub habitat located along the western border of the project site. This objective would be achieved by reducing the width of the proposed fuel management zone from 75 to 50 feet. Along with the reduced fuel management zone width, the project would implement various construction techniques required for structures located within or adjacent to high fire hazard zones.

9.2 ALTERNATIVES REJECTED FROM FURTHER CONSIDERATION

Several additional alternatives to the proposed project were considered but rejected from further analysis because the alternatives would not be feasible, or would not attain most of the basic objectives of the project.

Alternative Project Site. The alternative of developing new residential units at an alternative site was determined to not be feasible because the cost of obtaining a parcel large enough to accommodate 40 single-story residential units would likely preclude implementation of the project. In addition, an alternative project site would not implement the project objective of enhancing existing facilities provided on the Valle Verde campus.

Reduced Number of Residential Units on the Project Site. The analysis of project-related environmental impacts provided in EIR Section 5.0 (Environmental Impacts and Mitigation Measures) and Section 7.0 (Impacts Found not to be Significant) determined that proposed mitigation measures would feasibly reduce the significant aesthetic and biological resource impacts of the proposed project to a less than significant level. The EIR analysis also concluded that the proposed project would not result in significant traffic-related impacts, therefore, no mitigation measures are required for this issue area.

CEQA Guidelines section 15041(c) requires that "*…a Lead or Responsible Agency shall not reduce the proposed number of housing units as a mitigation measure or alternative to lessen a particular significant effect on the environment if that agency determines that there is a another feasible, specific mitigation measure or alternative that would provide a comparable lessening or the significant effect.*" Since all of the proposed project's environmental impacts can be feasibly reduced to a less than significant level with the implementation of proposed mitigation measures, CEQA

specifically precludes the evaluation of an alternative that would reduce the number of units included in the proposed project.

Project Redesign – Provide Two-Story Units. This alternative was rejected from further evaluation because providing residential units with two stories and stairs would not be "age appropriate" for the retired adult residents of the proposed units. Adding elevators to individual buildings would be cost-prohibitive, and combining units into larger structures with shared elevators would result in the development of structures that would be out of scale with the size and proportions of the existing residences provided on the Valle Verde campus. A design option that resulted in the development of two-story residences would also conflict with the project objective to maintain single-story architecture on the project site.

Project Redesign – No Zoning Modifications. This type of alternative was rejected from further consideration because the requested zoning modifications (building setback and separation standards) would not result in significant environmental impacts.

Reduced Traffic Impacts. The analysis of traffic-related impacts provided in EIR Section 5.3 determined that the proposed project would not result in significant traffic generation, parking or safety-related impacts. Therefore, alternatives with an overall objective of minimizing traffic-related impacts (e.g., reduce the number of proposed units, eliminate other project components that would generate traffic) were rejected from further consideration.

Reduced Aesthetic Impacts. The analysis of aesthetic-related impacts provided in EIR Section 5.1 determined that the only project-related aesthetic impact would result from the removal of specimen/skyline trees located on the project site, and that impact can be reduced to a less than significant level by implementing a mitigation measure identified by the Initial Study prepared for the Valle Verde project. Alternatives to minimize impacts to mature trees are considered in conjunction with the Reduced Biological Resource Impacts alternatives described in Section 9.1. Therefore, additional alternatives with an overall objective of reducing impacts to visual resources were rejected from further consideration.

9.3 NO PROJECT ALTERNATIVES

CEQA Guidelines section 15126.6(e) requires that an EIR evaluate a "No Project" alternative. The purpose of this alternative is to "*allow decision-makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project.*" Two "No Project" Alternative scenarios are presented below.

9.3.1 No Project Alternative – No Development

Under the "No Development" scenario, no new uses would be established at the project site and existing campus facilities would remain in their current condition. This alternative would:

- Avoid significant but mitigable aesthetic and biologic impacts resulting from the removal of oak trees and other specimen/skyline trees.
- Avoid significant but mitigable impacts to oak woodlands and coastal sage scrub, and less than significant impacts to non-native grassland.
- Avoid significant but mitigable impacts to nesting birds and sensitive reptile species, including silvery legless lizards and coast horned lizards, which have the potential to be located on the project site.
- Avoid significant but mitigable impacts to two sensitive plant species (Santa Barbara honeysuckle and mesa horkelia) that have the potential to be located on the project site.
- Avoid the proposed project's less than significant traffic-related impacts.
- Avoid the proposed project's significant but mitigable impacts related to geological hazards, wildfire, construction noise and short-term solid waste disposal.

The "No Development" scenario would avoid all of the impacts of the proposed project. However, implementation of the "No Development" scenario is not required to avoid the significant impacts of the proposed project because all identified impacts can be reduced to a less than significant level with the implementation of proposed mitigation measures. In addition, the project-related benefit of providing housing for retired adults and the dedication of 9.8 acres of oak woodland to restrict future development potential would not occur if this No Project scenario was to be implemented.

9.3.2 No Project Alternative – Existing CUP Buildout

Introduction

A CUP was approved in 1984 for the Valle Verde facility that allowed the construction of a 28-unit apartment complex and other facilities located on the project site. With the approval of the CUP, the Valle Verde facility was permitted to provide a total of 254 independent living units. Since 1993, a number of changes have been approved for the Valle Verde campus through the City's Substantial Conformance Determination process. Changes to the campus have included adding bathrooms to existing units; converting existing units to other uses such as a wellness clinic and archive

storage; and combining small independent living units into a single unit. Over time, these changes have decreased the number of independent units provided on the project site from 254 to 213.

Under this No Project scenario, 40 independent living units would be provided on the project site, similar to the number of new units that would be provided by the proposed project. However, the 40 new units would be created by reconverting single units back into two smaller units. This conversion would be accomplished by making only interior modifications to existing residential buildings, and no expansion of any building footprint would be required. If this alternative were to be implemented, a total of 253 independent living units would be provided on the Valle Verde campus, which would not exceed the 254 units that were previously approved by the 1984 CUP. Only a building permit would be required to implement this alternative, and no discretionary approvals from the City would be needed. Under this alternative, other components of the proposed project, such as the additional Assisted Living facility beds, demolition of the Rutherford house, and other campus-wide improvements, would not be implemented.

Alternative Analysis

Aesthetics. The No Project-CUP Buildout Alternative would only result in interior changes to existing residential structures to provide 40 additional dwelling units on the previously developed portions of the Valle Verde campus. No new buildings, parking areas, changes to other existing buildings, or other alterations to the project site would occur under this alternative. Specifically, no new development would occur on the Rutherford parcel, which would remain in a mostly undeveloped condition.

This alternative would avoid the significant but mitigable impacts of the proposed project resulting from the removal of individual oak trees and other specimen/skyline trees located on the project site. The CUP Buildout Alternative would also avoid the less than significant impacts to views provided from Calle de los Amigos and Torino Drive that would result from the implementation of the proposed project.

Biological Resources. The No Project- CUP Buildout Alternative would result in interior changes to existing residential structures and no exterior changes to the project site would occur. This alternative would avoid all of the significant but mitigable impacts to biological resources that would result from the proposed project, including impacts to individual oak trees, oak woodland and coastal sage scrub habitat, nesting birds and sensitive reptile species, and sensitive plants that have the potential to be located on the project site.

Transportation/Circulation. This section summarizes the traffic impact analysis of the CUP Buildout Alternative that is provided by the traffic report prepared for the proposed project (*Valle Verde Retirement Community EIR Traffic Impact Study*, Iteris, 2010). Please refer to EIR Appendix D to review the complete traffic report.

The analysis of traffic-related impacts that would result from the implementation of this alternative is based on the project area existing and future (2013) traffic conditions that were used for the analysis of the proposed project. The analysis of this alternative uses vehicle trip generation rates similar to those used for the evaluation of the independent living units that would be provided by the proposed project, and also uses similar trip distribution characteristics to assign vehicle trips onto project area roadways. Additional information regarding existing traffic conditions, future traffic conditions, and project-related trip generation and distribution characteristics is provided in EIR Section 5.3.

Vehicle Trip Generation and Distribution. Using the same vehicle trip generation rate for the 40 reconstructed dwelling units that would be provided by this alternative as was used to evaluate the traffic impacts of the proposed project, it was determined that the CUP Buildout Alternative would generate 112 average daily trips, seven (7) a.m. peak hour trips and 12 p.m. peak hour trips. Trip generation characteristics of this alternative are summarized on Table 9.3-1, and trip distribution characteristics of the traffic generated by this alternative are depicted on Figure 9.3-1.

In comparison to the proposed project, which would generate 98 average daily trips, eight (8) a.m. peak hour trips and 12 p.m. peak hour trips, this alternative would generate 14 additional average daily trips and one (1) additional a.m. peak hour trip. There are several reasons for the increase in trip generation characteristics when comparing the proposed project and the CUP Buildout Alternative. As described below and depicted on Table 5.3-5 of EIR Section 5.3.3.3 the differences in trip generation characteristics between the proposed project and this alternative occur because:

- New uses that would be developed by the proposed project (40 dwelling units, four additional Assisted Living beds, and additional Bed and Breakfast rooms) would generate a total of 132 average daily trips, 10 a.m. peak hour trips and 16 p.m. peak hour trips.

- The proposed project would result in the removal of several existing uses from the project site, including the single-family dwelling on the Rutherford parcel, the Hospice facility, and six (6) independent living units. The removal of these uses would decrease the amount of traffic generated by the proposed Valle Verde project by 34 average daily trips, two (2) a.m. peak hour trips and four (4) p.m. peak hour trips.

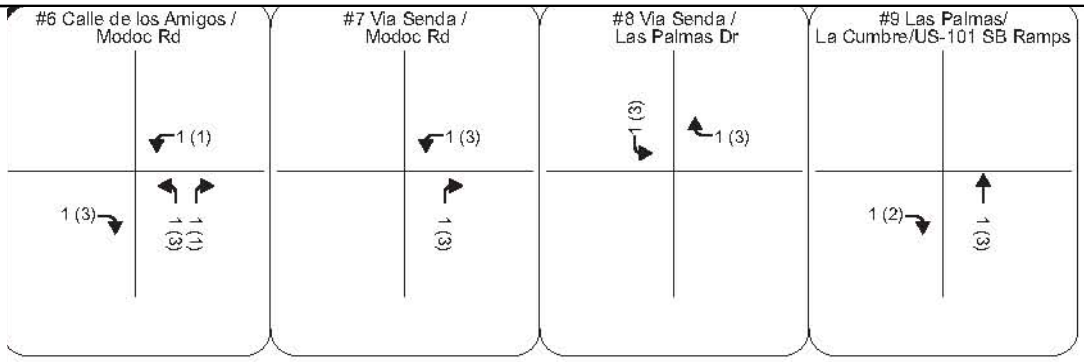
- After deducting removed trips from trips generated by proposed uses, a net increase of 98 average daily trips would occur.

CUP Buildout Project-Specific Traffic Impact Analysis. The traffic that would be generated by the CUP Buildout alternative was combined with the Future Without Project traffic volumes described in EIR Section 5.3.3.4. Combining the traffic volumes of both

Table 9.3-1
CUP Buildout Alternative Trip Generation Characteristics

Land Use	Units/ Type	Daily Trips						AM Peak Hour						PM Peak Hour					
		Rate	Trips	In		Out		Rate	Trips	In		Out		Rate	Trips	In		Out	
				Rate	Trips	Rate	Trips			Rate	Trips	Rate	Trips			Rate	Trips	Rate	Trips
Senior Adult Housing - Attached	40 d.u.	2.81	112	0.5	56	0.5	56	0.18	7	0.64	4	0.36	3	0.29	12	0.48	6	0.56	6

Source: Iteris, 2010



Legend

1 - Study Intersection

XX(XX) - AM (PM) Peak Hour Volumes

NOT TO SCALE

Source: Iteris, 2010

City of Santa Barbara

Valle Verde Retirement Community
Project EIR

Figure 9.3-1

CUP Buildout Added Peak Hour Traffic Volumes

scenarios provides the peak-hour traffic volumes on local roadways that would result from the implementation of the CUP Buildout alternative (Future With CUP Buildout).

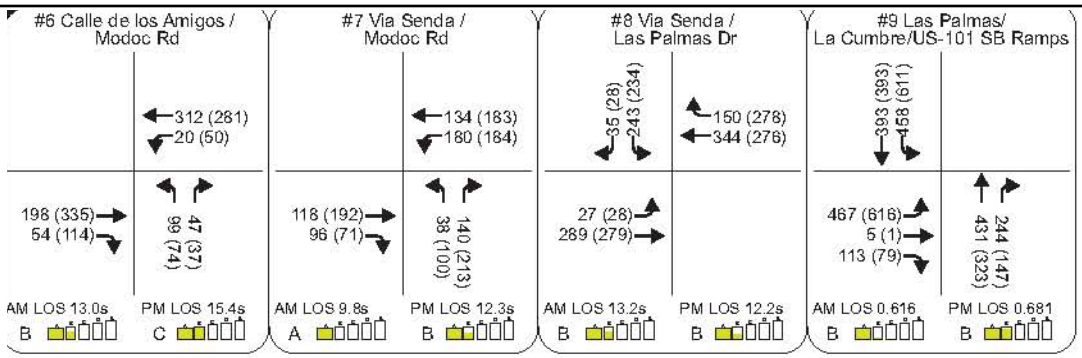
The Future With CUP Buildout traffic operating conditions were analyzed for the weekday AM and PM peak hours at each of the four intersections that were evaluated as part of the project-specific analysis. Figure 9.3-2 illustrates the Future With CUP Buildout Project Peak Hour Traffic Volumes at each of the four study intersections. The levels of service at the four intersections were calculated and are provided on Table 9.3-2. As shown by the table, intersection delays are expected to increase slightly with the addition of vehicle trips generated by the CUP Buildout Alternative. However, the small increase in intersection delays resulting from the implementation of this alternative does not result in a significant traffic impacts. The detailed level of service worksheets for the analyzed intersections are included in traffic report Appendix B (EIR Appendix D).

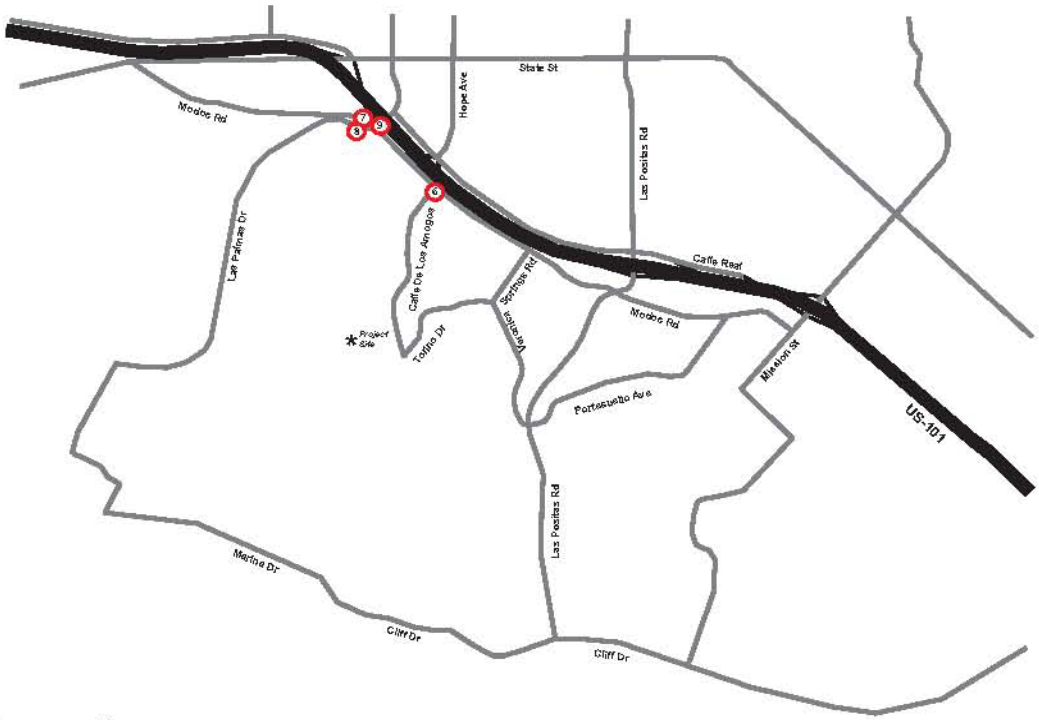
Table 9.3-2
LOS Analysis – Future With CUP Buildout Conditions

Intersection	Future Without Project Conditions				Future With CUP Buildout Conditions					
	Weekday AM Peak Hour		Weekday PM Peak Hour		Weekday AM Peak Hour			Weekday PM Peak Hour		
	LOS	V/C or Avg Delay	LOS	V/C or Avg Delay	LOS	V/C or Avg Delay	Δ V/C	LOS	V/C or Avg Delay	Δ V/C
Calle de los Amigos at Modoc Road[(a)]	B	12.9	C	15.2	B	13.0	0.1	C	15.4	0.2
Via Senda at Modoc Rd[(a)]	A	9.7	B	12.2	A	9.8	0.0	B	12.3	0.1
Via Senda at Las Palmas Dr[(a)]	B	13.2	B	12.2	B	13.2	0.0	B	12.2	0.0
S La Cumbre Rd at Route 101 SB Ramps	B	0.616	B	0.680	B	0.616	0.000	B	0.681	0.001

Note: [a] intersection controlled by stop sign; values represent average delay in seconds.
LOS = Level of Service, Delay = Average Vehicle Delay (Seconds)
V/C = Volume-to-Capacity Ratio for Signalized Intersections.
Source: Iteris, 2010

Proposed Project and CUP Buildout Alternative LOS Impact Analysis Comparison. This subsection provides a comparison of the traffic impacts that would result from the proposed project and the impacts of the CUP Buildout Alternative. The traffic impacts of both scenarios are presented on Table 9.3-3. The comparison of the traffic operation conditions resulting from the two scenarios indicates that although the CUP Buildout alternative would generate slightly more traffic than the proposed project, the proposed Project and the CUP Buildout alternative would have the same effect on V/C ratios and average delay at each of the study intersections. The similarities in traffic operation characteristics results from the very low overall amount of traffic that would be generated by the proposed project and this alternative.





Legend

1 - Study Intersection

XX(XX) - AM (PM) Peak Hour Volumes

AM LOS 0.429 Peak Hr V/C or Del/Veh (seconds)
A Level of Service (LOS)

- LOS A through D
- LOS E
- LOS F

NOT TO SCALE

Source: Iteris, 2010

City of Santa Barbara

Valle Verde Retirement Community
Project EIR

Figure 9.3-2

Future With CUP Buildout Peak Hour Traffic Volumes

Table 9.3-3
Intersection Capacity Analysis Comparison – Proposed Project and the CUP Buildout Alternative

Intersection	Weekday AM Peak Hour			
	Proposed Project		CUP Buildout	
	V/C	Avg. Delay (sec)	V/C	Avg. Delay (sec)
Calle de los Amigos at Modoc Road[(a)]	-	13.0	-	13.0
Via Senda at Modoc Rd[(a)]	-	9.8	-	9.8
Via Senda at Las Palmas Dr[(a)]	-	13.2	-	13.2
S La Cumbre Rd at Route 101 SB Ramps	0.616	26.2	0.616	26.2

Intersection	Weekday PM Peak Hour			
	Proposed Project		CUP Buildout	
	V/C	Avg. Delay (sec)	V/C	Avg. Delay (sec)
Calle de los Amigos at Modoc Road[(a)]	-	15.4	-	15.4
Via Senda at Modoc Rd[(a)]	-	12.3	-	12.3
Via Senda at Las Palmas Dr[(a)]	-	12.2	-	12.2
S La Cumbre Rd at Route 101 SB Ramps	0.681	27.5	0.681	27.5

Note: [a] intersection controlled by stop sign; values represent average delay in seconds.
ICU = Intersection Capacity Utilization, HCM = Highway Capacity Manual, LOS = Level of Service, Avg. Delay = Average Vehicle Delay (Seconds), V/C = Volume-to-Capacity Ratio
ICU results are shown of signalized intersections, while HCM results are shown for stop sign controlled intersections.
Source: Iteris, 2010

CUP Buildout Cumulative Traffic Impact Analysis. The analysis of cumulative traffic impacts that would result from the implementation of the CUP Buildout alternative is based on the existing and future (2013) project area traffic conditions that were used for the analysis of cumulative impacts that would result from the proposed project, along with similar projections related to cumulative development projects in the project area and the traffic generation characteristics of those projects. Additional information regarding the cumulative traffic impact analysis methodology is provided in EIR Section 5.3.4. The cumulative traffic impacts resulting from the CUP Buildout alternative are provided on Table 9.3-4. When compared to the cumulative traffic impacts of the proposed project (EIR Table 5.3-10) it can be seen that the cumulative traffic impacts of this alternative would be the same as the cumulative impacts of the proposed the project.

Table 9.3-4
LOS Analysis – Cumulative Project Conditions With CUP Buildout

Intersection	Future With CUP Conditions				Cumulative Project Conditions			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS	V/C or Avg Delay	LOS	V/C or Avg Delay	LOS	V/C or Avg Delay	LOS	V/C or Avg Delay
Calle de los Amigos at Modoc Road[(a)]	B	13.0	C	15.4	B	13.6	C	16.2
Via Senda at Modoc Rd[(a)]	A	9.8	B	12.3	B	10.0	B	12.8
Via Senda at Las Palmas Dr[(a)]	B	13.2	B	12.2	B	13.6	B	12.5
S La Cumbre Rd at Route 101 SB Ramps	B	0.616	B	0.681	B	0.617	B	0.693

Note: [a] intersection controlled by stop sign; values represent average delay in seconds.
LOS = Level of Service, Delay = Average Vehicle Delay (Seconds)
V/C = Volume-to-Capacity Ratio for Signalized Intersections.
Source: Iternis, 2010

Parking. Implementation of the Existing CUP Buildout alternative would not provide any additional parking spaces on the Valle Verde project site, and the 331 parking spaces presently provided on the project site would be retained in their current configuration. Under this alternative, 253 independent living units and 331 parking spaces would be provided, which would exceed the requirements of the Zoning Ordinance parking standard for senior housing of one parking space for each residential unit. This alternative would comply with the City's parking requirements, however, the project-related benefit of providing additional on-site parking would not occur.

Other Environmental Issue Areas. No new structures would be developed under the CUP Buildout Alternative and no grading would occur on the project site. Therefore, significant but mitigable geologic hazard, short-term construction noise, and potential wildfire hazard impacts of the proposed project would be avoided. Extensive remodeling of existing units would generate a substantial amount of construction and demolition waste, therefore, short-term solid waste disposal impacts would be similar to the significant but mitigable impact of the proposed project.

9.4 REDUCED BIOLOGICAL RESOURCE IMPACTS – ELIMINATE THE PROPOSED DRIVEWAY CONNECTION TO TORINO DRIVE

Introduction

The objective of this alternative is to minimize impacts to oak trees and other biological resources located on the Rutherford parcel portion of the project site. This would be accomplished by eliminating the proposed driveway (Mesa Verde) that would connect to Torino Drive, and by providing access to the Rutherford parcel via an existing private street (Calle Sastre) that also connects with Torino Drive.

The proposed driveway segment that would be eliminated by this alternative would begin at Torino Drive, have a width of approximately 20 feet, and would extend northward approximately 90 feet to a location that would be used for the construction of a seven-car parking lot. The development of the proposed driveway would require the removal of four oak trees that have six- seven-, seven- and 16-inch diameter trunks. The proposed driveway would also have the potential to impact one oak tree that has a 28-inch trunk, and would result in the removal of approximately 1,800 square feet of non-native grassland habitat.

Under the relocated driveway alternative, access to the units proposed for the Rutherford parcel would still be provided from Torino Drive, however, vehicles would enter/exit the project site along Calle Sastre, which is located approximately 450 feet east of the proposed Mesa Verde driveway location. Near the northern end of Calle Sastre, the alignment of an existing driveway would be used to provide access to the Rutherford parcel. The existing driveway extends westward approximately 250 feet up a slope that has a gradient between 10 and 20 percent. The width of the existing driveway varies but it is approximately 10 to 12 feet wide, and the driveway terminates near the location of the existing Rutherford parcel residence.

This existing driveway would be improved as part of the proposed project to be used as a secondary driveway by Valle Verde staff to access the residences developed on the Rutherford parcel with small golf cart-type vehicles. As proposed, the reconfigured driveway would have a width of approximately 10 feet, would have a gradient that varies between two and 15 percent, and a retaining wall approximately 190 feet in length and with a maximum height of seven feet would be provided along the northern side of the roadway. For this alternative, it was assumed that to provide primary access to the Rutherford parcel units, consistent with Fire Department access regulations, the existing driveway would need to be reconstructed to provide a width of approximately 20 feet, similar to the width of the proposed Mesa Verde driveway.

Alternative Analysis

Aesthetics. As described below in the evaluation of impacts to biological resources, the driveway that would be developed under this alternative would require the removal of one oak tree; could result in the removal of one additional oak tree; and would have the potential to impact seven oak trees. The proposed Mesa Verde driveway would result in the removal of four oak trees and would impact one additional oak tree. Both the proposed project and the relocated driveway alternative would result in significant impacts to oak trees and the overall tree removal-related aesthetic impacts of the proposed project and this alternative would generally be similar.

Additional grading would be required to widen the existing driveway to a width of 20 feet. This grading would require the installation of additional retaining walls along the northern (uphill) edge of the driveway. Depending upon the height of the retaining walls, it is possible that they would be visible from view points along Torino Drive. Views of large retaining walls would have the potential to result in less than significant aesthetic impacts that are greater than the impacts of the proposed project.

Biological Resources. A tree survey and impact assessment was prepared for the proposed project (Spiewak, 2008). The tree survey determined the proposed Mesa Verde driveway would require the removal of tree numbers 34, 35, 36 and 37, which have trunk diameters of six-, seven-, seven- and 16-inches, respectively. The tree survey also identified impacts to trees that would result from project-related improvements to the existing Rutherford parcel driveway that would be used to provide secondary access. The proposed project's impacts to trees located along the existing driveway are summarized below.

Based on the results of the proposed project's tree survey and reasonable assumptions regarding grading that would be required to widen the existing on-site driveway that extends between Calle Sastre and the Rutherford parcel, an evaluation of potential oak tree impacts resulting from this alternative was conducted. Provided below is a comparison of the oak tree impacts that would result from project-related driveway alterations and the impacts of the relocated driveway alternative.

- Under the relocated driveway alternative, tree Nos. 22 and 45, which have trunk diameters of 18 and 10 inches, would be impacted due to root zone encroachment. These trees would also be impacted by the proposed project, however, it is likely that impacts to the trees would be increased by this alternative because additional grading along the driveway route would be required.

- This alternative would require that tree No. 24 (10 inches in diameter) be removed. This tree would be impacted (root zone encroachment) by the proposed project.

- Tree No. 175 would likely require removal under this alternative. This tree would be impacted (root zone encroachment) by the proposed project.

- A cluster of five trees is located near the south side of the existing driveway (tree Nos. 28, 29, 30, 31 and 32). Of these trees, No. 32 (20-inches in diameter) would be impacted by the proposed project. Impacts to the other trees would be avoided by implementing the requirements of the proposed tree protection plan. Under this alternative, it is likely that grading required for the driveway would result in increased impacts to the entire cluster of trees.

The proposed Mesa Verde driveway access to the Rutherford parcel would require the removal of four oak trees and would result in impacts to one additional oak tree. The proposed secondary access driveway alignment would impact five additional trees. Access to the Rutherford parcel that would be provided by this alternative would likely result in the removal of two oak trees and impacts to seven oak trees. Overall, the impacts to oak trees that would result from the implementation of the proposed project and the driveway replacement alternative would generally be similar.

The proposed Mesa Verde driveway would result in the removal of approximately 1,800 square feet of non-native grassland. Widening the existing driveway that extends between Calle Sastre and the Rutherford parcel for this alternative would also result in the removal of adjacent grassland habitat. Widening the driveway approximately 10 feet over its entire 250-foot length would result in the permanent removal of approximately 2,500 square feet of non-native grassland. Similar to the proposed project, the removal of the additional non-native grassland would not result in a significant impact, but the overall impact of this alternative would be incrementally increased when compared to the impact of the proposed project.

Transportation/Circulation. The driveway relocation alternative would not alter the number of trips generated by the proposed project and would not affect the distribution of traffic onto roadways in the project area. Therefore, the traffic-related impacts of this alternative would be the same as the impacts of the proposed project.

Other Environmental Issue Areas. The driveway relocation alternative would result in more grading than would be required to implement the proposed project. It is expected that grading-related erosion impacts of this alternative could be reduced to a less than significant level, similar to the impacts of the proposed project. This alternative would not increase or decrease the potential for wildfire to affect the project site, however, under this alternative only one driveway would be provided to serve the residences located on the Rutherford parcel. The absence of a secondary access to serve those residences would have the potential to increase wildfire safety impacts on the project site. Increased grading required to implement this alternative would incrementally increase short-term construction noise when compared to the proposed project. This impact, however, could be reduced to a less than significant level with the

implementation of mitigation measures similar to those required for the proposed project. This alternative would not substantially affect the amount of construction and demolition waste generated by the proposed project.

9.5 REDUCED BIOLOGICAL RESOURCES IMPACTS – RELOCATE PROPOSED UNITS ON THE PROJECT SITE

Introduction

The objective of this alternative is to minimize impacts to biological resources located along the western border of the project site. Proposed residential units that would result in substantial impacts to important biological resources, including oak trees, oak woodland habitat, and coastal sage scrub habitat would be relocated to new locations on the previously developed portions of the project site.

The proposed project would result in the development of five duplex units on the Rutherford parcel (units 6-7, 8-9, 10-11, 12-13 and 14-15); a duplex (units 16-17) and a single family structure (unit 18) adjacent to the northeast corner of the Rutherford parcel; and four single-family units on the west area of the project site (units 31, 32, 33 and 34). Impacts to biological resources that would result from the development of these proposed units are depicted on Figure 5.2-1 and are summarized below.

- **Units 6-7**. The development of these units, along with the adjacent Mesa Verde driveway, would result in the removal of four oak trees. These trees were identified as trees 34, 35, 36 and 37 on the tree survey prepared for the proposed project (Spiewak, 2009).

- **Units 8-9.** The development and maintenance of these units would not result in substantial impacts to individual oak trees, oak woodland of coastal sage scrub habitat.

- **Units 10-11.** These units would impact one oak tree (tree 32) and fuel management activities in the vicinity of the units would impact a very small area of oak woodland and coastal sage scrub habitat.

- **Units 12-13.** Fuel management activities for these units would impact an area of oak woodland and coastal sage scrub habitat.

- **Units 14-15.** The development of these units would result in the removal of one oak tree (tree 23), would impact two other oak trees (trees 22 and 24), and fuel management activities for the units would impact a small area of coastal sage scrub habitat.

- **Units 16-17.** Fuel management activities for this duplex structure would impact oak woodland and coastal sage scrub habitat.

- **Unit 18.** Fuel management activities for this unit would impact oak woodland and coastal sage scrub habitat.

- **Units 31, 32, 33 and 34.** The development of these units would result in the removal of five small oak trees (trees 167, 168, 169, 171, and 174), and fuel management activities for the units would impact areas with oak woodland and coastal sage scrub habitat.

As proposed, the units identified above would result in the removal of ten oak trees, result in impacts to three oak trees, and result in direct and indirect impacts to approximately 8,800 square feet of oak woodland and 5,000 square feet of coastal sage scrub habitat.

The specific units/structures to be relocated under this alternative may vary, however, the units that result in the most substantial impacts would be considered for relocation. Units that do not result in substantial impacts could be left in their current location and if necessary, the proposed design/location of the units could be adjusted slightly to provide increased setbacks from oak trees and/or habitat area to further minimize impacts. Any impacts to biological resources resulting from units that are not relocated would require the implementation of mitigation measures similar to those identified for the proposed project, which would reduce any remaining impacts to a less than significant level.

This analysis has assumed that units 6-7, 12-13, 16-17, 18, 31, 32, 33 and 34 would be relocated to other locations on the project site that do not contain important biological resources. The relocated units could be placed on open areas provided on the previously developed portions of the Valle Verde campus. The relocation of units could also be accomplished by "redeveloping" selected areas of the campus. This would likely entail the demolition of existing buildings and redesigning/constructing new and replacement units in the "redevelopment area" in a more efficient manner.

Alternative Analysis

Aesthetics. This alternative would remove three duplex structures from the western perimeter of the project site, and those units would be relocated to previously developed areas of the Valle Verde campus. The duplex units that would be relocated under this alternative would include the units 6 and 7, which are located closest to Torino Drive; units 12 and 13, which would be the only structure located west of the proposed Mesa Verde access driveway. The relocation of these two structures would decrease the less than significant project-related impacts that would result from the development of new structures on the open space area provided on the Rutherford property. This alternative would also result in the relocation of duplex units 16-17, which are proposed to be located near the northeast corner of the Rutherford parcel.

This alternative would also result in the relocation of proposed single-family units 18, 31, 32, 33 and 34. With the implementation of the proposed project, these units would not be visible from prominent public view points along Calle de los Amigos or Torino Drive. Depending on the relocation sites for these units under this alternative, the visibility of the relocated units as seen from prominent public view points could be increased.

Views of the relocated structures as seen from prominent public view points would not be expected to result in significant aesthetic impacts because the relocated units would be single-story structures that would not substantially interfere with important public scenic views, and the appearance of the structures would be consistent with other development on the Valle Verde campus. It is also possible that the sites used for the relocation of the units identified above could require the removal of mature trees. Similar to the proposed project, however, impacts of this alternative that may result from the removal of specimen/skyline trees could be reduced to a less than significant level by planting replacement trees. Overall, the aesthetic impacts of this alternative would be somewhat reduced when compared to the less than significant impacts of the proposed project because the alternative would minimize new development on the open space area provided on the Rutherford parcel.

Biological Resources. Under this alternative, proposed units 6-7, 12-13, 16-17, 18, 31, 32, 33 and 34 would be relocated to other locations on the project site that do not contain important biological resources. A description of the biological resource impacts that would be avoided or minimized by this alternative is provided below.

- **Units 6-7**. If this duplex structure were to be relocated, it is likely that the proposed Mesa Verde driveway could be realigned, which may avoid the need to remove four oak trees located along the proposed driveway alignment.

- **Units 12-13.** Relocation of this duplex structure would avoid or substantially reduce impacts to oak woodland and coastal sage scrub habitat that would result from required fuel management activities.

- **Units 16-17.** Relocation of this duplex structure would avoid or substantially reduce impacts to oak woodland and coastal sage scrub habitat that would result from required fuel management activities.

- **Unit 18.** Relocation of this structure would avoid or substantially reduce impacts to oak woodland and coastal sage scrub habitat that would result from required fuel management activities.

- **Units 31, 32, 33 and 34.** Relocation of these units would avoid the removal of five small oak trees and eliminate fuel management-related impacts to areas with oak woodland and coastal sage scrub habitat.

The relocation of the units listed above would incrementally reduce the potential for the project to result in significant but mitigable impacts to two sensitive plant species (Santa Barbara honeysuckle and mesa horkelia) that have the potential to be located on the western side of the project site. The units to be relocated would most likely be placed in areas that have been previously been developed, however, it is possible that mature trees would need to be removed from the proposed relocation sites. Similar to the proposed project, impacts of this alternative that may result from the removal of specimen/skyline trees could be reduced to a less than significant level by planting replacement trees. Proposed relocation sites would also need to be selected to avoid or minimize the potential for indirect impacts to riparian habitat that exists adjacent to portions of the project site, such as at the southeast corner of the Valle Verde campus.

Under this alternative, proposed units 8-9, 10-11 and 14-15 would be developed at or near their proposed locations. The development of these units at the proposed locations would have the potential to result in the removal of one oak tree, and impacts to three oak trees. A very small area of coastal sage scrub and oak woodland habitat area could still be impacted by required fuel management activities. These impacts could be reduced to a less than significant level by implementing mitigation measures similar to those identified for the proposed project.

In conclusion, the impacts to biological resources that would result from this alternative would be reduced when compared to the proposed project. The proposed project would result in the removal of 10 oak trees from the western portion of the project site and would also result in impacts to three additional trees. This alternative could require the removal of one oak tree and result in impacts to three other oak trees. This alternative would also reduce impacts to oak woodland and coastal sage scrub habitat resulting from required fuel management activities.

Transportation/Circulation. The dwelling unit relocation alternative would not increase or decrease the number of vehicle trips generated by the proposed project, and would not substantially affect the distribution of traffic onto roadways adjacent to the project site. Therefore, the traffic-related impacts of this alternative would be similar to the impacts of the proposed project.

Other Environmental Issue Areas. This alternative would incrementally reduce the amount of grading required to implement the project because the number of units located on the sloping areas of the western portion of the project site would be reduced. Project-related wildfire hazards would also be reduced somewhat by this alternative because there would be fewer units located in the urban-wildfire interface area that would be created along the western border of the project site. This alternative would reduce grading and construction activities on the western portion of the project site, which would incrementally reduce construction noise impacts to residences west of the site. Demolition of existing units to facilitate structure relocation could incrementally increase the project's short-term solid waste generation impacts. This impact would generally be similar to the impacts of the proposed project and would be reduced to a less than

significant level with the implementation of proposed mitigation measures to recycle construction and demolition waste.

9.6 REDUCED BIOLOGICAL RESOURCES IMPACTS – REDUCED FUEL MANAGEMENT ZONE WIDTH

Introduction

The proposed project would provide a fuel management zone that extends 75 feet from the edge of structures that would be located along the western perimeter of the project site. The purpose of the fuel management zone is to reduce vegetation density and fuel load to minimize the potential for wildfire-related impacts to proposed and existing structures located on and near the project site, and to provide "defensible space" around proposed structures that will facilitate fire suppression activities by the Fire Department in the event of a wildfire in the project area.

The objective of this alternative is to minimize impacts to oak woodland and coastal sage scrub habitat located along the western perimeter of the project site that would result from the implementation of the proposed fuel management plan. This objective would be achieved by implementing a Fire Department-approved fuel management plan that reduces the width of the fuel management zone from 75 feet to a width of 50 feet. The Fire Marshal would consider the approval of a reduced fuel management zone if building construction standards described below are also implemented.

The Fire Department is requiring a fuel management buffer due to the oak woodland/coastal sage vegetation that poses a fire hazard to the proposed structures based on 2007 CA Fire Code, Chapter 3, Section 304.1.2 (as adopted by Ordinance No. 5439). The fuel management area for Valle Verde is a modified fuel management area based on the area just south of Torino road that is considered "Coastal" High Fire Hazard" area.

- **Zone 1 – 0 to 30 Feet.** This area is closest to a structure. It provides the best protection against the high radiant heat that result during a wildfire. Plants should be low growing, irrigated plants. Focus should be on ground covers not more that 12 inches in height or succulents. Use non-flammable materials for paths, patios, and mulch. Trees should not be planted closer than 15 feet from a structure.

- **Zone 2 – 30 to 50 Feet.** Maintain a reasonably open character in this area. Plant low growing ground covers and succulents resistant to fire. Shrubs up to three feet can be planted but should have at least 18 feet spacing between other shrubs or other trees. Shrubs can be planted in clusters not more than 10 feet in diameter, but should have at least 18 feet between clusters. Do no plant shrubs underneath canopy of trees. Trees should be

spaced at least 30 feet apart to prevent crowns from touching once fully grown.

- **Zone 3 – 50 to 70 Feet.** This area should have native and Mediterranean plantings that require irrigation and should not be higher than four to six feet. Shrubs should be spaced at least 18 feet away from each other. Shrubs can be planted in clusters not more than 10 feet in diameter, but should have at least 18 feet between clusters. Trees should be spaced at least 30 feet apart to prevent crowns from touching once fully grown.

- **Zone 4 – 70 to 150 Feet.** This zone is furthest from the structure. Plantings once established need no irrigation. There is no limit to height. Shrubs planting in this area should have 18 feet spacing or be planted in clusters with at least 18 feet spacing. Trees should be spaced at least 30 feet apart to prevent crowns from touching once fully grown.

The proposed project would implement the fuel management activities described above for Zones 1, 2 and 3 (approximately 75 feet from proposed structures). Under this alternative, fuel management activities would occur only in Zones 1 and 2, and no fuel management activities in Zone 3 (50-70 feet from proposed structures) would occur. In addition to the reduced width of the fuel management area, structures along the western perimeter of the project site would be required to comply with Building Code Chapter 7a. This chapter of the Building Code provides building requirements for structures located in high fire hazard areas. In general, these requirements provide standards for exterior construction, roof covering, attic ventilation and standards for accessory buildings and structures.

Alternative Analysis

Aesthetics. Both the proposed project and this alternative would result in similar vegetation management activities adjacent to proposed structures in fuel management Zones 1 (0-30 feet) and 2 (30-50 feet). The proposed project would conduct vegetation management activities in Zone 3 (50-70 feet), however, under this alternative no fuel reduction activities would be conducted in the Zone 3 area. Therefore, under this alternative, the appearance of the Zone 3 area would not be modified by fuel management activities. The proposed project and associated fuel management activities in the Zone 3 area would modify existing visual conditions, however, proposed fuel reduction activities would not result in significant impacts to existing visual conditions. Therefore, the implementation of this alternative is not required reduce a project-related aesthetic impact to a less than significant level. Maintaining existing conditions in the Zone 3 area under this alternative could have the advantage of providing an increased landscape buffer between the proposed project development area and the adjoining Hidden Oaks neighborhood.

The high fire hazard building code standards that would be implemented under this alternative would not result in substantial changes to the appearance of the proposed structures. Therefore, the implementation of high fire hazard area building regulations would not result in a significant aesthetic impact. In conclusion, the implementation of this alternative and a reduction in proposed fuel management activities on the western portion of the project site would slightly reduce the less than significant aesthetic impacts that could result from project-related fuel modification activities in the Zone 3 area.

Biology. Both the proposed project and this alternative would result in similar vegetation management activities in fuel management Zones 1 (0-30 feet) and 2 (30-50 feet) on the western portion of the project site. However, no vegetation management would occur in the Zone 3 area (50-70 feet from proposed structures) under this alternative. The reduction in fuel management area would reduce but not avoid fuel management-related impacts to oak woodland and coastal sage scrub habitat. Since the Reduced Fuel Management Zone Width alternative would not relocate any proposed structures, this alternative would not eliminate or reduce project-related impacts to individual oak trees that are located on or adjacent to proposed building sites on the western portion of the project site. Habitat impact reductions that would result from the implementation of this alternative are described below.

- **Units 6-7, 8-9 and 10-11**. Due to the location of these proposed duplex structures, the proposed project's 75-foot fuel management zone would not result in significant fuel management impacts to oak woodland or coastal sage scrub habitat. Therefore, the implementation of this alternative would not reduce habitat impacts associated with these units.

- **Units 12-13.** Implementation of this alternative would reduce but not eliminate fuel management-related impacts to oak woodland habitat located to the north and west of the proposed building location. This alternative would also result in a small reduction in impacts to coastal sage scrub habitat located to the north of the proposed building.

- **Units 14-15.** This alternative would reduce fuel management-related impacts to an area of coastal sage scrub located to the north of this building.

- **Units 16-17.** This alternative would reduce but not avoid impacts to an area of coastal sage scrub and oak woodland habitat located west of the proposed building site.

- **Unit 18.** This alternative would reduce but not avoid impacts to an area of coastal sage scrub and oak woodland habitat located west of and adjacent to the proposed building site.

- **Unit 31.** This alternative would reduce but not avoid impacts to coastal sage scrub habitat located west of the proposed structure.

- **Units 32 and 33.** This alternative would reduce but not avoid impacts to oak woodland and coastal sage scrub habitat located to the west of the proposed structures.

- **Unit 34.** This alternative would reduce but not avoid impacts to coastal sage scrub habitat located west of the proposed structure. Impacts to a small area of coastal sage scrub and an area of oak woodland located to the north of the building would be avoided by this alternative.

As described in Section 5.2 of this EIR, fuel management activities that would be implemented by the proposed project would impact approximately 0.20 of an acre of oak woodland habitat and approximately 0.11 of an acre of coastal sage scrub habitat. As detailed above, this alternative would reduce the relatively small area impacted by the proposed project, but would not eliminate the project's fuel management-related habitat impacts. Additionally, this alternative would not avoid or reduce impacts to individual oak trees located on or adjacent to building sites located along the western edge of the proposed project site.

Transportation/Circulation. A reduction in the width of the proposed fuel management zone would not increase or decrease the number of vehicle trips generated by the proposed project, and would not substantially affect the distribution of traffic onto roadways adjacent to the project site. Therefore, the traffic-related impacts of this alternative would be similar to the impacts of the proposed project.

Other Environmental Issue Areas. The proposed project would provide a 75-foot wide fuel management zone, which slightly exceeds the upper end of the fuel management zone width (50-70 feet) recommended by Ordinance 5439 for properties located in the Coastal High Fire Hazard area. If accepted by the Fire Marshal, this alternative would reduce the project-related fuel management zone width to the minimum recommended distance of 50 feet. To compensate for the reduction in defensible space, proposed structures on the west side of the project site would be required to comply with high fire hazard zone building requirements.

Approval of a reduced fuel management zone width by the Fire Marshal would ensure that potential project-related wildfire impacts are reduced to a less than significant level. Therefore, the proposed project and this alternative would have similar less than significant fire suppression/wildfire-related impacts. The Reduced Fuel Management Zone Width Alternative, however, would result in a small reduction in fuel management activities on the Rutherford parcel, which is bordered by urban development to the east (the existing Valle Verde campus) and to the west (the Hidden Oaks residential neighborhood). This alternative would result in an incremental reduction in the overall fuel management benefits that would be provided by the proposed project, which would provide additional reduction of fuel loads in an area that is bordered by urban development.

9.7 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

This section summarizes the potential for each alternative evaluated by this EIR to avoid or minimize environmental impacts when compared to the impacts of the proposed project. Table 9.7-1 also provides a summary of the environmental impact characteristics of each evaluated alternative.

Under the "No Project Alternative – No Development" scenario, the project site would remain in its current condition and all of project-related environmental impacts would be avoided. Therefore, the "No Project – No Development" alternative is the environmentally superior alternative. However, this alternative would not attain the primary objectives of the proposed project. CEQA Guidelines Section 15126.6(e)(2) indicates that *"if the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives."*

The "No Project – Existing CUP Buildout" alternative would limit project-related changes to the existing environmental conditions on the project site because only interior modifications to existing buildings would occur under this alternative. As a result, the proposed project's significant but mitigable aesthetic and biology impacts would be avoided. The traffic impacts of this alternative would be similar to the less than significant impacts of the proposed project, however, the alternative would result in a slight increase in the total amount of traffic generated when compared to the proposed project (an increase of 14 average daily trips and one p.m. peak hour trip). In addition, this alternative would not provide the benefit of providing additional parking spaces on the project site, as would be provided by the proposed project.

The additional units provided by this alternative would be created dividing 20 existing units into 40 smaller units. These newly created units would be substantially smaller than the units that would be provided by the proposed project. It is not known what the market demand would be for the small units created by this alternative, but it is possible that the new units would be less desirable than the larger units that would remain on the campus. Due to the small increase in traffic volumes that would result from the implementation of this alternative, the continuation of existing parking conditions, and possible implementation feasibility issues, this alternative is not considered to be the environmentally superior alternative.

The objective of the "Eliminate the Proposed Driveway Connection to Torino Drive" alternative was to minimize impacts to biological resources that would occur on the Rutherford parcel. However, the analysis of this alternative concluded that its impacts to oak trees would generally be similar to the impacts of the proposed project, and the alternative would remove more non-native grassland than would be removed by the proposed project. This alternative would also require more on-site grading and the use of retaining walls than the proposed project, although, these impacts could likely be

reduced to a less than significant level. This alternative would generally implement the primary and other objectives of the proposed project, but would result in a slight increase in environmental impacts. Therefore, this alternative would not be environmentally superior to the proposed project.

The objective of the "Reduced Fuel Management Zone Width" Alternative is to minimize impacts to oak woodland and coastal sage scrub habitat located along the project site's western border that would result from proposed fuel management activities. This alternative would reduce the width of the proposed fuel management area from 75 to 50 feet. The analysis of this alternative concluded that when compared to the impacts of the proposed project, the fuel management-related impacts to coastal sage scrub and oak woodland would be reduced but not avoided. In addition, this alternative would not avoid or minimize impacts to individual oak trees that are located on or adjacent to proposed building sites on the western portion of the project site. If approved by the Fire Marshal, this alternative would reduce potential wild fire impacts to a less than significant level, however, the overall fuel reduction benefits that may be provided by the proposed project would be somewhat reduced.

The objective of the "Relocate Proposed Residential Units on the Project Site" Alternative is to minimize the biological impacts of the proposed project, primarily to the resources located along the project site's western border. The analysis of this alternative concluded that when compared to the impacts of the proposed project, the impacts to biological resources would be reduced. In addition, fewer oak trees would be removed or impacted, and oak woodland and coastal sage habitat impacts due to project-related fuel management activities would be substantially reduced when compared to the impacts of the proposed project. Therefore, this alternative would provide a more substantial reduction in impacts to biological resources than would be provided by the "Reduced Fuel Management Zone Width" Alternative.

This alternative would implement the primary objectives of the project to enhance existing campus facilities and to provide additional senior housing. This alternative would be somewhat inconsistent with the objective related to preserving outdoor areas on the previously developed portions of the Valle Verde campus, however, CEQA does not require alternatives to fully achieve each of the proposed project's objectives. Therefore, the "Relocate Proposed Residential Units on the Project Site" Alternative would be the alternative, other than the "No Project – No Development" alternative, that is environmentally superior to the proposed project.

Table 9.7-1
Project Alternative Summary

Alternative	Aesthetics	Biology	Traffic	Other Issue Areas	Project Objectives/ Feasibility
No Project – No Development	The significant but mitigable aesthetic impacts of the proposed project would be avoided.	The significant but mitigable impacts of the proposed project on biological resources would be avoided.	The less than significant traffic impacts of the proposed project would be avoided.	The significant but mitigable impacts of the proposed project would be avoided.	Objectives related to enhancing existing facilities and providing additional senior housing would not be met.
No Project – Existing CUP Buildout	Significant but mitigable aesthetic impacts of the proposed project would be avoided.	The significant but mitigable impacts of the proposed project on biological resources would be avoided.	The less than significant traffic impacts of the proposed project would be slightly increased but would remain less than significant.	Most of the significant but mitigable impacts of the proposed project would be avoided. Short-term solid waste impacts would be similar to the impacts of the proposed project.	Objectives related to enhancing existing facilities would not be met. The residential units created by this alternative would be smaller than existing and proposed units, which may adversely affect the desirability of the units.
Eliminate the Proposed Driveway Connection to Torino Drive	Aesthetic impacts would be increased when compared to the impacts of the proposed project, but would remain less than significant or could be reduced to a les than significant level.	Biology impacts would be increased when compared to the impacts of the proposed project, but would remain less than significant.	Traffic impacts would be the same as the less than significant impacts of the proposed project.	Impacts would be increased when compared to the impacts of the proposed project, but would remain less than significant.	This alternative would generally satisfy the objectives of the proposed project.
Relocate Proposed Residential Units on the Project Site	Aesthetic impacts would be reduced when compared to the impacts of the proposed project.	Biology impacts would be substantially reduced when compared to the impacts of the proposed project.	Traffic impacts would be the same as the less than significant impacts of the proposed project.	Impacts would be reduced when compared to the impacts of the proposed project.	This alternative may be inconsistent with the objective to retain outdoor space on the project site, but would fulfill other project objectives.

Alternative	Aesthetics	Biology	Traffic	Other Issue Areas	Project Objectives/ Feasibility
Reduced Fuel Management Zone Width	Less than significant project-related impacts resulting from fuel management activities on the western edge of the project site would be slightly reduced by this alternative.	Biology impacts would be slightly reduced when compared to the impacts of the proposed project.	Traffic impacts would be the same as the less than significant impacts of the proposed project.	Wildfire-related impacts of this alternative would be similar to the impacts of the proposed project. However, fuel reduction benefits of the proposed project, which would occur in an area bordered by urban development, would be somewhat reduced.	This alternative would generally satisfy the objectives of the proposed project.

10.0 REFERENCES and PREPARERS

10.1 REFERENCES

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10.2 CONTACTS

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Peter Lawson, City of Santa Barbara Planning Division

Stacey Wilson, City of Santa Barbara Transportation Division

10.3 EIR PREPARERS

This Environmental Impact Report was prepared by Rodriguez Consulting, Inc., under contract to the City of Santa Barbara. The following companies also contributed to the preparation of this EIR:

- Iteris, Inc. – Traffic and Circulation
- Watershed Environmental, Inc – Biological Resources

Appendix A

Initial Study/Environmental Checklist MST2005-00742
900 Calle de los Amigos – Valle Verde Retirement Community
May 22, 2009

Initial Study Technical Appendices are available for review at:
http://www.santabarbaraca.gov/Resident/Environmental_Documents/900_Calle_de_Los_Amigos/

CITY OF SANTA BARBARA
COMMUNITY DEVELOPMENT DEPARTMENT, PLANNING DIVISION

INITIAL STUDY/ ENVIRONMENTAL CHECKLIST MST2005-00742

PROJECT: 900 Calle de los Amigos – Valle Verde Retirement Community

May 22, 2009

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

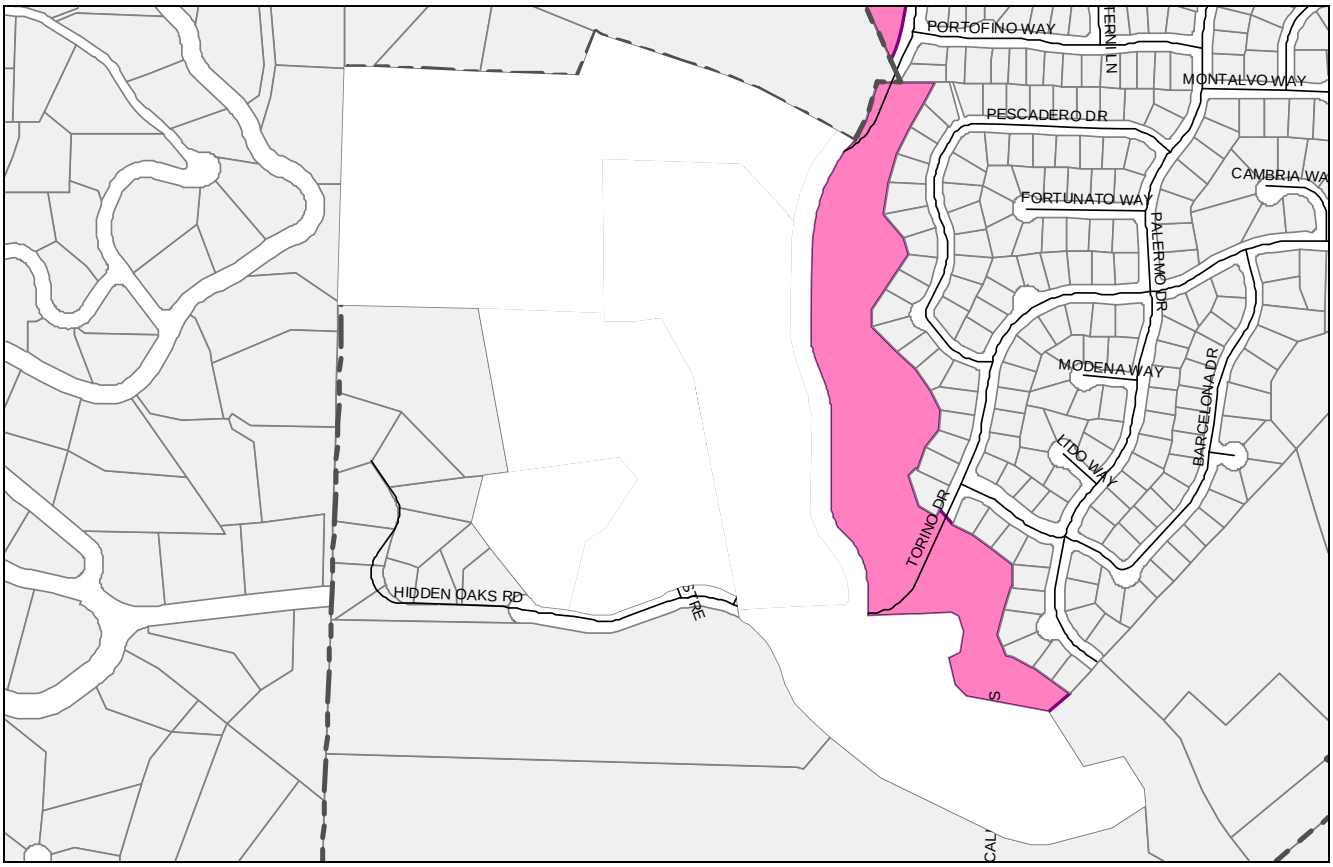
APPLICANT/ PROPERTY OWNER

Owner/Applicant: American Baptist Homes of the West
Ron Schaefer, Executive Director

Applicant Representatives: Cameron Carey, Tynan Group (Agent)
Keith Nolan, On Design, LLC (Architect)

PROJECT ADDRESS/LOCATION

The project site is located at 900 Calle de los Amigos in the Hidden Valley neighborhood and is comprised of five separate legal parcels totaling approximately 59.75 acres. Cross streets include Calle de los Amigos and Torino Drive.



PROJECT BACKGROUND

Development History for the Valle Verde Retirement Community

A Conditional Use Permit (CUP) was originally approved for the Valle Verde Retirement Community on April 20, 1960 (Resolution 36). The approval included the development of 182 independent care units and a 15-bed convalescent hospital (also referred to as nursing care facility or "Skilled Nursing," in various documents), and was contingent upon the annexation of 45 acres into the City. The CUP allowed for a maximum density of 350 residents (including resident staff), building height limitation of two-stories, and adequate parking to meet the requirements of the residents, staff and visitors; with a provision that, in no case, should the parking be less than 90 spaces. The facility was constructed between 1965 and 1966.

In 1971, a Variance was granted to allow an addition of 16 resident rooms, a lounge, dining room, and a day room to the existing nursing care facility, and to construct a 49 bed Personal Care Facility (also referred to as "Assisted Living"). This project was never built, as it was contingent upon a rezoning, which never took place.

In 1976, the 1971 project was re-approved, without the 49-bed Personal Care Facility (Assisted Living). This approval brought the total number of units to 182 units with a total of 47 beds in the Skilled Nursing facility.

In 1981, the Planning Commission approved an addition of 44 additional independent living dwelling units on the Valle Verde campus, bringing the total to 226 units and 47 beds in the Skilled Nursing facility, to accommodate 320 residents.

In 1984, approximately 11.77 acres were annexed for expansion of the facility. A Condition Use Permit approved at the same time included the construction of a 28-unit apartment complex, a 45-unit Assisted Living building with 48 beds, a 14-room Skilled Nursing building with 28 beds, a recreation building, a laundry/kiosk and five two-car carports, and additions to the existing central kitchen and dining area. At that time, the total existing and proposed development on site consisted of 254 units, 48 beds in 45 rooms in Assisted Living, 75 beds in 37 rooms in Skilled Nursing, and associated facilities. An Environmental Impact Report was prepared by Interface Corporation and certified for this project.

In 1986, a 3.50 acre parcel, referred to as the Rutherford Property, was annexed to the Valle Verde Retirement Community as part of the Hidden Oaks Development. The Hidden Oaks project included 11 new single family residences and annexation to the City. However, since this development was not contiguous to the City, staff recommended that the Rutherford parcel, located on the north-western border of Hidden Oaks, also be included in the annexation since it was immediately adjacent to the City. Thus Hidden Oaks would not be a city "island" surrounded by the County of Santa Barbara jurisdiction. Additionally, Torino Road was extended to its present location across the Rutherford lot and dedicated to the City.

In 1993, the Planning Commission approved the conversion of a residential building containing four studio units, to a six-bed residential hospice that would serve up to six individuals.

Since 1993, a number of changes have been approved at Valle Verde through the use of Substantial Conformance Determinations, which compared the proposals with the 1984 approval. The changes have included adding bathrooms to existing units converting existing units to other uses such as Hospice, Wellness clinic and archives, and converting two one-bedroom independent living units into one larger two-bedroom unit. These incremental changes over time have not increased the density of the existing residential development, but have decreased the number of units from 254 to 213. These Substantial Conformance Determinations were exempt from CEQA review.

Current Development and Use

The Valle Verde Retirement Community (VVRC) is a Continuing Care Retirement Community owned and operated by American Baptist Homes of the West. The facility provides seniors with the following living options; independent living, assisted living, and skilled nursing and all of the services associated with these living options, such as meal service, physical therapy, recreation, transportation, housekeeping and maintenance. VVRC is licensed by the Department of Social Services as a Community Care Facility. Presently, the Valle Verde Retirement Community consists of 214-independent living units (one-bedroom and two-bedroom apartments), 11 studios (which are not considered residential units because they lack private kitchens), a 36 room, 80 bed Skilled Nursing facility, a 45 room, 48 bed Assisted Living facility, a central dining room/kitchen, a campus dayroom, a recreation building, a laundry kiosk, a maintenance building and an administration building. In addition to the 213 independent living unit and 11 studios described above, the property contains a single family residence on parcel 049440-015, which is known as the "Rutherford Property." This house was never counted towards the 254 units allowed, because it was acquired when Valle Verde purchased the Rutherford property.

The residential component of the project site is mainly developed with multi-family units in duplex or triplex configuration. A small number of units are single family residential and the remaining residential units are studios, which have no kitchens. One lot has a single family residence known as the Rutherford residence.

Commercial structures that currently exist on site include a Skilled Nursing facility, a hospice (operated by a separate organization), an Assisted Living facility, a two unit/four room bed and breakfast for visitors, a central dining room/kitchen, laundry kiosks, a maintenance building, and an administration building. Common areas include a campus dayroom, a recreation building, and gazebos. All included, the commercial floor area of the site currently totals approximately 90,000 net square feet. Demolition of the hospice, the bed & breakfast, the maintenance building, and four gazebos is proposed.

Existing services to residents include housekeeping, linen service, unit maintenance, grounds keeping, common washers/dryers, residential kitchens, common dinning, a pool, fitness room, art studio, chapel, putting green, shuffleboard, Wellness clinic, salon, thrift shop, country store, theatre/meeting space, woodshop, bed & breakfast for guests of residents, continuing health care (assisted living & skilled nursing), resident shuttle service, voting, plays, lectures, concerts and adult education.

There are currently 331 uncovered and covered parking spaces existing onsite. Six existing common parking lot areas, which park approximately 10 to 12 cars each, will be removed for the new development, and either reconfigured for efficiency in the same location, or relocated throughout the campus.

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

The overall project would include 40 new residential units, additions to the existing common buildings and maintenance buildings, reconfiguring the existing parking areas and a minor lot line adjustment between lots owned by the project applicant. A new access driveway from Torino Road will be provided and grading for the project will be approximately 11,000 cubic yards of cut and 13,000 cubic yards of fill. Below, under Project Components, is an itemized list of the existing and proposed development, with a chart under each component with details on the development.

Project Components:

Proposed Residential

The proposed residential portion of the project involves the demolition of the house located on the Rutherford Property, the demolition of two independent living units, the demolition of four studio units and the construction of 40 new two-bedroom independent living units on multiple parcels of the Valle Verde Retirement Community Campus. The Rutherford house existing prior to the development of Valle Verde and was never considered a part of their Conditional Use Permit, thus its demolition will not affect total net new number of units. The project would result in a total number of 252 (214 existing – 2 existing + 40 proposed) units and seven studios (without kitchens) on the campus. All proposed units are single story, consistent with the existing campus development pattern. Unit sizes range from 1,084 square feet to 1,425 net square feet excluding garages. Twenty seven of the proposed units will have attached one-car garages, and of the remaining 13 units, 10 will have covered parking provided by carports and 3 will have uncovered parking. Ten of the units (five duplexes) are proposed on parcel 049-440-015, which is the Rutherford Property. Eight of the units located on the Rutherford Property would be accessed directly from Torino Road via a new driveway, or by VVRC staff via a cart path through campus. The remaining units would be accessed via the existing street network throughout the campus (See figure A Project Plans).

RESIDENTIAL DEVELOPMENT

Development & Use	Existing Square Footage & Units	Demolished Square Footage & # Units	New Square Footage & # of Units	Total Net Square Footage & # of Units
Single Family	26,410s.f. @ 19 units	1,300 s.f. @ 1 units (Rutherford House)	12,402 s.f. @ 9 units	37,512 s.f. @ 28 units
Multi-Family (duplex & triplex)	137,211 s.f. @ 195 units	1,629 s.f. @ 2 units	38,276 s.f. @ 31 units	173,858 s.f. @ 234 units
Studio rooms	6,122 s.f. @ 11	2,019 s.f. @ 4 studios	0	4,103 s.f. @ 7 studios

(no kitchens)	studios			
TOTAL	169,743 s.f. @ 214 units (does not include studios)	4,948 s.f. @ 3 units	50,678 s.f. @ 40 units	215,473 s.f. @ 252 units

Proposed Commercial & Common Areas

The facility's Central Core (Common Area) and commercial facilities would be upgraded as part of the proposed project, including renovations to the existing gazebos. Other commercial facilities would be expanded, including a redeveloped Theater Multipurpose Room, expanded outside dining, a new fine dining component, a café, expanded spa services, resident's business center, fitness center, and administration and maintenance buildings. Three gazebos with attached covered patios would be re-constructed in various locations throughout the development. Each gazebo would have a half bath and a janitor's area with a laundry facility that can also be used by the residents (as some smaller units do not have laundry facilities). The Central Core component of the proposed project consists of 10,461 net square feet of remodeled space and 14,902 net square feet of new construction.

COMMON BUILDINGS					
Development & Use	Existing Square Footage	Demolished Square Footage	New Square Footage	Additional Use	Total Net Square Footage
Gazebos (6) common lavatory ½ bath each	1,802 s.f.	354 s.f. total	1,644 s.f.	Activity Room	3,092 s.f.
Maintenance	4,348 s.f.	4,348 s.f.	5,642 s.f.	None	5,642 s.f.
Bed/Breakfast & Wellness	2,015 s.f.	2,015 s.f.	None	None	None
Admin Building & Bed/Breakfast	1,817 s.f.	None	4,600 s.f.	Conference room & resident bank office	6,417 s.f.
Dining/Multi-purpose/Wellness	11,647 s.f.	0	1,592 s.f.	None	13,239 s.f.
Salon/Staff Lounge	1,982 s.f.	0	503 s.f.	Conference room	2,485 s.f.
Recreation bldg.	1,203 s.f.	0	56 s.f.	Change art room & fitness to lounge & common area & storage	1,259 s.f.
TOTAL	24,814 s.f	6,717 s.f.	14,037 s.f.		32,134 s.f.

ASSISTED LIVING					
Development & Use	Existing Square Footage	Demolished Square Footage	New Square Footage	Additional Use	Total Net Square Footage
45-unit 48 bed Assisted living units, dining room & common	24,225 s.f.	0	865 s.f.	Art room, & fitness facility & 4 new assisted living rooms	25,090 s.f.

room					
TOTAL	24,225 s.f.	0	865 s.f.		25,090 s.f.

SKILLED NURSING					
Development & Use	Existing Square Footage	Demolished Square Footage	New Square Footage	Additional Use	Total Net Square Footage
36 room, 80 bed Skilled Nursing	27,244 s.f.	0	0	None	27,244 s.f.
TOTAL	27,244 s.f.	0	0		27,244 s.f.

HOSPICE					
Development & Use	Existing Square Footage	Demolished Square Footage	New Square Footage	Additional Use	Total Net Square Footage
Hospice	2,280	2,280	0	N/A	0
	2,280	2,280	0		0

Proposed Residential Services

Proposed services to residents include poolside lounge, business center, outdoor gathering space, small café, future onsite banking and an ADA compliant Administration building.

Proposed Parking Facilities

Approximately 83 new parking spaces are proposed, including new staff parking lots totaling 43 spaces, 27 new single car garages and 10 covered parking spaces and 3 additional surface parking lot spaces. With these improvements, there would be a total of 414 parking spaces onsite. The post project parking supply would be 246 residential spaces, 104 shared employee/guest spaces and 64 employee only spaces. Some of the existing parking areas will be relocated and most of these lots will park approximately the same number of cars. The parking stalls would be located either perpendicular to the private roads or within small parking lots.

UNCOVERED PARKING AREA			
Existing Parking Spaces	289 Spaces	Existing Surface Coverage	46,819 s.f.
Removed Parking Spaces	126 Spaces	Demolished Surface	20,412 s.f
Proposed Parking Spaces	172 Spaces	Proposed Surface Coverage	27,864 s.f.
Total	335 Spaces (56 net new)		54,270 s.f.

COVERED PARKING			
Existing Garages/Carports	42 @ 1 car - garage or carport	Existing Surface Coverage	8,400 s.f.
Removed Parking Spaces	0	Demolished Surface	0
Proposed Garages/Carports	37 @ 1 car - garage or carport	Proposed Surface Coverage	7,400 s.f.
Total	79 @ 1 car - garage or carport		15,800 s.f.

Total	Residential - 246 spaces, Employee/Guest – 104 spaces, Employee Only – 64 spaces
TOTAL	Covered and Uncovered – 414 spaces

Proposed Lot Line Adjustment

The applicants are proposing a lot line adjustment to transfer approximately 9,000 s.f. from APN 49-440-015 to APN 49-440-016, in order to prevent Units 16 and 17 from crossing property lines. The lot line adjustment provides opportunity for infill development and better use of the existing topography.

Parcel	Existing Area	Proposed Area	Proposed Change
049-440-015	3.50 acres	3.30 acres	-0.20 acres
049-440-016	10.77 acres	10.97 acres	+0.20 acres
049-040-050	20.00 acres	20.00 acres	No Change
049-040-053	14.08 acres	14.08 acres	No Change
049-040-054	11.40 acres	11.40 acres	No Change

Proposed Oak Woodland Dedication

A condition of the 1984 Planning Commission approval was the dedication of four acres of oak woodland. This was never done. The applicant is currently proposing to dedicate or otherwise restrict development rights of the 4 acres, plus 5.8 additional acres, for a total of 9.8 acres.

Proposed Grading, Tree Removal and Construction

Grading for the project would involve 11,520 cubic yards of cut, 13,300 cubic yards of fill and 1,780 cubic yards of import. One hundred eighty one (181) trees have been inventoried adjacent to or within the area of the proposed development, including 79 native oaks, 2 California sycamore, and 100 non-native trees. Approximately 15 oak trees would be removed and six oaks may be impacted. Forty-six (46) non-native trees are proposed for removal, and 30 non-native trees may be impacted by the construction. One large California sycamore may be impacted by the project. Fifteen oak trees are proposed to be removed, 13 of which are 8" dbh or less and 2 which are greater than 8" dbh. Six oak trees potentially may be impacted by the construction. The applicant is proposing to plant 150 oak trees to replace those removed (10:1 replacement ratio) in conjunction with Tree Protection Measures which will be implemented to protect trees that could be potentially impacted. Grading would last approximately three months, and construction would last approximately 18 months.

Required Permits:

1. Modifications to allow less than the required distance between main buildings on the project site (SBMC § 28.15.070);
2. Modifications to allow less than the required front yard setback for some of the proposed residential units and parking spaces (SBMC § 28.15.060);
3. Modifications to allow less than the required interior yard setback for some of the proposed residential units (SBMC § 28.15.060);
4. Lot Line Adjustment to allow adjustment of the property line between two adjoining parcels (SBMC § 27.40 and Government Code § 66412); and
5. Conditional Use Permit Amendment to allow expansion of the Valle Verde Retirement Community (SBMC § 28.94.030).

ENVIRONMENTAL SETTING

Existing Site Characteristics

Topography: Topography of the five existing parcels ranges from 3% and 32% average slope as shown on the "Property Characteristics" table below:

Seismic/Geologic Conditions: The project site is underlain with artificial fill, colluvium, and Santa Barbara Formation material. Groundwater at the project site was encountered on the Rutherford property at depths of 28 and 33 feet below existing grade, and in the maintenance building area at approximately 28 feet below the existing ground surface. Soils on the project site are predominately silty sand associated with Santa Barbara Formation. Silty sand can be considered loose to medium density and, therefore, the site has the potential to experience liquefaction-related impacts. The City's Master Environmental Assessment (MEA) indicates that the project area has a "conditional or questionable liquefaction potential."

Either the potentially active Lavigia Fault or one of its branches has been mapped south of the Rutherford property. Exploratory trenching found no evidence of faulting on the Rutherford property.

Flooding/Fire Hazard: The project site lies north of the City's designated high fire hazard area. However, the oak woodland area adjacent to the proposed development poses a wildland fire hazard to the Valle Verde Retirement Community. The Fire Department has required that a defensible space area continues to be provided in order to protect the Valle Verde structures from wildland fires.

Creeks/Drainage: Valle Verde is situated on the western edge of the Arroyo Burro Creek floodplain, one of the larger drainages in the urban area. A portion of Arroyo Burro Creek runs along the eastern property line of parcel 049-040-045. The entire Valle Verde campus drains to Arroyo Burro Creek.

Biological Resources: The project site is located within an urban area and is identified on the City's MEA map as containing southern oak woodland, riparian woodland & creek, coastal sage scrub, and orchard. The Conservation Element identifies the Southern Oak Woodland west of Calle de los Amigos as one of two pristine stands in the City. Over 500 oak trees are located on the Valle Verde property.

Archaeological Resources: A portion of APN 049-040-053 and -054 are within a Prehistoric Sites and Water Courses Sensitivity Zone. Development proposed in these areas involves the construction of residential units, parking areas and various common area facilities, including an addition to the Administration Building. An intensive field survey of the entire property, including shovel scrapes in areas of less ground surface visibility, was performed by Stone Archaeological Consulting. No prehistoric or historic cultural materials were identified.

Noise: According to the City's MEA, the project site is subject to noise levels of less than 60 Ldn dBA, which is acceptable for residential uses.

Access and Parking:

Primary access is provided to the Valle Verde by Calle de los Amigos and Torino Drive. Additionally, there is a network of private streets that provide access to different areas within the Valle Verde campus. There are 331 parking spaces existing at Valle Verde, with 193 spaces reserved for residents and 138 unmarked spaces for visitors and staff.

PROPERTY CHARACTERISTICS

Assessor's Parcel Numbers:	049-040-050, 049-040-053, 049-040-054, 049-440-015, and 049-440-016	**General Plan Designation:**	Residential 5 units/acre, 1 unit/acre
Zoning:	049-040-050 = A-1/E-3 049-040-053 = E-3 049-040-054 = E-3 049-440-015 = A-1 049-440-016 = A-1/E-3	**Parcel Size:**	049-040-050 = 20.0 ac. 049-040-053 = 14.08 ac. 049-040-054 = 11.40 ac. 049-440-015 = 3.50 ac. (after LLA = 3.30 ac. 049-440-016 = 10.77 ac. (after LLA = 10.97 ac.
Existing Land Use:	Valle Verde Retirement Community (Community Care Facility)	**Proposed Land Use:**	Valle Verde Retirement Community (Community Care Facility)
Slope:	049-040-050 = 32% (Average Slope) 049-040-053 = 3% (Average Slope) 049-040-054 = 10% (Average Slope) 049-440-015 = 20% (Average Slope) 049-440-016 = 19% (Average Slope)		
SURROUNDING LAND USES:			
North:	La Cumbre Country Club		
South:	Residential		
East:	Hidden Valley Park, Arroyo Burro Creek, Residential		
West:	Vacant, Residential		

PLANS AND POLICY DISCUSSION

Land Use and Zoning Designations:

The project site is located in the Hidden Valley Neighborhood, which is bordered on the north by Highway 101; on the south by Hope Ranch and Arroyo Burro Creek; on the east by Veronica Springs Road; and on the west by Hope Ranch and Arroyo Burro Creek. The neighborhood is described by the Land Use Element as an area “almost entirely developed” with single family and duplex uses. It also identifies Valle Verde as a “retirement home” in the neighborhood. The Valle Verde facility has existed in this neighborhood for approximately 40 years.

The project site is comprised of five separate parcels totaling 59.75 acres. The table below reflects the general plan and zoning designations for the various parcels, as well as the minimum lot size requirements.

Assessor Parcel Number	General Plan Designation	Zoning Designation
049-040-050	Residential, 5 Units/Acre	A-1/E-3, Single Residential Unit – Min. Lot Size: 43,500 SF (A-1), 7,500 SF (E-3)
049-040-053	Residential, 5 Units/Acre	E-3, Single Residential Unit – Min. Lot Size: 7,500 SF
049-040-054	Residential, 5 Units/Acre	E-3, Single Residential Unit – Min. Lot Size: 7,500 SF
049-440-015	Residential, 1 Unit/Acre	A-1, Single Residential Unit – Min. Lot Size: 43,000 SF
049-440-016	Residential, 1 Unit/Acre	A-1/E-3, Single Residential Unit (Min. Lot Size: 43,500 SF (A-1), 7,500 SF (E-3)

As previously indicated the original CUP for the Valle Verde Retirement Community was approved in 1960 and included the development of 182 independent living units and a 15-bed convalescent hospital, with an overall maximum density of 350 people. Subsequent amendments to the CUP have allowed for additional independent living units on the campus up to 254 units in 1984. Subsequent substantial conformance determinations have decreased the number of units to the current number of 213.

Parcel	Area	Zone	Slope	Maximum Allowed Units
049-440-015	03.50 acres	A-1	20%	2
049-440-016	10.77 acres	A-1/E-1	19%	15
049-040-050	20.00 acres	A-1/E-3	32%	25
049-040-053	14.08 acres	E-3	3%	81
049-040-054	11.40 acres	E-3	10%	66

Based on the City's slope density provisions, a maximum of 189 total units could be allowed on the 59.75-acre property. The Land Use Element, however, acknowledges that densities for senior housing can be greater because the number of people per unit is lower for such housing than for non-restricted housing. Previous CUP amendments have allowed up to 254 units on the property. The current proposal would result in 251 units on the property, which is consistent with the density previously intended for the facility.

General Plan Policies:

Various resource sections of this Initial Study make reference to and analyze consistency with applicable General Plan policies and ordinance provisions. The following is a discussion of the project's potential consistency with the various elements of the General Plan. Additional discussion of policy consistency issues will subsequently be provided in the Planning Commission Staff Report. Final determinations of project consistency of applicable plans and policies will be made by the decision-makers as part of their action to approve or deny the proposed project. The following information consists of some background information of the Conservation, Housing, Seismic Safety/Safety, Noise and Circulation Elements of the General Plan.

1. Conservation Element

City Conservation Element policies provide that significant environmental resources of the City be preserved and protected. The Conservation Element requires implementation of resource protection measures for archaeological, cultural and historic resources; protection and enhancement of visual, biological and open space resources; protection of specimen and street trees; maintenance of air and water quality; and minimizing potential drainage, erosion and flooding hazards. The Conservation Element recognizes that while full implementation of the policies would be the most desirable, there are often competing demands for preservation, enhancement, development and conservation.

With respect to the subject development, there are five policies under the Conservation Element that directly apply to the project site, which are discussed below:

> Visual Resources Policy 2.0 – "Development on hillsides shall not significantly modify the natural topography and vegetation."
>
> Visual Resources Policy 2.1 – "Development which necessitates grading on hillsides with slopes greater than 30% should not be permitted."
>
> Visual Resources Policy 4.0 – "Trees enhance the general appearance of the City's landscape and should be preserved and protected."
>
> Visual Resources Policy 4.1 – "Mature trees should be integrated into project design rather than removed."
>
> Visual Resources Policy 4.2 – "All feasible options should be exhausted prior to the removal of trees."
>
> Biological Resources Policy 4.0 – "Remaining Coastal Perennial Grasslands and Southern Oak Woodlands shall be preserved, were feasible."

Future construction of the 40 independent living units is not anticipated to obstruct important public scenic views to the ocean or lower elevations of the City nor obstruct upper foothill or mountain views from the beach or lower elevations of the City. The project site is surrounded by existing residential development, parkland and heavy vegetation, some of which is proposed for removal, but replacement is also proposed. Further, the units have been designed to be one story to maintain a low profile.

As discussed in Section 1. Aesthetics, visual impacts related to views from the adjacent Hidden Valley Park were determined to be less than significant. Additionally, the project proposes to place some of the residential units and a staff/visitor parking lot in areas that contain slopes of 30% or greater. However, the Geotechnical Report prepared for the project describes a portion of these areas as having shallow artificial fill materials related to the grading and construction of the existing residence and roadway on the Rutherford parcel and in the location of the existing maintenance building where the employee/visitor parking lot is proposed. The project has been designed to place development on the more level parts of the hillsides and therefore avoid, to the extent possible, slopes of 30% or greater. Such construction will not substantially disturb the hillsides or modify the natural topography; therefore, the project can be found *potentially consistent* with the visual resources aspects of the Conservation Element.

Biological and open space resources could also be affected by the proposed development. The site contains an oak woodland, identified by the Conservation Element as an important environmentally sensitive biotic community. This woodland is one of two remaining pristine oak tree stands in the City. The Conservation Element acknowledges the conflict between urban uses and ecosystem preservation as two major concerns. It states that as important habitats are lost, the general quality of the city is reduced, therefore making Santa Barbara a less attractive place to live and visit. The original project proposed the removal or potential impact to approximately 30 oak trees, however through several refinements of the project design, 15 of the 30 oaks are now being preserved and integrated into the project. The majority of these trees are small in size and not contiguous to one another. The project applicant is also proposing a revegetation plan for areas disturbed by construction activities, and oak tree replacement at a 10:1 ratio. The oak tree replacement will occur along project buffer areas and areas where the intensity of fuel management is being greatly reduced. As discussed below in Section 3. Biological Resources, with the proposed removal of 15 oak trees and the planting of 150 oak saplings, the project could be found *potentially consistent* with biological resources policies of the Conservation Element.

2. Housing Element

The Housing Element encourages construction of a wide range of housing types to meet the needs of various sectors of the community. The proposed project would result in the provision of 40 new independent living residential units for seniors. Therefore, the proposed project is potentially consistent with this goal of the Housing Element.

Housing Element Policy 3.3 requires new development to be compatible with the prevailing character of the neighborhood. The neighborhood surrounding the proposed project site is comprised of single-family and multi-family residential development, including both one- and two-story structures. The proposed Valle Verde central core development is intended to be consistent with the existing retirement facility, and the proposed residential units are designed as single-story structures consistent with the existing Valle Verde development pattern. Size and design of these residences would be subject to review by the City's Architectural Board of Review. Therefore, the proposed new development would be *potentially consistent* with this policy of the Housing Element.

3. Seismic Safety/Safety Element

The City's Seismic Safety/Safety Element requires that development be sited, designed and maintained to protect life, property, and public well-being from seismic and other geologic hazards, and to reduce or avoid adverse economic, social, and environmental impacts caused by hazardous geologic conditions. The Seismic Safety/Safety Element addresses a number of potential hazards including, geology, seismicity, flooding, liquefaction, tsunamis, high groundwater, and erosion. The project site is subject to a number of geologic and environmental constraints. As discussed in this Initial Study analysis, potential impacts associated with these hazards would be adequately addressed by adhering to the California Building Code and implementation of recommendations for grading and development, which are outlined in the geotechnical report provided for the project. Therefore, the proposed project may be found *potentially consistent* with the Seismic Safety/Safety Element policies relative to potential hazards.

4. Noise Element

The City's Noise Element includes policies intended to achieve and maintain a noise environment that is compatible with the variety of human activities and land uses in the City. The proposed residential development would not generate a substantial increase in existing ambient noise levels in the area and would not locate new residential use in an area where existing noise levels would impact future residents. Short-term construction noise is minimized through implementation of standard mitigation measures. Therefore, the proposed project may be found *potentially consistent* with the applicable policies and guidelines of the Noise Element.

5. Circulation Element

The Circulation Element of the General Plan contains goals and implementing measures to reduce adverse impacts to the City's street system and parking by reducing reliance on the automobile, encouraging alternative forms of transportation, reviewing traffic impact standards, and applying land use and planning strategies that support the City's mobility goals. Traffic and circulation impacts resulting from the proposed project are very minor, and thus the project could be found *potentially consistent* with the Circulation Element.

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

A Mitigation Monitoring and Reporting Program will be prepared with the Environmental Impact Report (EIR).

ENVIRONMENTAL CHECKLIST

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

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

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

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

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

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

Visual Aesthetics - Discussion

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

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

Significant visual aesthetics impacts may potentially result from:

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

Visual Aesthetics – Existing Conditions and Project Impacts

1. a) Scenic Views

The project is located in an urban environment in the Hidden Valley Neighborhood, an area described by the Land Use Element as "almost entirely developed" with single family and duplex uses. It also identifies Valle Verde as a "retirement home" in the neighborhood. The project site is developed with a full care retirement community providing services to both independent seniors and those needing nursing care. The Valle Verde facility has existed in this neighborhood for approximately 40 years. The project site is surrounded by the La Cumbre County Club to the north, residential development on the south, Hidden Valley Park and Arroyo Burro Creek t the east, and by a residential development and a steep, vacant hillside with a pristine Oak Woodland habitat to the west.

The City's Master Environmental Assessment (MEA) maps do not identify any specific important scenic resources in the vicinity of the project. The City carefully scrutinizes project sites proposed on parcels with an average slope of 30% or greater, where visual impacts are a general concern. The proposed residential units would be one-story and as such are intended to have a low profile. Although, half of the new residential units, a driveway, and a portion of a new staff parking lot are proposed on slopes ranging from 20% to over 30%, they would not be substantially visible from

Calle de los Amigos, one of the public streets surrounding the project site. A portion of the slopes that are between 20% and 30% were created from previous development of a parking area, a driveway serving a single family residence and a maintenance building. The proposed development would re-use these areas. Eight residential units proposed on the Rutherford parcel would take access from Torino Drive and development in this area would be visible from this public street. The project site is also visible from Hidden Valley Park located to the east of Calle de los Amigos, however development proposed on this portion of the property would be infill development that would not substantially alter views from the park or create a significant impact to an important public scenic resource.

Currently, the existing development is landscaped with mostly non-native ornamental trees, shrubs, and ground cover, A few mature western sycamores are scattered throughout the campus, either remnants of the original oak-sycamore riparian woodland found in this area or planted as landscape trees. Outside of the existing development are over 500 mature coast live oaks. A total of 61 trees are proposed for removal, including 46 non-native trees (11 skyline or specimen trees) and 15 coast live oak trees (6 skyline or specimen trees), to make way for the residential development. The proposed project includes planting of 150 coast live oak trees and the planting of additional, native landscaping on the interior of the main campus.

The visual change caused by the proposed project as a result of building of new structures and roads, from public view vantage points and surrounding neighborhoods, would be minimal. The proposal would incorporate development compatible with the surrounding neighborhood, and the single story buildings would not substantially change mountain views for the neighbors to the west. No designated open spaces would be impacted by this proposal.

Removal of this vegetation will be analyzed in terms of its biological impact in Section 3, "Biological Impacts," below. From an aesthetic point of view, although these trees do not provide for screening of the site from major public viewpoints, some of the trees are skyline trees, and they provide visual relief from surrounding urban development. Additionally, the project would result in a minor visual change as viewed from Torino Drive, a public road, due to the removal of the trees, however, this is a lightly traveled road. Mitigation Measure BIO-3 in the Biological Resources section requires replacement of all removed oak trees at a 10:1 ratio. Mitigation Measure AES-1 requires a landscape plan for the development site that replaces all skyline and specimen trees proposed for removal or impacted during construction at a minimum ratio of 1:1. Given the large number of trees and vegetation proposed to remain, the number of trees proposed for replacement, and the mitigation measure to replace skyline and specimen trees, the removal of the trees would be potentially *significant, but mitigable* to less than significant levels.

1. b) On-Site Aesthetics

The removal of 15 oak trees is discussed in the Biological section of this document, and it should be noted that, as proposed, 9.8 acres of oak woodland would be preserved and restricted from further development (BIO-3). The proposal to add 40 new independent living units and improve existing facilities is intended to be compatible with the Valle Verde Retirement Community and the overall residential character of the neighborhood. The proposed residential units will have the same one story scale as the existing units, and it is expected that the project landscaping will blend with the existing development. Five duplexes are proposed on the Rutherford site, where the slopes are the greatest. One unit will be placed within the current footprint of the existing single family residence, and that footprint will be lowered in an effort to blend into the hillside. Access to the units from Torino Drive will be on slopes of less than 10%. Access from Calle Sastre will be via driveway that is on a slope of between 20-30%; however this driveway already exists, and provides access to the existing house on the Rutherford site. As discussed in the Geological Section, the majority of the grading for the Rutherford Parcel, the employee parking lot, and other duplexes will occur on slopes less than 30%, and in some areas that have been previously graded.

Improvements, additions and new structures are also proposed for the commercial buildings on the project site. For example, a second floor addition is proposed above the administration building, three enclosed gazebos are proposed to replace four existing gazebos, and a new maintenance building would be constructed. Most of the commercial buildings that are being remodeled are located within the center of the existing development, closer to Calle de los Amigos and away from the existing suburban development to the north. Aesthetics and architectural design of the project and units, including the parking areas will require review and approval by the Architectural Board of Review.

The project is subject to the Visual Resource Policies of the Conservation Element that encourage minimization of grading on slopes, preservation and incorporation of existing trees into a project, landscaping downslope of a project to reduce visual impacts and protection of important open space. The proposed development will be reviewed and approved by the Architectural Board of Review (ABR) in accordance with ABR Design Guidelines. The ABR has conceptually reviewed the project on three occasions (**See Exhibit C**) with regard to these guidelines and found the project design, architecture and landscaping to be generally acceptable with suggestions for some improvements relating to architectural massing and landscape details. Therefore, based on the current project design, as well as required final review and

approval by the ABR, the proposed project's on-site aesthetics impacts are considered *less than significant.*

1. c) Lighting

Although the project is located in a residential neighborhood, the Valle Verde facility contains both residential and commercial uses. The proposed development would therefore provide outdoor lighting typical of commercial and residential uses. Additionally, the Rutherford parcel, which is currently developed with a single family residence, would be redeveloped with ten residences and a small parking area for the residences. By grading the parking area into the hillside, lighting from the parking lot would be shielded from the uphill neighbors. Other light sources would be generated from cars traveling west, uphill, on Torino Drive toward the Hidden Oaks Estates during the evening and the street lights on Torino Road above Calle de los Amigos. The project's exterior lighting would be subject to compliance with the requirements of SBMC §22.75, the City's Outdoor Lighting and Design Ordinance. The ordinance provides that exterior lighting be shielded and directed to the site such that no undue lighting or glare would affect surrounding residents, roads, or habitat areas. Conformance with this ordinance will be confirmed by the Architectural Board of Review in their final review of the project. Project impacts on lighting and glare would be *less than significant*.

Visual Aesthetics – Required Mitigation

AES-1 Landscape Plans. Prior to issuance of grading or building permits, final landscaping plans for the development shall be submitted for review and approval of the Environmental Analyst and Architecture Board of Review (ABR), and shall include the following:

A. Planting of only native species in development areas adjacent to native riparian, oak woodland, and coastal sage scrub areas. Drought tolerant, water wise landscaping shall be used throughout the site. No highly invasive non-native species listed by the California Native Plant Society are to be used onsite.

B. Replacement of all skyline and specimen trees proposed for removal or significantly impacted onsite at a minimum of a 1:1 ratio, with native species. Should any of the large sycamore trees onsite be impacted by the project, they shall be replaced at a 3:1 ratio per the specifications of the Tree Assessment and Protection Plan.

Visual Aesthetics - Residual Impacts

Impacts with regard to site aesthetics would be less than significant. Impacts related to scenic views would be mitigated with Measure AES-1 to a less than significant level.

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

Air Quality - Discussion

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

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

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

Presently, Santa Barbara County is in attainment for all federal ambient air quality standards but does not meet the 8-hour ozone and PM10 California ambient air quality standards.

Impact Evaluation Guidelines: A project may create a significant air quality impact from the following:

- Exceeding an APCD pollutant threshold; inconsistency with District regulations; or exceeding population forecasts in the adopted County Clean Air Plan.
- Exposing sensitive receptors, such as children, the elderly or sick people to substantial pollutant exposure.
- Substantial unmitigated nuisance dust during earthwork or construction operations.
- Creation of nuisance odors inconsistent with APCD regulations.

Long-Term (Operational) Impact Guidelines: The City of Santa Barbara uses the SBCAPCD thresholds of significance for evaluating air quality impacts. The APCD has determined that a proposed project will not have a significant air quality impact on the environment if operation of the project will:

- Emit (from all project sources, both stationary and mobile) less than 240 pounds per day for ROC and NO_x , and 80 pounds per day for $PM_{10;}$
- Emit less than 25 pounds per day of ROC or NO_x from motor vehicle trips only;
- Not cause a violation of any California or National Ambient Air Quality Standard (except ozone);
- Not exceed the APCD health risks public notification thresholds adopted by the APCD Board; and
- Be consistent with the adopted federal and state air quality plans for Santa Barbara.

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

Exhaust from construction equipment also contributes to air pollution. Quantitative thresholds of significance are not currently in place for short-term or construction emissions. However, SBCAPCD uses combined emissions from all construction equipment that exceed 25 tons of any pollutant except carbon monoxide within a 12-month period as a guideline threshold for determining significance of construction emission impacts.

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

Air Quality – Existing Conditions and Project Impacts

2. a) Clean Air Plan

Direct and indirect emissions associated with the project are accounted for in the 2007 CAP emissions growth assumptions. Appropriate air quality mitigation measures, including construction dust suppression, would be applied to the project, consistent with CAP and City policies. The project could be found consistent with the 2007 Clean Air Plan; therefore, impacts would be *less than significant.*

2. b) Air Pollutant Emissions

Long-Term (Operational) Emissions:

Long-term project emissions could potentially stem from motor vehicles associated with the project, and from stationary sources, which may require permits from the APCD. Examples of stationary sources include gas stations, auto body shops, diesel generators, dry cleaners, oil and gas production and processing facilities, and water treatment facilities. Other stationary sources such as small wineries, residential heating and cooling equipment, wood burning stoves and fireplaces, or other individual appliances do not require permits from the APCD and are known as "area sources". The proposed project does not contain any stationary sources that require permits from APCD.

Using the URBEMIS 9.2.4 computer model (**Exhibit D**), it is estimated that the long-term vehicle emissions resulting from the proposed project would be 5.4 pounds per day of ROC and 1.8 pounds per day of NO_x which is substantially below significance thresholds adopted by the APCD and the City of Santa Barbara. Therefore, the proposed project would have a *less than significant* impact on the environment related to long-term air quality.

Short-Term (Construction) Emissions:

The project would involve grading (11,520 cubic yards of cut, 13,300 cubic yards of fill, 1,780 cubic yards of import), paving, and landscaping activities which could cause localized dust related impacts resulting in increases in particulate matter (PM_{10} and $PM_{2.5}$). Utilizing the URBEMIS 9.2.4 computer model, it is estimated that the proposed project would result in emissions of 1.08 tons per year of PM_{10} and 0.19 tons per year of $PM_{2.5}$. Dust control measures (which are repeated in the mitigation measures below) are required for the project as standard conditions of approval; therefore, dust-related impacts are considered *less than significant.*

Construction equipment would also emit NO_x and ROC. However, in order for NO_x and ROC emissions from construction equipment to be considered a significant environmental impact, combined emissions from all construction equipment would need to exceed 25 tons of any pollutant (except carbon monoxide) within a 12-month period. Using the URBEMIS 9.2.4 computer model, it is estimated that the proposed project will generate 2.52 tons per year of NO_x and 0.48 tons per year of ROG during construction. Construction emission control measures (which are repeated in the mitigation measures below) are required as standard conditions of approval for the project. Therefore, project impacts related to short-term emissions impacts would be *less than significant.*

2. c) Cumulative Emissions

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

The carbon dioxide (CO_2) equivalent is a consistent methodology for comparing GHG emissions. Using the URBEMIS 9.2.4 computer model, the net increase in CO_2 emissions is anticipated to be 553.82 tons per year.

As the project will result in a small increase of vehicle trips, it will contribute, on a cumulative level, to the generation of GHG emissions. Because no significance thresholds or regulatory guidance have been adopted yet for the generation of GHG emissions, an impact determination would be overly speculative at this time. The City has adopted ordinances and guidelines in an effort to reduce the energy consumption of new construction. These measures to require more "green" construction serve to reduce GHG emissions from new and some refurbished development. In addition, the City is in the process of preparing revisions to its General Plan. During the analysis of the impacts of the new plan, additional guidance on how to deal with GHG emissions is anticipated.

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

2. d) Sensitive Receptors

Sensitive receptors are defined as children, elderly, or ill people that can be more adversely affected by air quality problems. Land uses typically associated with sensitive receptors include schools, parks, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and clinics. The proposed development would generate approximately 11 new peak hour trips, which is substantially less than the 800 new peak hour vehicle trip threshold and therefore would be unlikely to generate dangerous concentrations of carbon monoxide at any location. Stationary sources are of particular concern to sensitive receptors, as is construction dust and particulate matter. The project would not include stationary sources, but sensitive receptors could be affected by fugitive dust and diesel particulate matter (diesel PM) from construction equipment and vehicle exhaust during project site grading. Particulate emissions from diesel exhaust are classified as carcinogenic by the State of California. Standard nuisance dust and diesel PM measures are required for the project as conditions of approval (repeated below as mitigations measures); therefore, nuisance dust and diesel PM impacts are considered *less than significant*.

2. e) Odors

The Valle Verde facilities includes an existing full service dining facility that contain features with the potential to emit odorous emissions, from sources such as commercial cooking equipment including grills, fryers, ovens, burners, hoods/fire suppression systems and food warming racks. The Santa Barbara County Health Department inspects the facility annually. Due to the nature of the proposed land use, project impacts related to odors would be considered *less than significant*.

Air Quality – Recommended Mitigation

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

AQ-2 Construction Dust Control - Watering. During site grading and transportation of fill materials, regular water sprinkling shall occur using reclaimed water whenever the Public Works Director determines that it is reasonably available. During clearing, grading, earth moving or excavation, sufficient quantities of water, through use of either water trucks or sprinkler systems, shall be applied to achieve minimum soil moisture of 12% to prevent dust from leaving the site. Each day, after construction activities cease, the entire area of disturbed soil shall be sufficiently moistened to create a crust.

Throughout construction, water trucks or sprinkler systems shall also be used to keep all areas of vehicle movement damp enough to prevent dust raised from leaving the site. At a minimum, this will include wetting down such areas every three hours. Increased watering frequency will be required whenever the wind speed exceeds 15 mph.

AQ-3 Construction Dust Control – Tarping. Trucks transporting fill material to and from the site shall be covered from the point of origin and maintain a freeboard height of 12 inches.

AQ-4 Construction Dust Control – Gravel Pads. Gravel pads, 3 inches deep, 25 feet long, 12 feet wide per lane and edged by rock berm or row of stakes or a pipe-grid track out control device shall be installed to reduce mud/dirt track out from unpaved truck exit routes.

AQ-5 Construction Dust Control – Disturbed Area Treatment. After clearing, grading, earth moving or excavation is completed, the entire area of disturbed soil shall be treated to prevent wind erosion. This may be accomplished by:

A. Seeding and watering until grass cover is grown;

B. Spreading soil binders;

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

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

AQ-6 Construction Dust Control – Paving. All roadways, driveways, sidewalks, etc., shall be paved as soon as possible. Additionally, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

AQ-7 Stockpiling. If importation, exportation and stockpiling of fill material are involved, soil stockpiled for more than two days shall be covered, kept moist by applying water at a rate of 1.4 gallons per hour per square yard, or treated with soil binders to prevent dust generation. Apply cover when wind events are declared.

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

AQ-9 Exhaust Emissions – Engines. Heavy-duty diesel-powered construction equipment manufactured after 1996 (with federally mandated "clean" diesel engines) shall be used.

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

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

AQ-12 Equipment Maintenance. Construction equipment shall be maintained to meet the manufacturer's specifications.

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

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

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

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

AQ-17 Idling Limitation. Idling of heavy-duty diesel trucks during loading and unloading shall be limited to five minutes; auxiliary power units shall be used whenever possible.

AQ-18 Worker Trips. Construction worker trips shall be minimized by requiring carpooling and by providing for lunch onsite.

AQ-19 Biodiesel. Biodiesel shall be used to the maximum extent feasible.

AQ-20 Energy Use. Minimize the use of energy by designing and constructing structures using sustainable development principles including green building designs and materials.

AQ-21 Carpool Parking. Provide preferential parking for carpools and vanpools.

AQ-22 Demolition and Debris Removal. Apply water every 4 hours to the area within 100 feet of a structure being demolished, to reduce vehicle trackout. Apply water to disturbed soils after demolition is completed or at the end of each day of cleanup.

AQ-23 Post Demolition. Apply dust suppressants (e.g., polymer emulsion) to disturbed areas upon completion of demolition.

AQ-24 Demolition Activities. Prohibit demolition activities when wind speeds exceed 25 mph.

Air Quality - Residual Impacts

Implementation of Mitigation Measures related to dust generation and implementation of Mitigation Measures related to diesel equipment emissions would further reduce to less than significant impacts.

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

Biological Resources - Discussion

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

Impact Evaluation Guidelines: Existing native wildlife and vegetation on a project site are qualitatively assessed to identify whether they constitute important biological resources, based on the types, amounts, and quality of the resources within the context of the larger ecological community. If important biological resources exist, project effects to the resources are qualitatively evaluated to determine whether the project would substantially affect these important biological resources. Significant biological resource impacts may potentially result from substantial disturbance to important wildlife and vegetation in the following ways:

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

Biological Resources – Existing Conditions and Project Impacts

3. a-e) Native Wildlife and Habitat

Existing Habitats

The City Master Environmental Assessment identifies the project site as having several biotic communities, including southern oak woodland, riparian woodland and creek, coastal sage scrub and orchard. A Biological Assessment has been prepared by Hunt and Associates Biological Consulting Services for all five properties of the campus (**Exhibit E**). Additionally a Tree Assessment and Protection Plan has been prepared by Bill Spiewak for those areas potentially impacted by the project (**Exhibit F**). Both of these documents are hereby incorporated by reference and relevant portions are summarized below. The west side of the site (APN 049-440-015; -016; and -050) contains a pristine oak woodland that is identified by the Conservation Element as one of two pristine stands of Southern Oak Woodlands in the City. This habitat is designated as highly sensitive in the City's Conservation Element, and is considered sensitive habitat by the California Department of Fish and Game (CDFG) and the County of Santa Barbara, as described in the Biological Assessment. Coastal sage scrub and grassland habitats are intermixed amongst and adjacent to the oak woodland stand. The City's Conservation Element considers coastal sage scrub and grassland habitats to have medium and low sensitivity respectively. Coastal sage scrub is also considered a sensitive habitat by CDFG and the County of Santa Barbara. According to the Biological Assessment, past farming practices and more recent fuel management activities have disturbed the oak woodland and coastal sage scrub areas immediately west of the existing structures on the campus. The report characterizes these border areas as being mostly devoid of woody vegetation, with a scattering of coast live oaks, ornamental trees and shrubs.

The main portion of the existing Valle Verde campus is landscaped with mostly non-native ornamental trees, shrubs, and ground cover, with a number of mature coast live oaks and a few mature western sycamores scattered throughout the

facility. Also found on the campus grounds are coast redwood, Monterey pine and Monterey cypress. A portion of the Arroyo Burro Creek and associated riparian area runs along the eastern property line of APN 049-040-054 and just south of Calle de Los Amigos east of the Valle Verde Campus. These riparian areas are considered sensitive by the City, County, and CDFG, but would not be impacted by the project because no development is proposed in this area. There is no wetland habitat identified in or directly adjacent to the project impact area. The biological report identifies four special-status annual plants species that have some potential of being present on the project site, including Catalina mariposa lily (CNPS List 4), Nuttall's snapdragon (Locally Sensitive); Santa Barbara bedstraw (CNPS List 4), and Suffructescent wallflower (CNPS List 4). However, no special-status plants were observed within or adjacent to the project area during site visits by the consulting biologist.

In 1984, as part of their project approval, Valle Verde was required by the Planning Commission to dedicate four acres of oak woodland to be preserved as open space in perpetuity to mitigate for the loss of 13 oak trees. However, this dedication was never recorded. The current proposal would place development restrictions on the original four acres of oak woodland, as well as an additional five acres, bringing the total restricted oak woodland acreage to 9.8 acres.

Tree Removal

A Tree Assessment and Protection Plan was prepared by Bill Spiewak (**Exhibit F**) that inventoried all trees within and adjacent to all proposed impact areas, and assessed the project's impacts on these trees. Impacts were classified in one of four categories **1)** Removal; **2)** Significant Impact (over 20% of the root zone impacted and the tree likely to be impacted); **3)** Borderline Impact (approximately 20% of root zone impacted; however, the impact area already disturbed and tree protection measures likely to save trees); and **4)** No Impact (less than 20% of root zone impacted or no encroachment). According to the report, 15 oaks would be removed, and impacts to six additional oak trees are considered borderline depending on the limits of construction for the project. The twenty-one oak trees to be removed and/or considered in the Borderline Impact category range in diameter from 4" to 20," with six having a diameter of 16" or more. Construction of the employee and staff parking lot located on APN 049-040-053 and the four residential units proposed on APN 049-040-050 would result in the removal of 10 oak trees with trunk diameter ranging from 4" to 8". On APN 049-440-015 (Rutherford Property) and APN 049-440-016, construction of the residential units, roadway and parking area would also result in the removal of five oaks, with trunk diameters ranging in size from 7" to 16". The potentially impacted oaks are all located in the existing fuel modification clearance area adjacent to existing structures that has undergone repeated disturbance, but is adjacent to extensive closed-canopy coast live oak woodland.

As described above, the Biological Assessment concludes that the existing coastal live oak woodland and coastal sage scrub, which border the proposed expansion areas, are considered sensitive by the California Department of Fish and Game and the County of Santa Barbara. Additionally, the oak woodland stand existing on site is identified as a highly sensitive habitat in the City's Conservation Element. As noted above, the Southern Oak Woodland located on the project site is considered pristine, and viable as an undisturbed habitat. The oak trees serve to control the micro-environment around them by producing shade to lower temperatures. These trees also provide shelter, food, and space for many animals. Policies in the Conservation Element support the protection and preservation of the Southern Oak Woodland habitat as well as individual oak trees. The Conservation Element also calls for the integration of matures trees into project design rather than their removal. Biological Resources Policy 4.0 of the Conservation Element directs that, where feasible, the City's remaining stands of Southern Oak Woodlands be preserved. Policy 4.2 directs that all feasible options be exhausted prior to the removal of trees, and Policy 4.3 requires that major trees removed be replaced on a minimum of one-for-one basis.

The applicant has worked diligently to consider numerous options that would minimize the removal of oak trees. The original project proposal identified the loss of as many as 30 oak trees. Revisions made by the applicant to the proposed development areas allowed for the preservation of 15 oak trees. Additionally, the majority of trees potentially impacted are small. In total, the number of trees to be removed or impacted (including borderline impact) constitutes approximately 4% of the total number of oaks on the Valle Verde properties. The Tree Assessment and Protection Plan and Biological Assessment recommend numerous tree protection measures during construction and require monitoring of the site during and following construction. Any oaks to be removed or impacted would be replaced at a minimum 10:1 ratio to ensure that an adequate number of trees survive. These measures are outlined below in the required Mitigation Measures BIO-1 and BIO-3.

The tree assessment provided by Bill Spiewak concluded that the impacts to southern oak woodland could be considered less than significant; however, an additional assessment by Brian Trautwein stated there could be substantial impacts to the oak woodland, which has led to a disagreement between experts. Therefore, the impact to the oak woodland is *potentially significant* and will be assessed as part of an EIR. Preliminary Biological Mitigations are included in this initial study and, depending on the conclusion of the EIR, additional mitigations could be required.

In addition to oaks, the project may cause a minor impact to one large native sycamore tree. The Tree Assessment and Protection Plan recommends replacement of this sycamore tree at a minimum of a 3:1 ratio should impacts occur. This mitigation could reduce any potential impacts and will be further analyzed in an EIR. Additionally, 11 large non-native trees and 69 small to medium sized non-native trees would be potentially impacted. While not considered to have significant habitat impacts, removal of these trees does affect the aesthetics and views in the area. These issues and required landscaping plans are discussed further in Section 1. Aesthetics.

Fuel Modification

Routine fuel modification practices have encroached into the oak woodland and coastal sage scrub existing on the Valle Verde property. Currently, a 100-foot buffer zone is maintained around structures along the western edge of the project area, through either vegetation modification (clearance of shrubs, mowing, and trimming of trees) or planting of fire resistant landscape vegetation. All proposed structures would be placed in previously disturbed oak woodland, chaparral, or non-native areas. However, development would place structures within portions of the currently maintained fuel modification buffer, therefore extending the fuel modification zone upslope into the undisturbed coastal sage scrub and oak woodland habitat. Although, the project site is not designated as a high fire hazard area, the City Fire Department has indicated that the oak woodland area adjacent to the proposed development poses a wildland fire hazard.

As discussed in the Section 6. Hazards below, a 75-foot defensible space would be required from each structure proposed for development adjacent to, or in close proximity to the oak woodland or coastal sage scrub areas. Reducing the fuel management zone from 100 feet to 75 feet would result in fewer and less intense impacts to native vegetation. Approximately 1.5 acres of oak woodland and coastal sage scrub habitats would be relieved of fuel management activities due to existing structures and replanted with native vegetation. However, approximately 0.3 acres of undisturbed oak woodland and coastal sage scrub habitat would be impacted as a result of the proposed fuel modification for new structures. As described in Section 6. Hazards, the fuel modification in this area includes thinning of shrub habitat and trimming of low limbs on oak trees. While the entire habitat is not proposed for complete removal, these fuel modification activities reduce the functional capacity and diversity of the habitat and promote invasion by non-native plants. This impact to coastal sage scrub and oak woodland habitat could be reduced with the implementation of Required Mitigation Measures BIO-3. However, as stated above a habitat assessment was provided during the comment period for the original initial study comment period, stating that the modified fuel management program would cause impacts to the coastal sage and oak woodland. Therefore, the fuel modification will be studied further under in an EIR, thus the impacts *are potentially significant*. In addition, Mitigation Measure AES-1 requires the City's Environmental Analyst to review and modify (if necessary) landscaping plans prior to building permit approval to ensure that only native plant material is used adjacent to existing riparian, oak woodland, and coastal sage scrub habitats and any specimen sycamore trees impacted are replaced at a 3:1 ratio as further described in Section 1., Aesthetics.

The timing of vegetation modification could also affect nesting birds if it is not timed properly to avoid the breeding season. These potential impacts are discussed below.

Wildlife

On September 18, 2006 and again on September 26, 2006, Lawrence E. Hunt (Exhibit E) surveyed all parts of the Valle Verde campus and the proposed expansion areas on foot. The surveys served to characterize the existing biological conditions in the proposed development areas, as well as identify special-status plants, animals, and habitats. Wildlife species inhabiting the property include a wide variety of species typical of coast live oak and coastal sage plant communities. The report identifies many of the landscape within the Valle Verde campus as providing suitable roosting, foraging and/or nesting habitat for special-status birds, such as raptors, resident and migratory passerines, and bats. The report identifies 40 special-status wildlife species that have the potential to exist within or adjacent to the project area based on either known occurrence in the immediate area or known occurrence in the region and the presence of suitable habitat in the project area. Silvery legless lizards have a high potential of existing on the project site because of the sandy soils found on-site. As well, coast horned lizards may also be found because of the presence of favorable vegetation and soil types. Allen's hummingbird, California thrasher, Cooper's hawk, and loggerhead shrike have been observed in and directly adjacent to the project area during surveys conducted by the consulting biologist. No nests were found during surveys. All of the species potentially present or found during surveys in the affected project area are designated California Species of Special Concern, Federal Sensitive Species, Migratory Non-game Bird Species of Management Concern, or Species of Local Concern. The Biological Assessment does not identify any Federal or State threatened or endangered species as potentially located in or directly adjacent to the area of project affect.

Development of the property would include the removal of 15 oak trees and disturbance to approximately 0.3 acres of undisturbed oak woodland and coastal sage scrub habitat, as a result of fuel modification needed to protect new structures from fire hazard. Additionally, approximately 7 large non-native trees and 69 small to medium sized non-native trees

would be potentially removed or severely impacted. This development of the property would reduce the available habitat of some wildlife species from the project vicinity. Wildlife which could nest onsite may be unable to tolerate the level of disturbance from occupation of the new homes. Mammal species could be restricted from some areas of the site if the property is developed. Required Mitigation Measure BIO-3 ensures the restoration of approximately 1.5 acres of oak woodland and coastal sage scrub habitat as proposed by the applicant. Additionally, the applicant is required through Mitigation BIO-3 and AES-1 to replace lost oaks at a 10:1 basis, replace any lost sycamore trees at a 3:1 basis, and replace large skyline/specimen non-native trees at a 1:1 basis. Given these restoration requirements, the proximity of disturbance areas to existing structures, the large amount of habitat retained as part of the project, and the lack of potential for endangered or threatened species, permanent impacts to sensitive wildlife habitats due to habitat removal could be less than significant. However, the impacts to wildlife will be reviewed in an EIR and therefore the impacts are *potentially significant*.

A variety of wildlife species could be adversely affected by the presence of lights from the proposed development. Nocturnal species which rely on darkness to hunt or evade predators would be especially affected, including owls, nighthawks, and small mammals. On the other hand, certain species of aerial-foraging bats may be aided by night-lighting as these light sources are foci of activity for many flying insects. Impacts relating to lighting could be considered *potentially significant* and will be examined further in an EIR. Mitigation Measure BIO-4, which requires the applicant to use minimal lighting and direct all lighting downward, will be considered in the mitigations for the EIR.

Construction activities could disturb nesting birds or sensitive species potentially present on the property through direct removal, noise, traffic, erosion, and increased human activity at the site. As described in the following Noise, Traffic, and Water Quality sections, all potentially significant impacts related to construction noise, traffic, and water quality can be mitigated with the implementation of mitigation measures. Mitigation Measure BIO-2 also requires a qualified biologist to survey the project area prior to construction for nesting birds and sensitive species. Surveys shall be conducted not more than 3 days prior to commencement of construction activities. Should nesting birds or sensitive species be found, the biologist is required to implement a plan to avoid impacts to these species. Additionally, a biologist would be required to monitor during initial grading activities in order to prevent impacts to any silvery legless lizards potentially on the property. Construction related impacts to wildlife species would be considered *potentially significant* and will be reviewed as part of the EIR.

Biological Resources – Mitigation

The following Mitigations have been preliminarily identified based upon the Tree Assessment and Protection Plan and the Biological Assessment prepared to date. As part of the EIR, these Mitigations may be revised as appropriate and additional Mitigations may be identified.

BIO-1 Oak Tree Protection (Short-Term). Tree protection measures recommended in the Tree Assessment and Protection Plan dated November 12, 2008, are listed below and shall be followed, as specified, for the duration of all grading and construction activities associated with the project. Additionally, all recommended mitigation measures identified in the Biological Assessment prepared by Hunt & Associates Biological Consulting Services dated September 28, 2006 amended April 25, 2008 and December 18, 2008 are also listed below and shall be implemented, as:

1. **Pre-Construction Conference.** A pre-conference meeting with all contractors shall be held to discuss tree protection mitigation measures prior to any construction activity.

2. **Arborist Monitoring.** A qualified arborist shall monitor activities within the CRZs during demolition and grading and construction phases to ensure that tree protection zones are maintained as designated on the plan. Prior to issuance of any grading permits, the applicant shall submit a draft contract with a qualified arborist for the review and approval of the Environmental Analyst.

3. **Tree Protection Measures.** All trees not indicated for removal on the site plan shall be preserved, protected, and maintained, in substantial accordance with the Tree Assessment and Protection Plan dated November 12, 2008. The following measures shall be noted on the grading plan submitted to the building department prior to issuance of grading permit and implemented prior and during construction-related activities to ensure the protection of trees:

    a. Tree protection fencing and barriers shall be installed as indicated on the fencing plan.

    b. Fences shall be chain link or orange plastic, four to six feet high and positioned at the Critical Root Zone (CRZ) as specified in the tree inventory table and illustrated on the site maps of the Tree Assessment and Protection Plan.

c. CRZs shall have a radius measured from the center of the trunk to the outside edge of the CRZ, wherever possible. If work is approved within the CRZ, the fence shall be placed at the outside edge of the work zone.

d. Fencing shall remain upright and intact throughout the duration of the project.

e. Construction related activities shall be prohibited within the Tree Protection Zones (TPZ), including the use of heavy equipment, storage of materials, or accumulation of soil for later use.

f. Demolition and excavation within TPZs of all native and non-native trees shall be done by hand where reasonable. Reasonableness shall be determined by the Project Environmental Coordinator, Supervising General Contractor and the Project Arborist.

g. Special attention shall be given to construction related activity around sycamore #104 and all oak trees to minimize impacts. Three 24-inch boxed sycamores shall be planted to mitigate impacts to sycamore #104.

h. Any roots encountered within the CRZs of trees, even if outside the TPZs shall be cleanly cut back to an undisturbed section of the root zone. In areas where roots are cut, the soil profile shall be irrigated to reduce drying of newly exposed soil and subsequent damage to remaining roots in that profile. The Project Arborist shall determine the quantity, area and frequency of irrigation to the disturbed area.

i. A permethrin-based pesticide (Astro) shall be applied to the lower six feet of oak tree trunks stressed from root cutting in the early Spring and late Summer (through September), to reduce the risk of attack by fatal oak bark beetles. It may need to be repeated for several years at the discretion of the City Arborist.

j. Tree removal should, to the extent feasible, be scheduled between August 1 and November 1 to avoid bird nesting season.

BIO-2 Biological Monitoring. Prior to issuance of any grading or building permits, the applicant shall submit a draft contract with a qualified biologist for the review and approval of the Environmental Analyst. The following monitoring activities, as outlined in the Biological Assessment dated December 18, 2008, shall be implemented:

1. A qualified biologist shall supervise the installation of the construction fencing around all work areas and access roads. Fencing shall be maintained through the duration of project construction.

2. A qualified biologist shall be retained to survey trees and shrubs in the project area for nesting birds or any special status animals prior to commencement of any grading or vegetation removal activities. Surveys should be conducted no more than three (3) days prior to initial grading or vegetation removal. Any vegetation found to contain active nests of any raptors or sensitive bird species shall be left alone until fledging has been completed. If any special-status species are found, the biologist shall submit for the review and approval of the environmental analyst a plan for either the relocation or avoidance of these species, whichever is appropriate. This plan should be prepared in consultation with CDFG and/or USFWS depending on the species. Work shall not commence until the plan has been approved and implemented.

3. A qualified biologist shall be present during initial grading of parking lot area to direct equipment operator(s) to make first pass removing only vegetation and top three inches of topsoil. The biologist shall salvage any legless lizards or other animals uncovered during this activity and determine if second or third “lifts” of soil are necessary to salvage additional animals.

BIO-3 Biological Restoration Plan. Prior to issuance of grading or building permits, restoration plans prepared by a qualified biologist shall be submitted for review and approval by the City’s Environmental Analyst that include the following:

1. The plan shall include all recommendations relating to restoration and tree replacement contained in the Biological Assessment and Tree Assessment and Protection Plan prepared for the project.

2. The plan shall include a planting palette, planting design, source of plant material, and plant installation.

3. Monitoring of the restoration area shall occur for a minimum of five (5) years. Monitoring reports shall be submitted annually and at the completion of the five year period. If the final report indicates that the restoration project has in part or in whole been unsuccessful based on the performance standards specified in the restoration plan, the applicant shall submit within 90 days a revised or supplemental restoration program.

4. All plantings should be maintained for the life of the project.

5. All cleared, graded, or disturbed areas on the subject site shall be planted and maintained for erosion control purposes as soon as feasible following initial disturbance.

6. A minimum oak tree replacement ratio of 10:1 shall be required to mitigate the loss of the 15 coast live oaks. A minimum survivorship ratio of 8:1 after three years post-planting shall be achieved. Acorns collected from on-site oak trees shall be used. One hundred fifty oak saplings, one gallon in size shall be planted in areas between the new structures on the west side of the property (project north) and the oak woodland. Additional trees shall be planted if damage occurs to existing trees during construction related activities.

7. All disturbed soils around the margins of the development proposed on the western side of the campus adjacent to the existing oak woodland shall be hydroseeded with a native coastal sage scrub seed mix using native species found in adjacent habitats. Seed shall be collected from locally-occurring plants (either on-site or within the south coast of Santa Barbara County).

8. Existing areas currently undergoing fuel modification but proposed to no longer be disturbed (approximately 1.5 acres) adjacent to the oak woodland on the western side of the property shall be cleared of existing invasive, non-native species (oleander, ice plant, ivy, etc.) and replanted with native, locally-occurring ground over, brush and trees found in the oak woodland and coastal sage scrub habitats.

9. Trees may be grown from acorn collected on-site or purchased from a local nursery that grows trees from local seed.

10. Planting shall be undertaken immediately after completion of construction.

11. Cages around the saplings shall be installed during planting to prevent wildlife from damaging the young trees. Weeds shall be controlled and a 2-3 inch layer of mulch shall be placed around the trees, but not against the stems. Newly planted saplings shall be irrigated with drip or other water source for the first two years, until the saplings are established.

12. All trees removed during construction shall have their trunks and large limbs cut into three to four-feet long sections and scattered around adjacent natural habitat to function as microhabitat for small animals.

BIO-4 Night Lighting. In addition to compliance with the Lighting Ordinance, all night-lighting shall be of the minimum wattage necessary for public safety and shall be shielded and down-directed to prevent stray light from illuminating the adjacent oak woodland, consistent with the City's Lighting Ordinance.

Biological Resources - Residual Impacts

Implementation of the required mitigation measures could lessen potential biological resources impacts; however a final determination of residual impacts shall occur in an EIR.

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

Cultural Resources - Discussion

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

The City's built environment has a rich cultural heritage with a variety of architectural styles, including the Spanish Colonial Revival style emphasized in the rebuilding of Santa Barbara's downtown following a destructive 1925 earthquake.

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

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

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

Cultural Resources – Existing Conditions and Project Impacts

4. a) Archaeological Resources

The City Master Environmental Assessment (MEA) *Cultural Resources Sensitivity Map* identifies a portion of APN 049-040-053 and -054 within a Prehistoric Sites and Water Course Sensitivity Zone. Development proposed in these areas involves the construction of residential units, parking areas and upgrades to Common Area facilities, including the Administration Building. On December 20, 2008, an intensive field survey of the entire property was conducted by David Stone, M.A., Stone Archaeological Consulting, which is incorporated in this section by reference and summarized below. Soils in the proposed development area were closely inspected in parallel transects spaced no greater than two meters (six feet) apart. Shovel scrapes were performed in areas of less ground surface visibility. Good ground surface visibility was observed within the proposed development. Therefore, the overall reliability of the survey in the areas of potential impacts is considered good. No prehistoric or historic cultural materials were identified.

Based on absence of prehistoric cultural remains, as well as the overall good to excellent reliability of the surface survey, the report concludes that the proposed project is not considered to have the potential to impact intact significant or important historic or prehistoric cultural remains. Project impacts to archaeological resources are therefore, *less than significant.* However, as with any ground disturbing activity, there is the remote possibility of encountering unknown buried deposits. For this reason contractors and construction personnel should be alerted to the possibility of encountering archaeological resources within the project parcel. If archaeological resources are encountered, work in the area of the find should be halted and a professional archaeologist consulted.

4. b) Historic Resources

The existing residential unit on the Rutherford property is proposed to be demolished as part of the project. Preservation Planning Associates prepared a Historic Structures/Sites Report (**Exhibit G**) for the project, which identifies the structure as a "vernacular house of the 1950's, which does not have historic significance." It is not known when the house was constructed. There is no building permit; however it is believed that the house may have been constructed in 1955 for Stephen and Verde Rutherford. In 1986 after Verde Rutherford's death, the property was annexed to the City and subsequently sold to the American Baptist Homes of the West by Mrs. Rutherford's heirs. Presently, a Valle Verde employee is occupying the house.

The house is set within mature trees at the top of a knoll accessed by a paved driveway from Calle Sastre within the Valle Verde campus. The residence is primarily surrounded by dirt, with no landscaping, except for mature trees. The subject house is a one-story wood-framed L-shaped house, clad in a rough-finished stucco siding. The structure has been altered with a front entrance door, concrete steps and a porch. The report states it is unusual that the no patios or exterior terraces exist, which are normally associated with the indoor/outdoor design of 1950's houses. The condition of the house is deteriorating, with stucco spalling from the base of the walls and rust evident on the metal sash windows.

The report concluded that the dwelling unit is not eligible for the California Register of Historic Resources or for designation as a City Structure of Merit or a Landmark. Because the house is not considered an historic resource pursuant to CEQA standards, demolition of the structure will not result in a potentially significant impact. Therefore, no mitigation was required. The Historic Landmarks Commission reviewed and accepted the Historic Structures Report and its

conclusions on March 7, 2007. *No impacts* to historical resources would occur as a result of the proposed demolition of the existing residence.

4. c) Ethnic/Religious Resources

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

Cultural Resources – Recommended Mitigation

CR-1 Unanticipated Archaeological Resources Contractor Notification. The following information should be printed on the grading plans submitted to the building department prior to issuance of a grading permit:

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

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

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

Cultural Resources – Residual Impacts

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

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

Geophysical Conditions - Discussion

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

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

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

Geophysical Conditions – Existing Conditions and Project Impacts

5. a-c) Seismic Hazards

Fault Rupture: The Valle Verde facility is located in a seismically active region typical of southern California, and within the general vicinity of mapped active and potentially active faults. The site is not within a State of California Fault Hazards Zone. The closest known active or potentially active fault is the Lavigia fault. The Lavigia fault is mapped trending southeasterly from the west side of Hope Ranch towards the La Mesa Hill area of Santa Barbara. The Lavigia fault has been mapped south of the site within the mid-slope area of Campanil Hill by Dibblee (1987), Olson (1982) and Gurrola (2002). It was also mapped by Hoover (1978) trending toward the site from the east. A Geotechnical Report (**Exhibit H**) was prepared for the project site by Fugro West, Inc., in October 2006 and updated in February 2008. As part of these studies, a 245-foot trench in a north-south direction was excavated to depths of up to 14 feet on the Rutherford property. The report documents that no evidence of faulting was encountered and suggests that the Lavigia fault is likely south of the Rutherford property as mapped by most investigators. Based on this, the report concludes that the project site has a "low" potential to experience surface fault rupture resulting from an earthquake on one of the mapped faults. Therefore, fault rupture impacts are considered *less than significant*.

Ground Shaking and Liquefaction: Evidence of faulting was not discovered in the trench on the Rutherford property, however, the project site is located in a seismically active area of Southern California. Significant ground shaking as a result of a local or regional earthquake is likely to occur during the life of the project. The potential for ground shaking is considered a *less than significant* impact because of the distance to the nearest know fault. Future development would be required to comply with building code requirements that would minimize potential hazards associated with ground shaking.

The MEA identifies the project site as having a "conditional or questionable" potential for liquefaction. The geotechnical reports prepared for the project (**Exhibit H**) states that, in the event of a strong earthquake, surface effects of liquefaction are expected to be slight due to the depth of the groundwater table. Because groundwater was found at 27 to 33 feet below the surface in four test drilling areas, the report concludes that there is not a particularly high potential for liquefaction. However, the report cautioned that if there is a rise in the mean water table at the site, it may result in increased post-liquefaction settlement of the ground surface in liquefiable areas and the report recommends that a determination of the groundwater depth shall occur prior to construction shall occur to ensure the water table has not risen. Based upon the level of the water table, the geotechnical analysis will include a recommendation of the appropriate foundation consistent with the current building code. Conformance with building code would mitigate any potential impacts to a *less than significant level.*

Seiche or Tsunami: The City's Master Environmental Assessment (MEA) Geophysical maps identify the project site as not subject to seismic waves that could be induced in lakes (seiche) or the ocean (tsunami) or associated run-up areas. There are no open bodies of water that could result in an increase in tsunami-related risk. Impacts associated with these hazards are not expected to occur. Therefore, there would be *no impact* related to seismic hazards such as seiche or tsunami.

5. d-f) Geologic or Soil Instability

Landslides and Surficial Stability: The project site has some areas with relatively steep slopes, and portions of the project site are identified by the MEA as being potentially subject to heavy damage to structures from problems associated with slope stability. The Geotechnical Reports prepared by Fugro West, Inc. for the project in 2006 and 2008 (**Exhibit H**), state that the project site is located in an area of high landslide potential due to weak, erodible bedrock materials of the Santa Barbara Formation and the moderately to steep sloping terrain on the site.

Data reviewed by Fugro, Inc. does not show known mapped landslides on the ascending slopes above the Rutherford property, maintenance building area, or West campus development. According to the reports, observed subsurface conditions also do not support large-scale landsliding onsite. It should be noted that there are numerous older and recent

landslides mapped in the Rincon Formation along the north flank of Campanil Hill south of the project site. The areas of active landsliding on the Campanil Hill slope are believed to be substantially southeast of the Rutherford property so that it would be highly unlikely that there are landslide hazards above Torino Drive that would directly impact the proposed residential development on the Rutherford property including access from Torino Drive. Impacts from deep seated landslides are, therefore, considered *less than significant.*

However, shallow slope instabilities, earthflows, and erosional features consistent with moderate to steep slopes within the Santa Barbara Formation are likely to be present within the ascending slopes of the hillside areas above the proposed development areas. The geotechnical reports determine that these surficial stability hazards could significantly impact the proposed development areas if design recommendations outlined in the report are not implemented. Mitigation Measure GEO-1 requires the applicant to submit final plans in substantial conformance to the recommendations of the geotechnical reports. Therefore, impacts from shallow slope instabilities, earthflows, and erosional features are considered *significant, but mitigable.*

5. e-f) Subsidence & Expansive Soils

Subsidence: The geotechnical study stated that the potential for subsidence on the site is considered low due to the current level of the water table. The study included a recommendation to re-examine the water table level prior to construction to determine if there is any rise in the water table. Therefore, based upon current water table conditions, impacts related to subsidence under normal conditions would be *less than significant*.

Expansive Soils: Soils on the project site are considered to be minimally expansive, and foundation recommendations by the project geotechnical report (mitigation measure GEO-1) would further ensure expansive soil-related impacts are *less than significant*. No additional mitigation measures are required.

5. g) Topography; Grading; Erosion

Topographic Changes/Grading: The proposed project would result in approximately 11,520 cubic yards of cut and 13,300 cubic yards of fill, with 1,780 cubic yards of import. The majority of the excavation (6,800 cubic yards) would occur on the Rutherford parcel (APN 049-440-015) to accommodate grading for 10 residential units, an access road, parking area, and retaining walls. Overall grading and development proposed for the Rutherford property, employee/visitor parking lot and residential units on APN 049-040-050 would alter the existing landform of these areas.

The project is designed to avoid the majority of the project site's steep slopes on the west side of the development, consistent with Policies 2.0 and 2.1 of the City's Conservation Element that require minimization of development of slopes exceeding 30%. However, the proposed access driveway from Calle Sastre to the new units on the Rutherford property, as well as the employee/visitor parking lot, would be located in small areas of slopes greater than 30%. According to the Geotechnical Report prepared for the project, the proposed access driveway from Calle Sastre is sited in an area that has previously been disturbed because of the existing dirt driveway that serves the single family residence on the property. Likewise, previous grading likely occurred in the area of the proposed employee parking lot and clearly in the area of the maintenance building. The majority of steep slopes that will be graded, therefore, were created from piling and cutting artificial fill from previous construction projects. Because these 30% or greater sloped areas appear to have been created during previous development on the property and impacts to these areas are minimized and avoided to a large extent, impacts associated with project grading would be considered *less than significant*.

Geophysical Conditions – Required Mitigation

GEO-1. The final project plans reviewed and approved by the City building Division prior to issuance of any grading or building permits shall show that the project is constructed in accordance with California Building Code requirements and the recommendations contained in the Geotechnical Report prepared by Fugro West, Inc., dated October 2006, updated on February 18, 2008 regarding site preparation, grading, paving, foundation design, retaining walls, and construction plans.

Geophysical Conditions – Residual Impacts

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

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

Hazards - Discussion

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

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

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

Hazards – Existing Conditions and Project Impacts

6. a-c) Public Health and Safety

Health Hazards

Staff has reviewed the Cortese List, a compilation of the following:

(1) All hazardous materials release.

(2) All public drinking water wells that contain detectable levels of organic contaminants and that are subject to water analysis.

(3) All underground storage tanks for which an unauthorized release report is filed.

(4) All solid waste disposal facilities from which there is a migration of hazardous waste and for which a California regional water quality control board has notified the Department of Toxic Substances Control.

(5) All cease and desist orders that concern the discharge of wastes that are hazardous materials.

(6) All solid waste disposal facilities from which there is a known migration of hazardous waste.

The project site is not located on or adjacent to land subject to the Cortese List. A Leaking Underground Fuel Tank (LUFT) clean-up site at the La Cumbre Country Club (4014 Via Laguna) is located approximately 2,500 linear feet to the north of the project site. Land uses near the facility are predominately residential uses, which would not result in a substantial use of hazardous materials or result in significant hazardous material/waste impacts to residents of the proposed project.

Residential and commercial uses associated with the retirement community would not be a substantial source of hazardous materials or waste that would have the potential to result in significant environmental impacts. Additionally, current local regulations, which require permits and regular inspections, would be applicable to the handling of any hazardous being generated by the project. Hazardous materials use and storage associated with the residential uses on the

property would be limited to small amounts of common household, automotive, and gardening supplies, such as cleansers, paint, motor oil, and pesticides. Biohazard waste (blood, infectious material, sharps, etc.) is stored on-site in approved containers and is removed by a contract service. The storage, handling and disposal of hazardous materials/waste generated by the skilled nursing and hospice facilities occupying the project site is required to adhere to applicable local, state and federal regulations. Electronic waste, typical of what is used in either homes or offices, such as computers, appliances and other items would also be disposed of consistent with current regulations.

While the construction and operation of the project may use hazardous materials, the amount associated with construction and operation would be minor and subject to all applicable federal, state, and local laws, regulations, and policies pertaining to hazardous materials. The risk to the public would be minimal. Other hazards, including air toxics, flooding and geologic processes are discussed in other sections of this Initial Study. Compliance with existing regulations would be adequate to ensure that hazardous material/waste impacts are *less than significant.*

6. d) Fire Hazard

The proposed new buildings are located on the western boundary of the Valle Verde property. The property lies just north of the City's designated high fire hazard area (Coastal Zone). The property is not part of this high fire hazard area; however, the dense oak woodland and chaparral area adjacent to the proposed development poses a wildland fire hazard to the Valle Verde community. The Fire Department was asked to review plans for the proposed development on the Valle Verde property and has determined that the area is subject to a relatively high fire risk resulting in a *potentially significant, mitigable* impact to public safety from fire.

The 2007 California Fire Code, Chapter 3, Section 304.1.2 Vegetation., states "weeds, grass, vines or other growth that is capable of being ignited and endangering property, shall be cut down and removed by the owner or occupant of the premises". The standard used for removal of this vegetation shall be the high fire hazard defensible space requirements as outlined below.

The City's Wildland Fire Specialist has evaluated the property and identified the appropriate defensible space clearance for the project. Valle Verde has maintained a defensible space area along the western property boundary for the past 10 years. This area varies from 100 to 150 feet from structures. The maintenance of this defensible space has removed all ground covers and shrub material and resulted in limbing up of oak trees to 7 feet from the ground. The City's Wildland Fire Specialist has determined that this amount of clearance is not necessary to protect the proposed structures. Based on existing vegetation and topography, it was determined that a 75 foot defensible space area would be adequate to provide wildland fire protection to the structures and the Valle Verde community. The 75-foot defensible space area would be broken up into three zones. Each zone has specific requirements for plantings, vegetation removal, irrigation, and maintenance (outlined below).

The Fire Department has identified a number of areas where clearance can be reduced (approximately 1.5 acres) and re-vegetated as part of the oak woodland restoration plan (see Section 3. Biological Resources). There is one area where additional vegetation clearance would be required and would encroach into the oak woodland area (approximately 0.3 acres). Table 1 delineates the standards that will be applied to the project. The Fire Department shall review final landscape plans to ensure they meet the requirements identified in Table 1.

A 75-foot defensible space would be required from each structure proposed for development adjacent to, or in close proximity to the oak woodland or vegetation. The 75 feet will be broken up into three zones as outlined in Table 1 below. Because of the location of the residential development on the north slope, impacts to public safety from fire is *potentially significant, mitigable.* Compliance with these Fire Department standards for brush maintenance and landscape design would reduce project related fire hazard impacts.

Table 1: Fire Department Standards

ZONE 1 0 – 30 feet	This area is closest to a structure. It provides the best protection against the high radiant heat that results during a wildfire. Plants should be low growing, irrigated plants. Focus should be on ground covers not more than 12 inches in height or succulents. Use non-flammable materials for paths, patios, and mulch. Trees should not be planted closer than 15 feet to a structure. Trees must be spaced at least 40 feet apart. Annual maintenance to meet high fire hazard defensible space requirements shall be met by June 15th of each year. Annual maintenance shall include maintaining the irrigation system.
ZONE 2 30 – 50 feet	This area is considered a mix of landscaped and native vegetation. A reasonably open character should be maintained in this area. Plant low growing ground covers and succulents resistant to fire. Shrubs up to 3 feet can be planted but should have at least 18 feet spacing between other shrubs or other trees. Shrubs can be planted in clusters not more than 10 feet in diameter, but should have at least 18 feet between clusters. Do not plant shrubs underneath existing oak tree canopies or proposed new oak plantings. Trees should be spaced at least 30 feet apart to prevent crowns from touching once fully grown. Annual maintenance to meet high fire hazard defensible space requirements shall be met by June 15 of each year. Annual maintenance shall include maintaining the irrigation system.
ZONE 3 50 – 75 feet	This area is the furthest from the structure. Plantings will consist of native plants. Plantings may require initial irrigation, but should be removed once established. Shrubs should be spaced at least 15 feet from each other or planted in clusters with at least 18 feet between clusters. Shrubs should not be planted underneath existing oak canopies or proposed new oak plantings. Trees should be spaced at least 30 feet apart to prevent crowns from touching once fully grown. New areas that require defensible space shall have vegetation meeting the defensible space requirements as outlined in the Valle Verde Defensible Space Requirements. Annual maintenance to meet high fire hazard defensible space requirements shall be met by June 15th of each year.
Vegetation Road Clearance Requirements	Vegetation along proposed new roads shall be planted to provide a vertical clearance of 13 feet, 6 inches and 5 feet of horizontal clearance of flammable vegetation.

Hazards – Required Mitigation

HAZ 1. Landscape Plans – The project shall adhere to the Fire Department Landscape Guidelines and Fuel Management Standards identified for properties within the project area. The Landscape plan shall be reviewed and approved by the Fire Department prior to submittal to the Environmental Analyst or ABR for review.

Hazards – Residual Impacts

Compliance with requirements for vegetation clearance within the 75-foot defensible space identified by the Fire Department would ensure wildfire hazard impacts of the proposed project would be less than significant.

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

Noise - Discussion

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

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

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

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

High construction noise levels occur with the use of heavy equipment such as scrapers, rollers, graders, trenchers and large trucks for demolition, grading, and construction. Equipment noise levels can vary substantially through a construction period, and depend on the type of equipment, number of pieces operating, and equipment maintenance. Construction equipment generates noise levels of more than 80 or 90 dBA at a distance of 50 feet, and the shorter impulsive noises from other construction equipment (such as pile drivers and drills) can be even higher, up to and exceeding 100 dBA. Noise during construction is generally intermittent and sporadic, and after completion of the initial demolition, grading and site preparation activities, tends to be quieter.

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

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

- Siting of a project such that persons would be subject to long-term ambient noise levels in excess of Noise Element land use compatibility guidelines as follows:
  - Residential: Normally acceptable maximum exterior ambient noise level of 60 dBA, maximum interior noise level of 45 dBA.
  - Commercial: Normally acceptable maximum exterior ambient noise level of 80 dBA, maximum interior noise level of 50 dBA
- Substantial noise from grading and construction activity in close proximity to noise-sensitive receptors for an extensive duration.

Noise – Existing Conditions and Project Impacts

7. a) Increased Noise Level;

Long-Term Operational Noise: The proposed project is not anticipated to have significant long-term noise impacts because of the proposed residential and commercial uses. The indoor and outdoor recreational facilities will remain in the same general location, and there are no additional intensive outdoor uses being proposed that would increase the noise levels being generated from the project site. The proposed residential use is not in an area where residents would be exposed to high noise levels (ambient noise levels for the site are less than 60 dBA L_{dn} per the City's Master Environmental Assessment Map). The Noise Element establishes 60 dBA and 80 dBA as the acceptable exterior noise levels for residential and commercial uses respectively. As standard construction practices are considered to reduce noise levels by 15 dBA, it is anticipated that interior areas of the residential units would meet the 45 dBA L_{dn} standard. No substantial noise generation is anticipated to occur as a result of the proposed project. Therefore, the project site would not be subject to high noise levels, nor would the project cause high operational noise levels. Long-term operational noise impacts would be *less than significant*.

Temporary Construction Noise: Noise during construction is generally intermittent and sporadic, and after completion of initial grading and site clearing activities, tends to be quieter. Noise generated during project grading activities would result in a short-term adverse construction impact to residential receptors in the area. Demolition of the existing house and construction of the 40 residential units and associated driveways, roadway, and parking areas as well as the common area components of the project are anticipated to result in use of heavy equipment.

Demolition and grading operations have the potential to result in noise levels of 80-90 dBA measured at a distance of 50 feet from the noise source. Noise from construction of the proposed project components would result in noise levels that are generally lower than demolition and grading operations, but noise impacts to surrounding uses would still have the potential to occur. Therefore, noise from demolition, grading and construction operations would result in elevated noise levels that would result in short-term *potentially significant, but mitigable* noise impacts to surrounding noise-sensitive uses. The implementation of routine construction site noise controls would be capable of reducing temporary peak construction noise impacts to sensitive receptors located on-site and adjacent to the project site.

7. b) Exposure to High Noise Levels

Proposed construction activities would also generate short-term traffic as workers, equipment and materials are brought to the project site. The increase in traffic on roadways near the project site would result in an incremental increase in existing traffic noise conditions, however construction-related traffic would not result in a substantial increase in daily traffic volumes and would not result in a significant increase in traffic noise levels. Therefore, construction-related traffic would be *less than significant*.

Noise – Required Mitigation

N-1 **Construction Notice.** At least 20 days prior to commencement of construction, the contractor shall provide written notice to all property owners and residents within 450 feet of the project area. The notice shall contain a description of the proposed project, a construction schedule including days and hours of construction, the name and phone number of the Project Environmental Coordinator (PEC) who can answer questions, and provide additional information or address problems that may arise during construction. A 24-hour construction hot line shall be provided. Informational signs with the PEC's name and telephone number shall also be posted at the site.

N-2 **Construction Hours.** Noise-generating construction activities (which may include preparation for construction work) shall be permitted weekdays between the hours of 8:00 a.m. and 5:00 p.m., excluding holidays observed by the City as legal holidays: New Year's Day (January 1st); Martin Luther King Jr.'s Birthday (3rd Monday in January); President's Day (3rd Monday in February); Cesar Chavez Day (March 31st); Memorial Day (Last Monday in May); Independence Day (July 4th); Labor Day (1st Monday in September); Thanksgiving Day (4th Thursday in November); Day Following Thanksgiving Day (Friday following Thanksgiving); Christmas Day (December 25th). *When a holiday falls on a Saturday or Sunday, the preceding Friday or following Monday respectively shall be observed as a legal holiday.

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

N-3: **Construction Equipment Sound Control.** All construction equipment, including trucks, shall be professionally maintained and fitted with standard manufacturers' muffler and silencing devices.

N-4 **Sound Barriers.** As determined necessary by the Project Environmental Coordinator, the project shall employ sound control devices and techniques such as noise shields and blankets during the construction period to reduce the level of noise to surrounding residents.

Noise – Residual Impact

Impacts associated with long term noise sources would be considered *less than significant*. Recommended mitigation measures would minimize the nuisance associated with construction noise *to less than significant*.

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

Population and Housing - Discussion

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

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

Population and Housing – Existing Conditions and Project Impacts

8. a) Growth-Inducing Impacts. The project would not involve a substantial increase in major public facilities such as extension of water or sewer lines or roads that would facilitate other growth in the area. The project would not involve substantial employment growth that would increase population and housing demand. Growth-inducing impacts would be *less than significant*.

8. b) Housing Displacement

The project would involve the removal of three existing dwelling units (two at Valle Verde, and one on the Rutherford property). The proposed project would provide 40 new dwelling units; therefore, there would be a net gain of 37 new dwelling units in the City. *No impact* would result from the project.

Population and Housing – Mitigation No mitigation is required.

Population and Housing – Residual Impact Impacts would be *less than significant*.

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

Public Services – Discussion

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

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

- It does not have sufficient water supplies, treatment facilities, water pressure for fire hydrants and where water line size would be insufficient to meet City water supply standards
- Creation of a substantial need for increased police department, fire department, road maintenance, or government services staff or equipment.
- Generation of substantial numbers of students exceeding public school capacity where schools have been designated as overcrowded.
- Inadequate water, sewage disposal, or utility facilities.
- Substantial increase in solid waste disposal to area sanitary landfills by generating more than 350 tons of construction waste and more than 196 tons per year of operational solid waste without recycling.

Public Services – Existing Conditions and Project Impacts

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

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

The project would be served with connections to existing public services for gas, electricity, cable, and telephone traversing the site, as well as access to existing roads. The project is not anticipated to create a substantially different demand on fire or police protection services, library services, or City buildings and facilities than that anticipated in the CTI Report or previously approved in prior conditional use permits for the site. Therefore, impacts to fire protection,

police protection, library services, City buildings and facilities, electrical power, natural gas, telephone, and cable telecommunication services are anticipated to be *less than significant*.

9. c) Schools

The project site is served by the Santa Barbara Elementary and High School Districts for elementary and high school. The project would provide a net increase of 37 residential units; however, additional students to these districts are not anticipated since Valle Verde is a retirement community and would not generate school age children.

The project would result in a minor increase in area employees. It would be expected that some of the added employees would already reside in the area. Some portion of new employees may in-migrate or utilize local schools. None of the school districts in the South Coast have been designated "overcrowded" as defined by California State law. School impact fees would be applied to the project in accordance with State law. The project would not generate sufficient students to substantially impact school enrollment. In addition, School District Fees are already required for new residential and commercial development to offset the cost to the school district of providing additional infrastructure to accommodate new students generated by the development. Therefore, project impacts to schools would be *less than significant*.

9. g-i) Water and Sewer

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

In 2005, the City prepared a General Plan Update: 2030 Condition, Trends, and Issues Report (September 2005) that examined existing conditions associated with water supply, treatment, and distribution system, and specifically analyzed and determined that there were no existing or anticipated deficiencies for the next 20-year planning period based on a growth rate of 0.7% per year.

The existing development on the site demands 70.23 AFY of water, which is based upon a two year average of usage between 2006 and 2008. The proposed project is estimated to increase demand 7.57 AFY for a total new site demand of 77.80 AFY (based on the City's Water Demand Factor and Conservation Study "User's Guide" Document No. 2) (see ***Exhibit I-Water Calculation***). The Water Demand and Conservation study was prepared in 1989 and since that time, plumbing fixtures have been manufactured to stricter water conservation requirements under the plumbing code, which results in lower flow fixtures. Thus the actual demand will be less and this is reflected in the in the most recent water bills for Valle Verde. The factor used in estimating the water consumption for multi-family residences based upon the Water Demand and Conservation study is 0.19AFY/unit, but the actual usage is 0.09AFY/unit. Valle Verde also has agreements with the City's Water Department to serve approximately 254 residential units and all commercial development originally approved in 1984. The proposed project would result in a total of 251 units and seven studios on the property and would add 14,902 sq. ft. of new common areas. The proposed project is within the anticipated growth rate for the City and therefore, the City's long-term water supply and existing water treatment and distribution facilities would adequately serve the proposed project.

The potential increase in demand from the proposed project would constitute a *less than significant* impact to the City water supply, treatment, and distribution facilities.

Sewer: The maximum capacity of the El Estero Treatment Plant is 11 million gallons per day, with current average daily flow 8.5 MGD. The Treatment Plant is designed to treat the wastewater from a population of 104,000. The proposed project's estimated net new sewer demand is 5,876 gallons per day or 6.57 AFY (see ***Exhibit I-Sewer Calculation***). The sewer demand is based upon the Water Demand and Conservation study and, as stated above, the actual water use would be lower, which translates into a lower actual sewer demand. The project would not increase the total number of residential units above that approved in previous CUP documents and the current water allotment for the project (see above section). Any increased sewage treatment associated by the project can be accommodated by the existing City sewer system and sewage treatment plant, and would represent a *less than significant* impact.

9. j) Solid Waste Generation/ Disposal

Most of the waste generated in the City is transported on a daily basis to seven landfills located around the County. The County of Santa Barbara, which operates the landfills, has developed impact significance thresholds related to the impacts of development on remaining landfill capacity. The County thresholds are based on the projected average solid waste generation for Santa Barbara County from 1990-2005. The County assumes a 1.2% annual increase (approximately 4000 tons per year) in solid waste generation over the 15-year period.

The County's threshold for project specific operational impacts to the solid waste system is 196 tons per year (this figure represents 5% of the expected average annual increase in solid waste generation [4000 tons/year]). Source reduction, recycling, and composting can reduce a project's waste stream by as much as 50%. If a proposed project generates 196 or more tons per year after reduction and recycling efforts, impacts would be considered significant and unavoidable.

Proposed projects with a project specific impact as identified above (196 tons/year or more) would also be considered cumulatively significant, as the project specific threshold of significance is based on a cumulative growth scenario. However, as landfill space is already extremely limited, any increase in solid waste of 1% or more of the expected average annual increase in solid waste generation [4000 tons/year], which equates to 40 tons per year, is considered an adverse but not significant cumulative impact.

Any construction, demolition or remodeling project that would create more than 350 tons of construction and demolition debris would have a significant impact on landfill capacity.

Long-Term (Operational). The additional development of residential use, assisted living units, common area additions and common areas would generate a grand total of approximately 99.2 tons per year of solid waste as follows:

Residential development - 38 net new multi-family units x 2.0 persons per unit x 0.95 tons per year = 72.2 tons/year

Four new assisted living facility rooms - 4 rooms x 1.9 tons/room = 7.6 tons/yr.

New commercial common areas - 14,902 s.f. of new floor area x 0.0013 tons/s.f. for health facilities = 19.4 tons/year

Because the operational solid waste of the project falls between 40 and 196 tons per year, the County Thresholds and Guidelines recommend that mitigations are imposed to reduce the impacts. With application of source reduction, reuse and recycling, landfill disposal of solid waste could be reduced by 50%, to 47.6 tons per year, which is greater than the County recommendation of 40 tons per year. Therefore, with the recommended mitigations below, the project's cumulative impacts to solid waste would be considered adverse, *but less than significant*.

Short-Term (Demolition and Construction). Project demolition and excavation will require export of non-structural fill. The solid waste generation/disposal thresholds adopted by the City do not apply to short-term construction projects. However, new construction, especially remodeling and demolition, represents the greatest challenge to maintaining existing diversion rates. The County of Santa Barbara has developed solid waste generation guidelines. Based on these guidelines, it is anticipated that the project would generate 1,221 tons of waste for demolition and construction (see Table 2).

Under the County's significance thresholds, any project that is projected to create more than 350 tons of construction and demolition debris is considered to have a significant impact on solid waste generation. Therefore, under these thresholds of significance, the subject project would be considered to have a potentially significant impact based on its construction-related solid waste generation. However, with the implementation of the City's standard condition of approval requiring that a minimum of 90% of demolition and construction material be recycled or reused, which exceeds the County's recommendation of a 50% reduction short-term waste disposal impacts would be *potentially significant, mitigable*.

Table 2 – Short Term Solid Waste Generation

Type use	Amount SF	Factor/SF	Waste Generated (lbs)	Waste (Tons)
Commercial Development				
Remodel	11110	40	444,400	
Demolition	4348	100	434,800	
New Construction	14902	25	372,550	
Residential development				
Demolition	5302	60	318,120	
New Construction	58078	15	871,170	
TOTAL			2,441,040	1220.52

Public Services – Mitigation

PS-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 of sufficient size to handle the materials, subject to review and approval by the City Solid Waste Specialist, for collection of demolition/construction materials. A minimum of 90% of demolition and construction materials shall be recycled or reused. Evidence shall be submitted at each inspection to show that recycling and/or reuse goals are being met.

Public Services – Residual Impacts Impacts would be less than significant.

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

Recreation - Discussion

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

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

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

Recreation – Existing Conditions and Project Impacts

10. a) Recreational Demand

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

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

The CTI Report determined that there is an uneven distribution of parkland in the City, such that some areas of the City may currently be underserved with neighborhood parks, but overall the City has adequate passive, community, beach, regional, open space, and sports facility parks.

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

The future development of the net 37 additional residences could result in an increased demand for park and recreational opportunities. As indicated above, the City of Santa Barbara has ample parkland, albeit unevenly distributed throughout the City and adequate recreation facilities. The proposed project would introduce additional residents into the Hidden Valley neighborhood where existing nearby parks include Hidden Valley Park. In addition, residents would have access to other community, beach, regional, open space, sports facility parks, and all City recreation programs.

Valle Verde is a unique residential development since there are a number of onsite passive and active recreational opportunities for the residents. There are extensive walkways through out the campus, gazebos that will be used for informal gatherings, a theater, a gymnasium, an outdoor pool, gardens, and a number of outdoor seating areas. Therefore, with the numerous onsite recreational facilities and public facilities nearby, the increase in park and recreational demands associated with the residences would be a *less than significant* impact.

10. b) Existing Recreational Facilities

As described above, the proposed project is located within close proximity of Hidden Valley Park and there are several onsite recreational opportunities. The proposed residential use would not result in population increases that would have the potential to result in substantial increase on the use of existing recreational facilities. Short-term construction and long-term operation of the project would not result in impacts that have the potential to interfere with the use and enjoyment of existing parks or recreational facilities by means of obnoxious or offensive emission of odors, dust, gas, fumes, smoke, liquids, wastes, noise, vibrations, or disturbances. Therefore, the project would have *less than significant* impacts on recreational facilities.

Recreation – Mitigation No mitigation required.

Recreation – Residual Impacts Impacts would be less than significant.

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

Transportation - Discussion

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

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

Vehicle Traffic

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

Circulation and Traffic Safety

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

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

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

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

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

- Project peak-hour traffic would cause a signalized intersection to exceed 0.77 V/C, or
- The V/C of an intersection already exceeding 0.77 V/C would be increased by 0.01 (1%) or more as a result of project peak-hour traffic.

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

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

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

Transportation – Existing Conditions and Project Impacts

11. a) Traffic

Long-Term Traffic: Valle Verde requires that at least one person per residential unit is 63 years old or older, which indicates that most of the residents will be retired or semi-retired. For purposes of traffic analysis, the majority of the trips would be generated by employees arriving in the morning and leaving in the afternoon. In a typical residential neighborhood that does not have an age restriction for occupying a residence, the majority of the traffic would be outbound in the morning and inbound in the afternoon. Residential development is on three sides of Valle Verde. A golf course that is accessed from Modoc Road is on the fourth side. Additionally, the residents of Valle Verde have access to an onsite private bus service or the City bus service, which has a route along Calle de los Amigos. The project site currently includes a hospice, which is operated by the Visiting Nurses Association. As part of the master plan for Valle Verde, this facility will be relocated offsite, thus reducing trips to the site.

According to City Transportation Planning Staff, the Las Positas Road at Calle Real intersection in the surrounding area has a level of service of 0.79 volume to capacity (v/c) ratio during the highest evening peak hour between 4-6 p.m. Based on the Institute of Traffic Engineers (ITE) trip generation rate for this use, the proposed development is expected to generate approximately 141 additional daily trips, with 5 new a.m. peak hour trips and 6 new p.m. peak hour trips. When

staff distributed these trips to the surrounding street network using the City's standard trip distribution analysis, the results suggest that the project will not cause a project-specific impact or contribute to an existing cumulatively significant impacted intersections. However, the limited circulation pattern in the vicinity of the project may reduce the reliability of the standard distribution analysis. This concern was expressed by members of the public and the Planning Commission at the comment hearing for the environmental document. Because of this uncertainty, and following the guidance of CEQA Guideline 15064(f)(1), staff has concluded the long term project specific and cumulative traffic impacts are *potentially significant*. Therefore, a traffic study will be prepared as part of an EIR.

Short-Term Construction Traffic: The overall project construction process is estimated to last approximately 18 months. This would include grading for site preparation over approximately 3 months, and construction duration of estimated 18 months. Grading processes would involve 15 workers, and construction of the community building would require up to 30 workers on site on occasion. Working hours during the construction process are proposed to be 7:00 a.m. – 5:00 p.m. weekdays excluding holidays. Staging, equipment, materials storage, and temporary construction worker parking would occur on-site or on a designated off-site location.

The project would generate construction-related traffic that would occur over the 18-month construction period and would vary depending on the stage of construction. Temporary construction traffic is generally considered an adverse but not significant impact. Short-term construction-related traffic would result in a *less than significant impact*. Standard mitigation measures outlined below, including restrictions on the hours permitted for construction trips and approval of routes for construction traffic are recommended to further to reduce the short-term traffic impacts.

11. b, c, e) Access/ Circulation/ Safety

Primary access to the project site is provided by two public streets, Calle de los Amigos and Torino Drive. West of Calle de los Amigos, Torino Road serves the eleven residences in the Hidden Oaks Estates and the Valle Verde Campus only. The Valle Verde facility contains an extensive sidewalk and roadway network to facilitate vehicular and pedestrian mobility throughout the site. As part of the proposal, a new 20-foot wide roadway would be installed off Torino Road to provide access to eight of the ten new units on the Rutherford parcel (APN 049-440-015). The remaining two units would have access from an existing private driveway currently serving the property, which is proposed to be upgraded, and would provide access for small cart vehicles to the other 8 Rutherford units. Pedestrian walkways, consistent with those contained throughout the campus, are proposed on the Rutherford parcel to provide internal access and circulation. In addition, the residential units proposed on the northwest portion of the project site would be accessed from a new private driveway off of Senda Verde, an existing internal private roadway. Pedestrian walkways are also proposed in this area to facilitate pedestrian circulation. Additional new, relocated or improved pedestrian pathways are proposed throughout the site as part of the development proposal and will meet Building Code for accessibility requirements.

Adjacent Hidden Oaks Estates neighbors have expressed concerns regarding potential traffic conflicts resulting from the proposed installation of the roadway near their entrance gate on Torino Road. Additionally, concerns were raised about emergency ingress and egress. The Fire Department and Transportation Planning Staff reviewed the proposed road on the Rutherford Parcel and determined that the location of the road would not result in access, limited sight distance, circulation or safety impacts related to vehicular conflicts. The traffic volumes on Torino Road, above Calle de los Amigos are low, as this segment of the road serves exclusively the 11 residences of Hidden Oaks Estates and Valle Verde. Torino Road terminates at the Hidden Oaks Estates subdivision and will not be extended in the future due to the topography and layout of the existing and proposed residences. Line of sight from the new access road to the Rutherford Parcel will be consistent with the Transportation Division requirements and this road will provide access to 8 of the 40 additional units. Access to the remaining proposed units will be from Calle de los Amigos.

State law requires elderly care facilities to conduct fire drills and Valle Verde has an emergency evacuation plan which includes drills that are performed at least twice a year to practice implementation of the plan. All residents are included in the evacuation plan, as will the proposed project units. Additionally, Valle Verde has several small buses on site which would be used to evacuate residents. Therefore, access, circulation and safety impacts are considered *less than significant*.

11. d) Parking

Existing Parking Supply and Parking Demand: The Valle Verde Retirement facility currently provides 331 parking spaces throughout its campus for staff, residents and visitors. Approximately 193 spaces are assigned and reserved for residents, including 12 spaces provided in garages. An additional 138 unmarked spaces are provided for visitors and staff. The Zoning Ordinance parking requirement for the existing facility is 259 spaces, based on the current number of senior residential units and beds associated with the use.

In September 2006, Associated Transportation Engineers (ATE) conducted parking surveys at Valle Verde to determine peak hour demand for the campus (**Exhibit J**). The surveys were undertaken on Wednesday, September 13 and Thursday,

September 14 from 8:00 a.m. through 5 p.m. Peak parking demand was observed at 4:00 p.m. on September 13, 2006, during which time 67% of the assigned parking spaces were occupied, and 62% of the unmarked spaces were occupied. Overall, 65% (207 spaces) of the total parking supply on campus was occupied at this time. In addition, the parking surveys found that a peak demand of 60 employee cars were parked along the adjacent streets throughout the day.

The Hidden Valley Residence Association is concerned about the inadequate parking facilities for Valle Verde employees. They state that Calle de los Amigos is completely parked on both sides during business hours. The Association has requested that this situation be corrected before any additional units are approved. The applicant has responded to this concern by proposing a parking lot on campus designated for employees and visitors. Additionally, Valle Verde has an Alternative Transportation program for the employees that includes, but is not limited to, bus passes, carpool incentives and on site bicycle parking. The project site is located on the Mesa-La Cumbre bus route.

Project Parking Supply and Parking Demand: Future development of the 40 residential units and upgraded common areas will require compliance with the City's Zoning Ordinance requirements for parking of a senior facility, which is one space per senior unit and 0.5 spaces per bed. Therefore, the parking requirement for the proposed project would be 42 spaces (40 spaces for the senior residential units + 2 spaces for the beds).

The parking demand analysis performed by ATE concluded that the parking demand for the project would be 40 spaces for residents and 75 spaces for employees and visitors for a total of 115 spaces. The parking demand analysis for the 75 spaces included one visitor space per four new residential units for a total of 10 spaces, five additional employees (as a result of the project) each assigned a space and 60 spaces for the employees currently parking on the street. The Zoning Ordinance parking requirement for the existing development and the proposed project is 301 spaces. However, the report prepared by ATE states that the peak demand for the existing and proposed project would be 322 spaces. As proposed, a total of 93 net new parking spaces (56 uncovered + 37 covered) will be proved, which would increase the total number of parking spaces to 414, both the zoning standard and the anticipated parking demand would be satisfied. Therefore, project impacts related to Valle Verde's parking supply and demand would be considered *less than significant.*

Transportation – Recommended Mitigation

Once the EIR is completed, additional Mitigations maybe required.

T-1 **Construction Traffic.** The haul routes for all construction-related trucks, three tons or more, entering or exiting the site, shall be approved by the Transportation Engineer. Construction-related truck trips for all trucks three tons or more 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.) to help reduce truck traffic and noise on adjacent streets and roadways. The route of construction-related traffic shall be established to minimize trips through surrounding residential neighborhoods.

T-2 **Construction Parking.** Construction parking and vehicle/equipment/materials storage shall be provided as follows:

a. During construction, free parking spaces for construction workers shall be provided on-site or off-site in a location subject to the approval of the Transportation and Parking Manager.

b. On-site or off-site storage shall be provided for construction materials, equipment, and vehicles. Storage of construction materials within the public right-of-way is prohibited.

T-3 **Disabled Accessibility.** Project circulation shall be maintained for disabled accessibility or equivalent facilitation in accordance with American Disabilities Act requirements.

Transportation – Residual Impact

Impacts due to increased automobile traffic trips will be analyzed in the EIR. Internal pedestrian and traffic circulation, access, and parking would be less than significant. Mitigation measures T-1 through T-3 would further reduce to less than significant short-term construction impacts.

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

Water – Discussion

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

Impact Evaluation Guidelines: A significant impact would result from:

Water Resources and Drainage:

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

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

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

Water Resources – Existing Conditions and Project Impacts

12. a, c, d, e) Drainage and Water Quality

The entire Valle Verde Retirement campus drains to Arroyo Burro Creek. A Preliminary Hydraulic Report prepared by MAC Design Associates, dated November 20, 2008, incorporated by reference and summarized below, (**Exhibit K**) calculated the pre- and post-development storm runoff for the 10, 25, 50 and 100 year return period storm events. The table below indicates that the post-development runoff for all storm events would result in an increase of storm water runoff due to an increase from 4.43 acres of impervious areas to approximately 5.16 acres

Return Period Year	Pre-Development Runoff cfs	Post-Development Runoff cfs	Net Increase
10	**16.11**	**17.22**	**1.11**
25	**20.53**	**21.68**	**1.15**
50	**23.83**	**25.01**	**1.18**
100	**27.07**	**28.24**	**1.17**

Construction of a detention basin is proposed on APN 049-440-015 (Rutherford Parcel) to maintain pre-development runoff levels. According to the report, the location for the detention basin was selected because it lies at the upstream end of the tributary areas, and therefore detaining runoff from this site will benefit the existing storm drain system. It was also selected because development on this parcel will occur in the early phase of the project and therefore all storm water impacts will be mitigated prior to development of the remaining zones. The detention basin is proposed to be

approximately 16' x 104' and would be located under the proposed guest parking area on the Rutherford property. Outflow from the detention basin would be via an outlet pipe, which would carry storm water to the existing storm drain system on Torino Road.

The City and State require that onsite capture, retention, and treatment of storm water be incorporated into the design of the project. Pursuant to the City's Storm Water Management Plan (SWMP) and the NPDES General Permit for Storm Water Discharges, the City requires that any increase in stormwater runoff (based on a 25-year storm event) be retained on-site and that projects be designed to capture and treat the calculated amount of runoff from the project site for a 1 inch storm event, over a 24-hour period.

The hydraulic report indicates that routing runoff from the Rutherford parcel tributary area through a detention facility would reduce peak runoff for the various storm events to below pre-development levels.

Return Period Year	**Peak Inflow cfs**	**Peak Outflow cfs**	**Decrease csf**
10	**1.72**	**0.59**	**1.13**
25	**2.99**	**1.66**	**1.33**
50	**4.04**	**2.65**	**1.39**
100	**5.12**	**3.51**	**1.61**

Following project approval, grading and construction drawings and public improvement plans for the proposed project would be reviewed and subject to approval by City Building and Public Works staff to assure compliance with applicable codes and standards. Sufficient engineered design and adequate mitigation measures shall be employed to ensure that no significant construction-related or long-term effects from increased runoff, erosion and sedimentation, urban water quality pollutants, or groundwater pollutants would result from the project. These measures are standard conditions and approval and are repeated in the recommended mitigation measures below. Therefore, long-term project impacts related to drainage are considered to be *less than significant.*

As described above, the net increase in stormwater runoff from impervious surfaces based on a 25-year storm event is proposed to be retained on-site. The residential units proposed by the project would not be a substantial source of pollutant runoff. However, pollutant runoff from parking areas has the potential to degrade water quality. The project proposes to use infiltration trenches and the detention basin as Best Management Practices (BMP) for treatment of storm water runoff. The base of the proposed detention basin would have clean rock, which would act as an infiltration trench to treat the storm water runoff. Additionally, regular sweeping of all roadway and parking lot surfaces would be instituted as a BMP to further reduce potential impacts to water quality.

Additionally, compliance with standard City storm water management requirements would reduce the proposed parking area's long-term water quality impacts to a *less than significant* level. These standard requirements include the preparation of an operation and maintenance plan for the use of storm drain surface water pollutant interceptors, stenciling of storm drain warnings of the direct connection of the drainage system to creeks and the ocean, and implementation of water quality protection best management practices (BMPs).

The City of Santa Barbara recommends more natural, passive treatment approaches (such as bioswales and infiltration basins), especially for the smaller, more frequent storm events that impact water quality in Santa Barbara. These types of passive/natural capture and filtration design options pose fewer maintenance problems than mechanical/underground options, and often times, treat runoff more efficiently. The project proposes to utilize a myriad of BMPs to treat storm water runoff. These include, infiltration basins, infiltration trenches, permeable pavement and biofilters. Mitigation measures have been recommended to further improve the design of the subdivision relative to water quality.

Short-Term: Project grading activities create the potential for erosion and sedimentation affecting water quality. The City requires the implementation of erosion control measures as standard conditions of approval and these erosion control measures are repeated below as recommended mitigation measures. Numerous federal, state and local regulatory programs have been established to minimize impacts to water quality resulting from construction operations. Compliance with applicable regulations and the mitigation requirements provided below will reduce the potential for the proposed project to result in short-term construction-related water quality impact to a *less than significant* level.

12. b) Flooding

The project site is not located in a flood hazard zone or in an area prone to flooding. The flooding potential would not change following project construction, nor would the project substantially alter the course or flow of flood waters. Therefore, project impacts related to flooding are considered *less than significant*.

Water Resources – Recommended Mitigation

W-1 **Preliminary Hydraulic Report.** A detention basin, to reduce runoff to pre-construction levels, as recommended in the Preliminary Hydraulic Report prepared by MAC Design Associates, dated November 20, 2008, shall be provided and shown on final project plans.

W-2 **Drainage and Water Quality.** Project plans for grading, drainage, stormwater facilities, and project development shall be subject to review and approval by City Building Division and Public Works Department per City regulations, (*and Regional Water Quality Control Board*). Sufficient engineered design and adequate mitigation measures shall be employed to ensure that no significant construction-related or long-term effects from increased runoff, erosion and sedimentation, urban water quality pollutants, or groundwater pollutants would result from the project.

W-3 **Erosion Control/Water Quality Protection Plan.** Prior to the issuance of a demolition permit for the proposed project, the applicant or project developer shall prepare an erosion control plan that is consistent with the requirements outlined in the *Procedures for the Control of Runoff into Storm Drains and Watercourses* and the Building and Safety Division *Erosion/Sedimentation Control Policy* (2003). The erosion control/water quality protection plan shall specify how the required water quality protection procedures are to be designed, implemented and maintained over the duration of the development project. A copy of the plan shall be submitted to the Community Development and Public Works Departments for review and approval, and a copy of the approved plan shall be kept at the project site.

At minimum, the erosion control/water quality protection plan prepared for the proposed project shall address the implementation, installation and/or maintenance of each of the following water resource protection strategies:

- Paving and Grinding
- Sandbag Barriers
- Spill Prevention/Control
- Solid Waste Management
- Storm Drain Inlet Protection
- Stabilize Site Entrances and Exits
- Illicit Connections and Illegal Discharges
- Water Conservation
- Stockpile Management
- Liquid Wastes
- Street Sweeping and Vacuuming
- Concrete Waste Management
- Sanitary/Septic Waste Management
- Vehicle and Equipment Maintenance
- Vehicle and Equipment Cleaning
- Vehicle and Equipment Fueling

W-4 **Minimization of Storm Water Pollutants of Concern.** The applicant shall submit project plans incorporating long-term BMPs to minimize storm water pollutants of concern to the extent feasible, and obtain approval from Public Works Engineering. The approved facilities shall be maintained in working order for the life of the project and should incorporate passive design (bioswales, buffers, etc) to the extent feasible.

W-5 **Storm Drain System Stenciling and Signage.** Within the project area, the applicant shall implement stenciling of all storm drain inlets and catch basins, and posting of signs at all public access points along channels and creeks, with language in English and Spanish and graphic icons prohibiting dumping, per approved plans. The applicant shall submit project plans to the satisfaction of Public Works Engineering that identify storm drain inlet locations throughout the project area, and specified wording and design treatment for stenciling of storm drain inlets and signage for public access points that prohibit dumping. The owners association shall maintain ongoing

legibility of the stenciling and signage for the life of the project, and shall inspect at least annually and submit report to City annually.

Water Resources – Residual Impact

Implementation of mitigation measures W-1 through W-5 would further reduce less than significant long- and short-term water resources impacts of the project to less than significant levels.

MANDATORY FINDINGS OF SIGNIFICANCE.		YES	NO
a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildfire population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	X	
b)	Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?		X
c)	Does the project have potential impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		X
d)	Does the project have potential environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	X	

As discussed in Section 3. Biological resources, additional information was provided during the original initial study circulation period, stating that the proposed development could impact the oak woodland found on the project site. Since that information was prepared by a qualified biologist and it is in conflict with the biological assessment originally prepared for the project, a fair argument is raised that the project could threaten a plant or animal community. The impact to the oak woodland, as well as to the native species will be reviewed as part of an EIR. Also being reviewed in an EIR are impacts from increased vehicle trips, which is discussed further in Section 11, Transportation.

INITIAL STUDY CONCLUSION

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

Peter Lawson Initial Study Preparer — Date 5/21/2009

Michael Berman Environmental Analyst — Date 5/21/2009

EXHIBITS:

A. Project Plans

B. Mitigation Monitoring and Reporting Program

C. Architectural Board of Review Minutes, dated July 10, 2006, April 9, 2007, and January 26, 2009

D. URBEMIS 2007 Version 9.2.4 Results

E. Revised Biological Assessment, prepared by Larry Hunt & Associates, dated December 18, 2008

F. Revised Tree Assessment & Protection Plan, prepared by Bill Spiewak, dated November 12, 2008

G. Historic Structures Report, prepared by Preservation Planning Associates, dated February 2008

H. Geotechnical Report, prepared by Fugro West, Inc., dated October 2006 and revised February 18, 2008

I. Water and Sewer Calculations

J. Parking Study, prepared by Associated Transportation Engineers (ATE), dated April 25, 2008

K. Preliminary Hydraulic Report, prepared by MAC Design Associates, dated November 20, 2008

LIST OF SOURCES USED IN PREPARATION OF THIS INITIAL STUDY

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

(Add references to each technical study used - with date, author, and report title - such as for visual study, lighting study, biologist report, arborist report, archaeological report, historic structures report, geologist report, fault location study, hazardous materials contamination site assessment, noise study, traffic and parking study, drainage or floodplain study)

California Environmental Quality Act (CEQA) & CEQA Guidelines

General Plan Circulation Element

General Plan Conservation Element

2004 Housing Element

General Plan Land Use Element

General Plan Noise Element w/appendices

General Plan Map

General Plan Seismic Safety/Safety Element

Geology Assessment for the City of Santa Barbara

Institute of Traffic Engineers Parking Generation Manual

Institute of Traffic Engineers Trip Generation Manual

Master Environmental Assessment

Parking Design Standards

Santa Barbara County Draft Updated Solid Waste Thresholds

Santa Barbara Municipal Code & City Charter

Uniform Building Code as adopted by City

Zoning Ordinance & Zoning Map

Santa Barbara County Thresholds and Guidelines Manual (Updated September 16, 2008)

Appendix B

Notice of Preparation and Scoping Meeting Responses

City of Santa Barbara
Planning Division

NOTICE OF EIR PREPARATION/ NOTICE OF ENVIRONMENTAL SCOPING HEARING

Project Title: Valle Verde Retirement Revised Conditional Use Permit

Project Location: The project site is located at 900 Calle de los Amigos in the Hidden Valley neighborhood and is comprised of five independent parcels totaling approximately 59.75 acres. Cross streets include Calle de los Amigos and Torino Drive.

Project No.: MST2005-00742 **APNs:** Valle Verde Campus - 049-040-054; 049-440-016; 049-040-050; 049-040-053; Rutherford Property - 049-440-015; **General Plan:** Residential 5 units/acre, 1 unit/acre

Zone(s): 049-040-050 = A-1/E-3; 049-040-053 = E-3; 049-040-054 = E-3; 049-440-016 = A-1/E-3; 049-440-015 (Rutherford) = A-1

Public Scoping Hearing: An environmental scoping hearing to receive public comments on the proposed EIR scope of analysis will be held before the Planning Commission on **Thursday, June 4, 2009**, City Council Chambers, Santa Barbara City Hall, De La Guerra Plaza, 735 Anacapa Street. *Note time below.

EIR Scope of Analysis: The proposed EIR scope of analysis would include evaluation of project environmental effects associated with biological resources and traffic/circulation. An Initial Study, describing potentially significant impacts as well as potentially significant, but mitigable, and less than significant impacts in other issue areas, is available for review at the City Planning Division located at 630 Garden Street, or online at www.SantaBarbaraCA.gov/eir Agendas and Staff Reports are also accessible online at www.SantaBarbaraCa.gov/pc Please note that online Staff Reports may not include some exhibits.

Project Description: The proposed project is a revised Conditional Use Permit (CUP) for the Valle Verde Retirement Community (VVRC), a Continuing Care Retirement Community. The facility provides seniors with the following living options; independent living, assisted living, and skilled nursing and all of the services associated with these living options, such as meal service, physical therapy, recreation, transportation, housekeeping and maintenance. VVRC is licensed by the Department of Social Services as a Community Care Facility. Presently, the Valle Verde Retirement Community consists of 214-independent living units (one-bedroom and two-bedroom apartments), 11 studios (which are not considered residential units because they lack private kitchens), a 36 room, 80 bed Skilled Nursing facility, a 45 room, 48 bed Assisted Living facility, a central dining room/kitchen, a campus dayroom, a recreation building, a laundry kiosk, a maintenance building and administration building. In addition to the 213 independent living unit and 11 studios described above, the property contains a single family residence on parcel 049-440-015, which is known as the "Rutherford Property." This house was never counted towards the 254 units allowed by the existing CUP, because it was acquired by Valle Verde after the CUP was approved.

The overall project would include 40 new residential units, additions to the existing common buildings and maintenance buildings, reconfiguring the existing parking areas and a minor lot line adjustment between lots owned by the project applicant. The project will include the dedication of 9.8 acres for an oak woodland. A new access driveway from Torino Road will be provided and grading for the project will be approximately 11,000 cubic yards of cut and 13,000 cubic yards of fill.

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

project.

Comments: Comments on the proposed EIR scope of analysis are invited from public agencies, community interest groups, and individual members of the public. **NOTE: Comments that were provided on the previous Initial Study will not be considered for this revised Initial Study. Therefore, all interested parties that commented on the previous document must resubmit their comments on this revised Initial Study.** We request the views of public agencies as to the scope and content of environmental information be germane to agency statutory responsibilities for the project. Some agencies may need to use the EIR prepared by our agency when considering approvals for the project. Please provide the name of an agency contact persons, if applicable. Written comments on the EIR scope of analysis identified in the Initial Study should be sent at the earliest possible date, but **received not later than June 22, 2009, at 4:30 p.m.** Please send your written comments to the attention of Peter Lawson, Associate Planner, P.O. Box 1990, Santa Barbara, CA 93102-1990 or via email to Plawson@SantaBarbaraCA.gov.

***NOTE**: The meeting begins at 1:00 p.m. and will have several items, including this project. An agenda with all items to be heard on Thursday, June 4, 2009 will be available on Monday, June 1, 2009 at 630 Garden Street. Agenda items are subject to change. It is recommended that applicants and interested persons plan to arrive at 1:00 P.M. However, for longer agendas, all parties are encouraged to monitor Channel 18 and when the item prior to the application of interest begins, come to the Commission hearing. Continuances will not be granted unless there are exceptional circumstances.

This regular meeting of the Planning Commission begins at 1:00 p.m. on Thursday and can be viewed live on City TV-18, or on your computer via http://www.santabarbaraca.gov/Government/Video/ and then clicking City TV-18 Live Broadcast. City TV-18 will also rebroadcast this meeting in its entirety on Friday at 6:00 p.m. and again on Sunday at 9:00 a.m. An archived video copy of this meeting will be viewable, on computers with high speed internet access, the following Tuesday at www.santabarbaraca.gov/pc and then clicking Online Meetings.

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

Final Comments
Valle Verde Retirement Community Expansion Project
Santa Barbara, CA

Brian Trautwein, Biologist and Land Use Consultant
4280 Calle Real #46
Santa Barbara, CA 93110

March 5, 2009

Documents Reviewed:

- Initial Study /. Environmental Checklist MST2005-00742 for Valle Verde Retirement Community Expansion (Feb. 19, 2009);
- Valle Verde Retirement Community Tree Assessment and Protection Plan (Nov. 12, 2008);
- Revised Biological Assessment of Valle Verde Retirement Community Expansion Project – Santa Barbara, California (Dec. 18, 2008);
- Project Plans

Site Visit:
Mar. 1, 2009

Qualifications:
Brian Trautwein has over 20 years of experience with biological resource impact assessment in the Santa Barbara County region. Mr. Trautwein has been on Santa Barbara County Planning and Development Department's list of qualified biological consultants for approximately 20 years (attached). Mr. Trautwein also has extensive experience with and knowledge regarding Land Use Planning, general plans and the California Environmental Quality Act (CEQA). Mr. Trautwein earned a Bachelor's Degree in Natural Resource Management in 1989 while achieving High Honors at UC Santa Barbara.

Project Description (Initial Study pp. 2 – 4):

Proposed Residential
The project proposes demolition of the Rutherford Property house, maintenance building two independent living units, four studios, the Wellness Clinic, the Bed and Breakfast (rooms for resident guests), and the Hospice. The proposal also includes the construction of 40 new two-bedroom independent living units on multiple parcels of the Valle Verde Retirement Community Campus. This would result in a total number of 251 units and seven studios on the campus. Unit sizes range from 1,084 square feet to 1,425 net square feet excluding garages. Nine of the proposed units would be new detached single family residences; 28 units would be configured as duplexes, and three units would be configured as a triplex. Twenty seven of the units will have attached one-car garages, and the remaining 13 will use existing parking spaces on the property. Ten of the units (five

duplexes) are proposed on parcel 049-440-015, which is known as the "Rutherford Property". Eight of the units located on the Rutherford Property would be accessed directly from Torino Road by residents via a new driveway, or by VVRC staff via a cart path through campus. The remaining units would be accessed via the existing street network throughout the campus.

Existing and Proposed Commercial & Common Areas
Commercial structures that currently exist on site include a 36 room, 80 bed Skilled Nursing facility a hospice (operated by a separate organization), a 45-unit Assisted Living facility with 48 beds, a two room bed and breakfast for visitors, a central dining room/kitchen, a laundry kiosk, a maintenance building, and an administration building. Common areas include a campus dayroom, a recreation building, and gazebos. All included, the commercial floor area of the site currently totals approximately 90,000 net square feet. Demolition of the hospice, the maintenance building, and four gazebos is proposed. The facility's Central Core (Common Area) and commercial facilities would be upgraded as part of the proposed project, including renovations to the existing gazebos. Other commercial facilities would be expanded, including a redeveloped Theater Multipurpose Room, expanded outside dining, a new fine dining component, a café, expanded spa services, resident's business center, fitness center, and administration and maintenance buildings. Three enclosed gazebos with an attached covered patio would be constructed in various locations throughout the development. Each gazebo would have a half bath and a janitor's area with a laundry facility that can also be used by the residents (some smaller units do not have laundry facilities). The Central Core component of the proposed project consists of 10,461 net square feet of remodeled space and 14,902 net square feet of new construction.

Existing and Proposed Parking Facilities
There are currently 331 parking spaces existing onsite. Six existing common parking lot areas, which park approximately 10 to 12 cars each, will be removed for the new development, and either reconfigured in the same location, or relocated throughout the campus. Most of the relocated parking areas will park approximately the same number of cars, and the parking stalls would be located either perpendicular to the private roads or within small parking lots. Approximately 83 new parking spaces are proposed, including two new staff parking lots totaling 43 spaces, 27 new single car garages and 13 additional surface parking lot spaces. With these improvements, there would be a total of 414 parking spaces onsite.

Proposed Lot Line Adjustment
The applicants are proposing a lot line adjustment to transfer approximately 9,000 s.f. from APN 49-440-015 to APN 49-440-016, in order to prevent Units 16 and 17 from crossing property lines. The lot line adjustment provides opportunity for infill development and better use of the existing topography.

Proposed Oak Woodland Dedication
A condition of the 1984 Planning Commission approval was the dedication of four acres of oak woodland. This was never done. The applicant is currently proposing to dedicate

or otherwise restrict development rights of that four acres, plus 5.8 additional acres, for a total of 9.8 acres.

Proposed Grading, Tree Removal and Construction
Grading for the project would involve 11,520 cubic yards of cut, 13,300 cubic yards of fill and 1,780 cubic yards of import. Fifteen oak trees are proposed to be removed, and six oak trees may be impacted by the construction. The applicants are proposing to plant 150 oak trees to replace those removed (10:1 replacement ratio). Grading would take up to three months, and construction would last approximately 18 months.

Baseline Setting

The Initial Study does not adequately set forth the existing biological baseline because it omits important elements of the site's existing biotic resources.

The project site contains one of two pristine Southern Coast Live Oak Woodland stands in the City (Santa Barbara City Conservation Element). This habitat type is considered sensitive by Santa Barbara County and the California Department of Fish and Game. Santa Barbara City Conservation Element Policy 4.0 requires preservation of this habitat if feasible. These facts heighten the significance and sensitivity of the project site's existing baseline biological resources. This heightened sensitivity and significance of the existing biological resources at the project site increases the significance of the project's biological impacts described below.

The western area of facility expansion into open space and sensitive habitat includes native forbs not identified in the documents reviewed including the Initial Study's Dec. 18 2008 Revised Biological Assessment. The Initial Study's Revised Biological Assessment site visits were conducted in September 2008. Many native annual plant species are not detectable this late in the season as noted in the Revised Biological Assessment on pages 4 and 5. This is particularly true during particularly dry years such as 2008. The presence of native forbs and annuals in the expansion area in March 2009 which were not identified in September 2008 increases the sensitivity and significance of the biological resources in the western expansion area. The heightened sensitivity and significance of the existing biological resources at the project site increases the significance of project impacts described below.

The western expansion area contains a wildlife movement corridor and wildlife trail. Wildlife movement corridors which connect habitats are significant biological resources. Substantial interference with wildlife movement triggers a significant impact finding pursuant to Thresholds of Significance used by the City in the Initial Study's Dec. 18 2008 Revised Biological Assessment (page 12). Therefore this wildlife movement corridor along the western project boundary within the expansion area is an important element of the existing biological baseline setting. The presence of this corridor heightens the sensitivity of biological resources affected by the project and increases the significance of the project's biological affects.

Southern Oak Woodlands are not common in the City of Santa Barbara. Most oak woodlands near the City's coast have been eliminated. Only two pristine Southern Oak Woodland stands exist in the City according to the City's Conservation Element. The fact that oak woodlands are uncommon in the City increases the significance of this on-site biological resource. Considering this regional context and rarity of Southern Oak Woodlands in the City, loss of and impacts to Southern Oak Woodlands within the City are more significant than loss of and impacts to Southern Oak Woodlands where such woodlands are more common.

The western expansion area represents an ecotone in which two or more habitat types adjoin each other (Coastal Sage Scrub, Southern Coast Live oak Woodland, grassland, and ruderal vegetation/landscaping). Ecotones have high biological diversity because species from each adjacent habitat type may be present. Location of the project's western expansion area in an ecotone increases the significance of the biological resources affected by the project.

Baseline Setting and Fuel Modification

The Initial Study incorrectly assumes the existing conditions are the environmental baseline. The environmental baseline is normally the physical conditions at the time environmental review is conducted. In this case however the existing conditions include extensive fuel modification clearing of Southern Coast Live Oak Woodland which went beyond that necessary or directed by the City or County to minimize wildfire hazards. This habitat is protected by state and City policies. Clearing of this habitat beyond that directed to enable protection from wildfires degraded the habitat. Correction of past overzealous fuel modification practices is not a benefit or mitigation of this project because it is merely ensuring compliance with pre-existing City policies which required preservation of the Southern Oak Woodland habitat. Regardless of whether this project is approved and constructed, the extent of fuel modification will be decreased pursuant to Fire Officials' instructions (i.e. owners need to clear to 75 feet from structures, not to 100 to 150 feet from structures). Therefore in this case the baseline setting includes the Southern Oak Woodland and Coastal Sage Scrub habitat west of the project absent apparently unauthorized and over-reaching clearing of these protected habitats. Specifically, the baseline biological setting includes authorized clearing to 75 feet from existing structures but does not include the additional clearing to 100 to 150 feet from existing structures. Using this baseline, the resulting presence of more pristine Coastal Sage Scrub and Southern Oak Woodland in the western expansion area heightens the biological sensitivity and importance of this area, and increases the significance of biological impacts in this area.[1]

CEQA's Fair Argument Standard requires preparation of an EIR

The project is likely to cause significant biological impacts that would remain after mitigation measures are applied, as discussed below. The California Environmental

[1] Conclusions in this report that residual biological impacts (i.e. impacts after mitigation) are potentially significant remain regardless of which biological baseline is used in the analysis (i.e. with fuel modification to 75 feet and with fuel modification to 150 feet.)

Quality Act (CEQA) standard for triggering lead agency preparation of an Environmental Impact Report (EIR) is met in this case. Under CEQA, when substantial evidence supports a fair argument that a project may cause a significant impact, the lead agency must prepare an EIR. Even if other evidence in the record indicates impacts would not be significant, an EIR is required whenever substantial evidence supports fair argument that a project may cause a significant impact. In this case substantial evidence in the record including this report supports a fair argument that the project is likely to result in significant biological and land use impacts. Therefore an EIR is required for the project.

Biological Resources Impacts

Significance Thresholds

The Initial Study's Dec. 18 2008 Revised Biological Assessment identifies several Thresholds of Significance for determining biological impact levels of a project. These Significance Thresholds include: (1) "Conflicts with adopted environmental plans and goals of the community where it [the project] is located;" and (2) "Interferes substantially with the movement of any resident or migratory fish or wildlife species." (Initial Study Exhibit E, pp. 11 – 12)

Bio Impact I. Removal of Southern Oak Woodland violates General Plan Policy and is a Significant Biological Impact.

The Project's removal of sensitive Southern Coast Live Oak Woodland conflicts with City General Plan Conservation Element Biological Resources Policy 4.0 and triggers a significant biological impact.

Policy 4.0 holds that, "Remaining Coastal Perennial Grasslands and Southern Oak Woodlands shall be preserved, where feasible."

Visual Resources Policy 4.2 holds that "All feasible options should be exhausted prior to the removal of trees."

The project can feasibly preserve all Southern Coast Live Oak Woodland and avoid removing trees in the western expansion area while still fulfilling the basic underlying objectives. At least four feasible options exist which would enable the project to fulfill its underlying objectives and preserve remaining Southern Coast Live Oak Woodlands and trees in the western expansion area.

(A) Reduced Scale Alternative

The project proposes a total of 40 new residential units. Seventeen proposed units and the proposed employee parking area are located in the western expansion area's open space and sensitive habitats outside the existing facility footprint. Eliminating these units and the southern portion of the proposed parking lot would preserve the Southern Oak Woodland by avoiding direct impacts and would minimize indirect impacts. This

alternative would result in 23 units being constructed within the facility's existing footprint. Combining this alternative with Option (B) or (C) below would enable the project to preserve the Southern Coast Live Oak Woodland and provide even more units.

(B) Two-Story Units Alternative

The project could feasibly fulfill its underlying objective and approach or meet the desired 40-unit total through more efficient land use such as inclusion of two-story units with elevators. Such a design would enable the project to concentrate units within the existing facility footprint and thereby preserve the Southern Oak Woodland as required - when feasible – by City Biological Resources Policy 4.0.

(C) Increased Interior Density Alternative

Similarly, the design can make more efficient use the land by increasing the density of one-story homes within the existing facility footprint such as areas west and east of Senda Verde.

(D) Hybrid Alternatives

Any of the above three alternatives can be combined into hybrid alternatives which feasibly fulfill the project's basic objectives while avoiding the Southern Oak Woodland pursuant to Biological Resources Policy 4.0.

No evidence in the documents reviewed indicates that the above alternatives are infeasible, would not fulfill the project's basic underlying objectives, or would not preserve the Southern Oak Woodland pursuant to Biological Resources Policy 4.0. It is feasible to modify the project within the 59.75 acre project site to avoid the .3 acre impact to Southern Coast Live Oak Woodland and associated habitat.

The Initial Study incorrectly presumes that because the number of trees initially proposed to be removed has been reduced, the project complies with City policies. However the policies clearly require (A) preserving Southern Oak Woodlands where feasible (not merely reducing the initially proposed loss of oak trees and woodland habitat), and (B) retaining all trees when feasible (not merely reducing the number initially proposed to be removed). Given the policy language and the feasibility of redesigning the project to preserve Southern Oak Woodlands and retain trees in the western expansion area, the project violates the cited general plan policies and as a result causes a significant impact to the Southern Oak Woodland habitat and to oak trees.

Due to the conflict with Biological Resources Policy 4.0 (failure to preserve remaining Southern Oak Woodlands) and Visual Resources Policy 4.2 (failure to exhaust all feasible options prior to removal of trees) the project causes a significant biological impact.

Bio Impact 2: The Project would result in a permanent net loss of Southern Oak Woodland Habitat, Coastal Sage Scrub Habitat and undeveloped grassland habitat which is a Significant Biological Impact.

The Initial Study at page 18 identifies a permanent loss of .3 acres of Coastal Sage Scrub habitat and Southern Oak Woodland habitat. These habitats are designated sensitive by the state Department of Fish and Game and support state-designated sensitive species identified in Tables 1 and 2 of the Initial Study's Exhibit E. Displacing at least .3 acres of habitat for project facilities would be a permanent net loss of .3 acres of habitat because the loss of overall habitat area is not mitigated as part of the proposed project or its mitigation plans. Proposals to mitigate the loss of Coastal Sage Scrub and Southern Oak Woodland by restoring Coastal Sage Scrub habitat and planting oak seedlings do not mitigate this loss because .3 acres would be covered with facility structures and paving resulting in a net loss of overall habitat area on the project site (Grassland, Southern Oak Woodland and Coastal Sage Scrub). There is no offsetting increase in overall habitat area proposed (i.e. no facilities are being removed and returned to habitat). The oak seedling and Coastal Sage Scrub habitat restoration would take place within the open space and habitat areas west of the proposed expansion – not through removal of existing development. Said restoration would enhance existing habitats and/or convert grassland to Southern Oak Woodland or Coastal Sage Scrub, but would not generate .3 acres of new undeveloped land to offset the loss of .3 acres of land caused by facility expansion. Therefore the proposed Coastal Sage Scrub habitat restoration and oak seedling installation would not offset the .3 acre loss of overall habitat area. Given the heightened sensitivity of the biological resources present in the western expansion area, this net loss of .3 acres of undeveloped land would represent a significant impact to biological resources.

Bio Impact 3: Oak Tree Removal is a Significant Biological Impact.

Loss of Southern Coat Live Oak Woodland habitat would be a significant impact as noted above. In addition, loss of individual trees would be a significant impact. Approximately 27% of the oak trees on the project site (21 of 79) would be removed or adversely affected / potentially killed by the project as currently designed. Over four percent of the 500+ coast live oaks on the property would be removed, affected and/or potentially killed. Some of these trees exceed 16" diameter at breast height (DBH) as measured at 54" above the ground. Loss of these trees would be significant. Mitigation in the form of planting oak seedlings would not replace these trees' biomass, bird nesting opportunities, acorn production, shading or habitat values for several decades or longer. Therefore loss of individual oak trees would be a significant temporal biological impact which remains significant until such a time when – and if – enough of the new seedlings reach mature tree stature.

Bio Impact 4: Interruption of Wildlife Movement Corridor is a Significant Biological Impact

As noted above the western expansion area contains significant wildlife habitat including Southern Coast Live Oak Woodland and Coastal Sage Scrub through which a wildlife movement corridor and trail pass. The trail connects habitat north of the project site (including the golf course) to the significant, dense Southern Coast Live Oak Woodland and Coastal Sage Scrub habitats located south and southwest of the project site. Aerial

photos show that alternate wildlife movement routes may be available through the Coastal Sage Scrub, Southern Coast Live Oak Woodland and grasslands further west. However these alternative north-south routes also cross Torino Road near the existing cul-de-sac at the southwest corner of the project site where development is planned. Thirteen residences are proposed within this wildlife movement corridor on and near the Rutherford Parcel creating a substantial interference with wildlife movement. Four proposed residences on the northwest side of the project site (in the northern portion of the western expansion area) would also sit immediately on top of the existing trail and wildlife movement corridor. The proposed project would substantially interfere with this wildlife movement corridor. Alternative wildlife routes further west would also be interrupted by the project's 13 units near the Torino Road cul-de-sac, forcing wildlife into private yards or precluding movement between habitats to the north and the Southern Coast Live Oak Woodland and Coastal Sage Scrub to the south and southwest of the project site. The project's western expansion would impact this wildlife movement corridor and would be expected to cause a substantial impact on wildlife movement.

Bio Impact 5: Indirect Impacts

In addition to direct removal of designated sensitive habitats, removal of oak trees and interference with the north-south wildlife movement corridor, the project would cause indirect impacts to biological resources. Increased noise, light, landscaping activities, pest control and human presence within and adjacent to what is now sensitive Southern Oak Woodland and Coastal Sage Scrub habitats would represent a potentially significant impact.

The project would sit within at least .3 acres of sensitive habitats, therefore the project also lacks an undeveloped buffer to protect the adjoining habitats (i.e. is not setback from the habitats). Absent a buffer to protect Southern Oak Woodland and Coastal Sage Scrub habitats, the project's indirect impacts would not be sufficiently mitigated and would remain potentially significant.

Proposed Oak Woodland Dedication

The applicant is proposing to dedicate or otherwise restrict development rights of 9.8 acres which contains Southern Oak Woodland habitat (Initial Study p. 4). However, this proposal is not sufficiently defined in the Initial Study's project description or mitigation measures or elsewhere in project documents to ensure permanent protection of the 9.8 acres from future development. Given the lack of clarity regarding the mechanism to preserve the woodland in perpetuity and ensure no future development (e.g. deed restriction, conservation easement, etc.), there is no assurance that this land would be conserved and protected. Therefore, in addition to significant biological impacts including conversion of Southern Coast Live Oak Woodland, loss of overall habitat, loss of oaks trees and substantial interference with wildlife movement, the project description and Initial Study do not include adequate detail to ensure permanent dedication or protection of the 9.8 acres of Southern Oak Woodland. The Initial Study and Project

Description are inadequate for failing to ensure that the 9.8 acre area will be dedicated as vaguely described in the project description on page 4. This deficiency is especially problematic considering the City's failure to ensure that 4 acres of this woodland was dedicated following the 1984 Planning Commission approval which required such dedication of land. More clarification including a description of the method by which this acreage would be preserved in perpetuity is necessary to ensure this important element of the project is included.

In addition, since this measure is included in the project description but is not included as a mitigation measure, there appears to be nothing requiring the applicant to implement this measure to protect Southern Oak Woodland habitat pursuant to the requested approvals. The proposal to place this area in a conservation easement or otherwise protect it should be included as a mitigation measure (i.e. in an EIR for this project) and as a condition of approval to ensure enforceability should the project be approved. Such a measure is warranted to mitigate the indirect impacts of the proposed project.

Notwithstanding this recommendation, even if the 9.8 acres is permanently protected, the project as proposed would still allow development within the Southern Oak Woodland in violation of the general plan, resulting in a significant biological impact. Adjusting the project to preserve the Southern Oak Woodland to the maximum extent feasible would help ensure consistency with City General Plan Conservation Element Biological Resources Policy 4.0.

Lastly, it should be noted that the 9.8 acres loosely proposed for dedication or other form of protection excludes significant Southern Coast Live Oak Woodland northwest of Senda Verde Drive (due west of proposed units 33 and 34). The area of dedication should be expanded to include all of the sensitive Southern Oak Woodland and Coastal Sage Scrub habitat in the parcel west of Senda Verde.

Land Use Impacts

The project setting is a residential and wildland interface. The proposed project's western expansion across this interface into Southern Oak Woodland habitat is not compatible with the existing setting, and represents a potentially significant land use impact. Unlike other CEQA documents, the Initial Study and Negative Declaration (ND) excludes a Land Use Impact section and an analysis of neighborhood compatibility and compliance with zoning. This omission results in a deficient CEQA document which fails to analyze Land Use impacts such as incompatible development.

One type of land use impact identified in CEQA Guidelines Appendix G involves conflicts with adopted environmental plans and policies. As noted above the project is inconsistent with adopted policies including Visual Resources Policy 4.2 and Biological Resources Policy 4.0. As a result, the project as designed would cause a significant Land Use impact which the Initial Study and ND omit.

Conclusion

The project as proposed would result in significant biological resources impacts related to temporal losses of mature oak trees, conversion of existing Southern Coast Live Oak Woodland and Coastal Sage Scrub, and interference with an established wildlife movement corridor. Indirect biological impacts resulting from lack of a buffer between the proposed development's western expansion and sensitive habitats are potentially significant. Land use impacts relating to conflicts with biological resources policies and visual resources policies, and relating to incompatible development are significant. An EIR is required to evaluate and compare the impacts of feasible alternatives which avoid or substantially lessen the project impacts. Preparation of an EIR will comply with CEQA, and help the City and community identify an environmentally superior alternative which protects the neighborhood and the natural environment from significant project impacts.

March 12, 2009
Santa Barbara City Planning Department,

The Draft of the Negative Declaration prepared for the proposed expansion of the Valle Verde Campus is insufficient to properly identify, classify and mitigate the environmental impact of this requested development of the existing campus. A full Environmental Report is necessary for this project.

This area is classified as environmentally sensitive and important for the City of Santa Barbara. Section 3.a-e) of the Negative Declaration describes this site (APN 049-440-015;-016;and-050) as containing a pristine oak woodland that is identified by the Conservation Element as one of two pristine stands of Southern Oak Woodlands left in the City and designated as highly sensitive in the City's Conservation Element. This habitat is designated sensitive by the California Department of Fish and Game, and the County of Santa Barbara, as described in the biological assessment (Neg. Dec. 3.a-e). This is environmentally significant, and the described mitigations are not adequate to correct the biological harm. The following five polices under the Conservation Element have not been mitigated by this Negative Declaration:

- Visual Resources Policy 2.0- "Development on hillsides shall not significantly modify the natural topography and vegetation."
- Visual Policy 2.1-"Development which necessitates grading on hillside with slopes greater than 30% should not be permitted"
- Visual Resources Policy 4.0-"Trees enhance the general appearance of the City's landscape and should be preserved and protected."
- Visual Resources Policy 4.1-"Mature trees should be integrated into project design rather that removed.
- Visual Resource Policy 4.2-"All feasible options should be exhausted prior to the removal of trees.
- Biological Resources Policy 4.0-"Remaining Coastal Perennial Grasslands and Southern Oak Woodlands shall be preserved were Feasible".

Units 15, 16, 17 and 31 through 34, and the employee parking lot violate every one of these policies.

At the last Planning Commission meeting 10/4/07, these were the Commissioner's comments on Open Space/Oak Woodland:

1. Most Commissioners felt that the woodland should be defined by the actual location of where the oak woodland actually exists. Did not feel it should be defined acreage, but would like to see more that five acres preserved as open space.
2. One Commissioner felt that how much of the land is set aside is a negotiation between the City and the applicant. The acreage of Oak Woodland to be

restricted should be closer to Staff's recommendation. Oak Woodland area is steep: its highest and best use is as open space.

3. One Commissioner felt that no development should ever occur in the Oak Woodland area. Expects a generous area of Oak Woodland to be preserved as open space. "
4. Concerned with too much encroachment of development into open space areas.
5. Concerned with interruption of access to existing wildlife habitat in Oak Woodland by the length and height of retaining walls.

I cannot believe that the applicant has submitted this current proposal after receiving this input from the Planning Commission.

There is not adequate mitigation occurring, when all of these policies are being violated by this proposal. The best mitigation is not to allow building along the Pristine Oak Woodland. The City and all us neighbors stand to lose so much by the development along the Oak perimeter. There is no reason to allow this to happen, and the City is not doing its job to protect this area if it allows this construction to occur. The only mitigation seems to be a 10 to 1 planting of oak seedlings, however then the "project could be found *potentially consistent* with biological resources of the Conservation Element" (ND pg. 7). "Potentially consistent "is no promise by the City or the Applicant to offset the permanent lose of biologically significant wildlife habitat, visual aesthesis, and impact to soil erosion and run off. An Environmental Impact report needs to be done, to explore all possible outcomes and recommend better solutions.

As a side note: The trees that are supposedly being grown in 1 gallon containers, need to be grown in tree tubes, to become viable trees. Also there is not sufficient acreage to properly plant 150 trees. The neighbors of Hidden Oaks object to using the property line as the only area to plant 100 oak trees. They are concerned about getting walled in and losing their views.

The City Fire Department has indicated that the oak woodland area adjacent to the proposed development poses a wild land fire hazard (ND Bio 3). How could senior housing be contemplated with such risks to the safety of the people that would live there? We have had three fires in this Valley, and the Painted Cave Fire started burning the oaks. The houses being proposed along the oaks are unsafe for this reason. Another fire (3 years ago), was started by a cigarette, which was tossed into the bushes, along Calle de Los Amigos right where the employees park their cars. This burned the hillside along Arroyo Burro Creek. Fortunately, because this was a public street, quick action got the fire Department here fast, and the fire was extinguished before it moved along the creek. Just imagine an employee parking lot built into the Oak Woodland hillside, (which the Fire Department says is a wild land fire hazard). If a cigarette is tossed into the bushes out there, we have a major disaster.

Under the guise of fire protection Valle Verde, last summer, cleared under brush and also cut down mature Oak trees along the areas where development is proposed. As soon as the City Planner was notified, by me and several Valle Verde Residents, of the extensive tree and brush removal occurring, they were stopped. However significant damage had already been done to the Oak woodland and the biological ecosystem in the Oak woodlands. Is their no consequence for Valle Verde cutting down significant trees last summer. Do they instead get to just remove more?

Density:

The number of current residents of approximately 400 is in violation of the CUP under which Valle Verde is operating, which limits them to 350 residents and staff. This is at the core of many of the environmental issues that will be affected by any additional expansions of this campus. They seem to be "cherry picking" the 254 independent Living Unit number from the 1980 amendments, and trying to ignore that they are subject to a density limit.

Adding in the 109 current employees (7am-3pm), the number of people on campus is over 500, 150 people more then was allowed at the time the CUP was granted in the 1960s and amended in the 1980s. At that time the calculations were based on this campus, needing to be compatible with residential density of 4 houses per acre and the number of people that would be equivalent to that kind of build out. The number of people on campus needs to be addressed before ever considering that a CUP of 254 is a "self proclaimed and assumed" right of Valle Verde. Please remember that they finished building out these units in the 1980s, and then did not want studios any more and converted most of them into 1 and 2 bedroom apartments. Thereby being able to accommodate more married couples, and still grow their resident population. We should not allow the oak perimeter to be over developed and yard setbacks to be ignored, just because Valle Verde wants 40 more homes to sell off for $700K buy ins and $4000/month rents. This benefits a "non profit" organization that does not pay property taxes for their units, and does not provide affordable senior housing for our community.
However will draw upon city services such as emergency personnel, transportation and utilities.

In addition to these Independent Living units, this retirement community has a significant commercial operation of an 80 bed skilled nursing facility; a 44 bed assisted living facility, and Alzheimer's unit of and Hospice Care. As these commercial operations have grown there, so has the need for more employees to service them. There now is an increasing lack of parking and increasing traffic problems. The Planning Commission has been made aware of these public concerns for the past 4 years.

I believe we are reaching a limit to this campus being compatible with the residential community it is situated in.

I am very concerned about evacuating my home during an emergency. I only have one way in and out, and that is through the Valle Verde campus. During the Painted Cave Fire my lot was on fire. We are in the path of the Sundowner wind current. An adequate density limit needs to be maintained on this retirement campus. This point is not addressed by the MND, and therefore an EIR is necessary for this project.

Aesthetics:

The MND rightly states there will be significant impact, however does not identify all the visual impacts, nor does it mitigate these impacts. We will lose the scenic Santa Barbara Mountain Views, the oak woodland views, and if modifications to front and side yard setbacks are changed, this will no longer look like a residential community, but instead have a commercial look. This was not allowed by the Conditional Use Permit of 1960 . There should be no modifications allowed that change the spirit of this residential-like senior campus. The MMD does not mitigate these issues, and leaves them undefined and open game for the developer.

Transportation

The City has been notified for the past 5 years, that we have a serious traffic problem leaving Hidden Valley. The intersection of Los Positas and Modoc are under City Thresholds of V/C .79 so it is considered impacted by the City. With the cumulative effects of Elings Park, Hillside House, and other development projects at the end of Palermo, we will continue to see traffic become more of a problem. Remember Modoc becomes an alternative route anytime there is a problem on Freeway 101. How can this study call this area of the MND as less than significant?

I am attaching pictures of the most recent accident at the corner of Calle De Los Amigos. We have many serious accidents there each year.

How can Valle Verde claim they are going to hire only two more employees, when they are adding 80 more people, and all the new commercial businesses of: Beauty Salons, Cafes, Banks, Fine Dining, and Fitness Centers? This seems like a misrepresentation of fact. The ND is basing traffic counts on assumptions and not facts. We need the full EIR to properly handle this important safety issue.

Seniors have impaired driving ability. We oppose the unsafe and unsightly intersection of Mesa Verde and Torino. The sight line is marginal and the corner sight distance is inadequate (needs to have 275ft. at 25 mph, there is only at best 225ft). There is a safer alternative to this road coming out there, and that is to exist the Rutherford property out the existing driveway onto Calle Sastre and then exit onto Torino. **Four more oak trees would be saved if the road does not go through.** Is this not what an EIR would accomplish, to implement Visual Resource Policy 4.2-"All feasible options should be exhausted prior to the removal of trees".

The proposed project is at the end of a valley of curvy surface streets that were not built to handle heavy equipment. There is no fully defined mitigation associated

with the current MND that handles the noise, traffic and parking of the construction equipment and workers. How could something so important be lacking from this document. We need the full EIR, so that these important areas of environmental impact are not omitted or short changed. The Residents of Hidden Valley have to live through the mess of construction, and the MND does not fully mitigate all the issues surrounding this environmental impact.

Parking

The Negative Declaration does not adequately mitigate the area of parking impacts. A requirement of their original CUP was to provide for onsite parking for the Valle Verde employees. For the Negative Dec to call this issue "Less than Significant" is not classifying this environmentally significant impact correctly. I have had many near collisions, as I maneuver down the ½ mile of Calle de Los Amigos that is parked with as many as a 100 cars. Most accidents happen in parking lots. That is what this ½ mile of curvy roads is with people parallel parking, double parking, opening car doors on you, performing u-turns in front of your moving car, and City Muni busses and the seniors that pull out of side streets in unsafe manners, makes this such an unsafe portion of the public road we need to use to enter and exit our home. **Please address the excessive employee cars parked on Calle de los Amigos and Torino adequately.**

The current proposal does not provide for enough off street parking to fix this problem. The suggestion from the Planning Commission to build an underground parking lot, since they are insisting on raising the current Administration Building lot, has so much importance. Now that they also want to build along the sides of this parking lot, maybe a larger underground parking lot can be engineered.

The Parking Study (ATS exhibit J) that was commissioned by the Developer has several flaws in it and therefore does not mitigate this significant problem.

1) It is three years old (2006), no longer reflects the current situation
2) Does not reflect the current proposal that will remove up to 75 on site parking spots. Displacing current parking to where?
3) Needs to be done on a Monday and Tuesday, which are peak days
4) Based all assumptions on only 60 cars parked on public roads, when everyone else is counting peaks of over 100.
5) The city is allowing the new 83 parking spots to satisfy the requirements to build 40 more units, however the parking on campus is not being considered in its entirety, with the fact that there has been inadequate parking for decades.
6) 40 out of the 83 spots are going to be used by new residents, so only 43 new spots for employees (none for visitors)
7) The "Modern" senior couple might have two cars, would they get limited to one spot?

A condition of approval since the 1960s was to provide adequate staff parking.

I believe I have raised good arguments that need to be addressed by a full EIR. The MND needs to be abandoned.

Heike Kilian
4138 Hidden Oaks Road, SB 93105
Hidden Oaks Homeowners Association

DISTRIBUTED TO:
DATE: 6/4/09
PLANNING COMMISSION (7)
SR. PLANNER, ASST. CITY ATTY.
CASE PLANNER APPLICANT('S)
AGENT PC SEC, ENTERED AS INT
PARTY ON

May 30, 2009

Re: Draft Negative Impact Study
Valle Verde Retirement Community

Planning Commissioners
Community Development Department Planning Division
630 Garden St.
Santa Barbara, CA 93101

RECEIVED
JUN 02 2009
CITY OF SANTA BARBARA
PLANNING DIVISION

Dear Planning Commissioners;

We understand that comments on the negative draft impact study are being accepted by the commission for review. The Allied Neighborhoods Association's Board of Directors wishes to still urge you to require a full and complete EIR on this project. We find that critical issues are still not addressed in the staff statements of issues to be covered.

The question of the proposed commercial use should be addressed to determine if it is an allowed use in the zoning under which the Valle Verde Conditional Use permit is being requested.

Traffic: The impacts of the addition of the proposed commercial activity, additional deliveries, additional staff, new residents as well as events for the residents and public events of town organizations is not fully calculated. Also the impacts of special events and classes need to be included in any calculations. Commercial businesses are in the business of making money; placing commercial operations deep within a residential area, their demand for customers and impacts resulting from the additional traffic need to be calculated.

The on going issues of speeding on the residential streets has been discussed with Valle Verde officials but is not addressed in the document. The Hidden Valley Park located on Torino and Calle de los Amigos is very popular with families and small children; the speeding by this park is an invitation to an accident. Enclosed is a picture of some of the cars parked on Torino to show the intensity of use in the park. Methods which will reduce speeding on Torino, Palermo and Calle de los Amigos should be addressed.

Part of the impact of traffic is the question of availability of parking. Presently there are over 100 cars parked daily on Calle de los Amigos for people either working or using the facilities.
Currently the parking demand of Valle Verde staff is not being met. Calculations of the number of staff, guests, and proposed new residents show that the parking proposed does not meet the demand. The manner in which the supply is figured does not mitigate the impacts.

Concern about the ability to exit the area is not addressed. There are two roads serving the facility, Calle de los Amigos and Torino Drive. Torino Dr. has exits ontoVeronica Springs Rd. and Calle de los Amigos. Veronica Springs Rd is a substandard narrow road, Calle de los Amigo and Veronica Springs Rd. both exit onto Modoc Rd. which has a legal speed of 45 mph. When there is an accident on US 101, a fire, or at peak times, it is extremely difficult to make a left turn onto Modoc Rd. We have had this situation happen frequently. You can also daily find a line of 25 cars at peak times waiting to turn from Modoc onto La Cumbre. Turning right from Torino Drive or Calle de los Amigos onto Modoc places you into a level D intersection of 101/Modoc/Calle Real and Las Positas. Not only does this intersection operate below city standards, but it is currently being considered as an off ramp for Cottage Hospital employees who will take Calle Real after it is converted into 2 lanes. The ability of Valle

Verde residents, as well as the existing residents of the area, to evacuate in time of emergency needs to be addressed and mitigated. We note that Valle Verde has a hospital facility which will take additional services and time to evacuate In the last 5 years there has been at least one accident per year on the corner of Calle de los Amigos and Modoc the last being in Feb. of this year (09). (Santa Barbara Police Report). The current speed limit on Modoc Rd. is 45 mph and speeds are frequently much higher than that. The need for safe ability to exit this intersection needs to be addressed.

This area is also in the high fire hazard area. Arroyo Burro Creek as well as Campanile Hills are considered to be high fire hazard areas. In the recent years there have been 2 fires that threatened this area. The Painted Cave fire burned to the back of Valle Verde and another was in the creek area across from Valle Verde. In the past 45 years there have been 4 fires, Campanile Hills, two in the creek, and the Painted Cave fire. The ability of emergency equipment to get into the area as well as residents being able to leave should be addressed. Currently Valle Verde has emergency responses once a week for other causes. If the route to Modoc Rd. is not available the only other route is Torino Dr. to Veronica Springs Rd. (a substandard county rd) to Cliff Dr. Even this route was impacted by the Painted Cave Fire which was anticipated to jump Las Positas Rd. and burn to the ocean.

The loss of open space should be addressed. The city policy is to place density in the downtown core, and low density on the perimeter of the city. This proposed increase will generate a very dense project and should be evaluated in regard to this city policy. Previous Valle Verde projects have been presented as final build out of the area; how many more additions will the future hold?

We have concerns about the soil study as there is a long history of slope failure in the area. The picture enclosed, taken on the slopes above Valle Verde last year, shows slide areas covered by mustard plants (yellow) which are one of the first plants to re-grow when the soil is disturbed. It also should be noted that a portion of Hidden Valley Park has become unusable all year round with water drainage. These are all indicators that a complete soil stability study needs to be done. I request that the photos that were included in the previous letter be included in the current presentation to the Planning Commission.

Preservation of the existing oak trees and mature trees on the site is important to the appearance. The original landscape plan should be reviewed to correct changes that have been made over the years. Major trees have been removed and not replaced.

There is a lack of discussion about the demolition and construction problems. Control of dust and the assurance that worker parking will be contained on the Valle Verde site are needed. There also needs to be recognition that the adjacent neighborhood streets are to be kept clean from dirt. Trucks and cars parking on wet soil carry the mud throughout the area. Trucks removing the debris driving through neighborhood streets need to be covered and their speed controlled. The noise of the construction is a factor that will also affect adjacent neighborhoods. The valley is very susceptible to noise as the speakers at Earl Warren can be heard from Hidden Valley and so the noise of construction should also be mitigated.

All these issues need to be addressed in an EIR and we request that the above concerns be included. All of these issues are intertwined with the issue of traffic and environmental effects. We are concerned that all previous comments are not to be considered for this revised initial study. Certainly the impacts previously stated in letters still remain as viable. This is a very large project, the construction time is for over a year and its impacts on Valle Verde residents as well as the adjacent neighborhoods need to be fully examined and mitigated. We also note with some concern that other

projects in the valley are required to do full EIRs and wonder why this project does not fall in the same situation. Thank you for your consideration.

Judith Dodge Orias president
Allied Neighborhood Association

May 27, 2009

Hidden Valley Resident's Association
3702 Barcelona Drive
Santa Barbara, CA 93105

Planning Commissioners:

We are writing to you regarding our concerns about the proposed Valle Verde expansion. I am the President of the Hidden Valley Resident's Association, representing 400 homes in Hidden Valley.

Our understanding is that Valle Verde Retirement Homes was licensed for a maximum of 350 residents and staff. Right now if you count the actual bodies living at Valle Verde the population count is almost 400 people. This does not include the 100 + employees working at the facility. If 40 new units are approved it appears that the resident count will grow by 80 to 480. Once you add the 100+ employees it appears that Valle Verde will have over 600 people at peak times. We believe this increased density negatively impacts this environmentally sensitive Valley. We do not feel that the Negative Declaration prepared by the City adequately mitigates the impacts on parking, traffic, aesthesis, density, protecting the pristine Oak Woodland Preserve, public views, landslides, and earthquake fault lines. We request that an Environmental Impact Report be required for this project.

We believe that the impact of this continued growth in population will negatively impact Hidden Valley with increased traffic/speeding; increased parking shortages, as well as a public safety issue as 600+ seniors try to evacuate Hidden Valley from Valle Verde in the case of an emergency. Our neighborhood is not designed for high density.

We have seen an increase in the number of small children. The speeding down Torino and Palermo Drives is a serious problem and needs to be addressed. Many Valle Verde residents like to walk in our area and do so on the street. Again we do not want to wait until there is a death or serious accident to have this problem addressed

Valle Verde is becoming more and more a commercial operation that exists deep inside a residential zone. The addition of a bank, beauty salon, coffee shop, business offices, and fine dining are new commercial enterprises. These will bring in more traffic into Hidden Valley. We understand that they currently conduct dinners for local organizations. We see this as yet another commercial aspect to Valle Verde.

The proposed 40 units will remove a large segment of open space. When Valle Verde was first built, the density was in line with the surrounding neighborhood at 4 homes per acre. We are concerned that the 40 proposed units will increase density to an undesirable

level and have a negative impact on the surrounding neighborhood by creating a precedent for increased density. Many of the residents picked Valle Verde for the open space feel and the additional units will affect this atmosphere.

Some of our street counts indicate almost 100 cars on Calle De Los Amigos during the daytime. The parking study conducted by ATS is faulty and needs to be conducted again. There needs to be enough employees parking to handle the demands of the employees. So at least 109 employee spots needs to be included in this plan, before any additional development should be allowed to occur. Based on the current negative declaration, this environmentally sensitive issue has not been mitigated sufficiently.

We were told that initially the project would be all single story. However, lately we have been told that the new administration building will have 2 stories. Is this correct?

Will this project complete the build out of the site? Wasn't the build out complete in 1986? We have concerns about the dust, noise and traffic from the construction. Where will the construction workers park as Calle de Los Amigos is parked solid with current employee cars? Also the time allowed during the day for construction (this is usually 7am to 4pm and not on Sunday)? We would like to have a resident's committee involved in these issues if the project is approved.

Our board remains concerned about the public safety issue. We are located in a valley and the only way out is through Modoc Rd. This road becomes a major traffic route during times of emergency or blockage on Highway 101. Being able to make a left hand turn is very difficult. For the safety of all Hidden Valley residents, we feel that a signal at Calle de Los Amigos and Modoc Road is necessary. Unfortunately the city seems to wait until there is a death before acting. We would like to request your help in supporting the traffic light option. The signal at Los Positas and Modoc (service level D) is documented to already be under capacity for current needs v/c 0.79, and this is before any more units get built. We do not feel that the negative declaration adequately examines the traffic problems in this valley. The Negative Declaration does not adequately classify or mitigate these significant issues. Stating that the additional vehicle trips will not impact long term traffic is false. We request an Environmental Impact report be prepared.

We continue to have many concerns about this project. We do not feel that our concerns are given adequate consideration.

We look forward to speaking with you further.

Best regards,

Maeda Palius
President, Hidden Valley Resident's Association
805-683-7585 – daytime
Maeda@pokcpa.com

Lawson, Peter D

From: Judy Orias [judy.orias@verizon.net]
Sent: Friday, May 29, 2009 4:40 PM
To: Lawson, Peter D
Subject: Valle Verde expansion

HI,The Alied Neighborhood Associations submitted a letter to the Planing Commission regarding the proposed development of Valle Verde. The letter was dated arch 13, 2009. In this letter we requested a full EIR regarding traffic, speeding and lack of exits from the area in case of emergencies. We also requested that the parking demand of the staff be accommodated on site and not alone the street as it is presently being done. We expressed concern about soil stability and the problems regarding the demo and construction since the area is accessed by 2 streets Torino and Calle de los Amigos. I am requesting a response in regard to these important issues and will they be before the Planning Commission on June 4? These issues are very important to the
neighborhoods and should be examined with impacts mitigated. I look forward to you response. Thank you Judy Orias

828-B Calle de los Amigos
Santa Barbara, CA 93105
June 1, 2009

City of Santa Barbara Planning Commissioners
735 Anacapa Street
Santa Barbara, CA 93101

Re: Valle Verde Master Plan

Dear Board Members:

My wife and I have been residents of Valle Verde, in Independent Living, since March of 2006.

During our three years in residence, I have had the opportunity to experience driving in local traffic at different times of the day and on different days of the week while on shopping errands, keeping medical appointments, visiting church, etc. From a traffic standpoint, our driving is typical of those other Valle Verde residents, mostly occurring at non-peak commute times.

Compared to the history of earlier years at Valle Verde and looking into the future, the Independent Living component of our population has grown smaller since the campus has gone through an evolution of small single bedroom units being consolidated into larger two bedroom units (often occupied by a single person) through an ongoing campus upgrade. Over these same years, with improved medical care for seniors and a greater life expectancy, the average age of our residents has been increasing. That reflects into an increasing proportion of Valle Verde residents who are no longer driving. Our more senior residents are more and more relying on alternative transportation provided by Valle Verde for such things as trips to the doctor, shopping, and recreational trips such as the theater, or symphony performances.

The other component of Valle Verde's impact on local traffic is the staff commuting to and from work. For the most part, staff do not arrive and depart during the busy commute hours. The maintenance staff generally arrive to start work at 7:00 am and depart between 3:00 to 4:00 pm. The dining room staff, except for the kitchen, need to be here by mid-morning for the noon meal and again in late afternoon for dinner, departing after 7:00 pm. The health center runs a three shift operation around the clock and except for a shift change about 7:00 am, do not commute during peak hours.

For over 40 years, Valle Verde has operated in Hidden Valley as a good neighbor to the surrounding community, with a minimum of traffic impact on our immediate neighbors and to the Santa Barbara community as a whole. One area over which we have no control is the impact of emergency vehicle traffic. But that traffic is not equivalent to the impact that a hospital facility would have in creating traffic and noise in a surrounding community. At Valle Verde, the occasional emergency responders wisely turn off their traveling alarms as they approach the campus.

Valle Verde's Master Plan for the addition of 40 residence units, bringing the total residences to 254, amounts to less than a 20% expansion of facilities. The traffic impact of the few additional staff required to serve the new residents will be negligible and similar to the off peak distribution described above. Overall, traffic from the additional residents and staff will have little impact, if any, on traffic within the Santa Barbara community, so there should be no need to upgrade the City's existing support infrastructure as the result of this project.

Sincerely,

Robert J. and Marion D. Buegler

Suzanne R. Hull
4119 Hidden Oaks Road
Santa Barbara, California 93105

June 2, 2009

City of Santa Barbara
Planning Division
Peter D. Lawson

Dear Mr. Lawson,

I am a home owner in the Hidden Oaks Development, adjacent to Valle Verde Retirement Community ("Valle Verde"). My husband and I have lived in our home for the past seven years. We selected a home in this area due to the beauty and rural nature of its surroundings.

The purpose of this letter is to communicate my concerns about the proposed expansion of Valle Verde, and specifically the Draft Mitigated Negative Declaration and proposed EIR. My specific comments follow:

Draft Mitigated Negative Declaration
The Draft Mitigated Negative Declaration is very brief and general in nature. Although there are Attachments which contain more detail, they merely identify issues, but do not propose solutions which can be evaluated by a third party. For example, on the Environmental Checklist, there are many items which are designated as Significant, Potentially Significant, or Potentially Significant – Mitigable. However, there is no evidence in the documents that a thoughtful plan has been developed to mitigate the potential hazards to the property. The Mitigated Negative Declaration seems to be deficient in addressing the environmental concerns of such a wide scale project. Therefore, an EIR should be required to ensure that all environmental issues be addressed by experts in this area.

Geophysical
In the Initial Study, there is a description of the soil on the Rutherford site which indicates that it is predominately silty sand. As discussed in the study "silty sand can be considered loose to medium density and, therefore, the site has the potential to experience liquefaction-related impacts." This issue is a serious one and needs to be further developed by experts in this area. Flooding and/or erosion (Arroyo Burro Creek) has been an issue at Valle Verde, and can cause irreparable harm to the environment.

City of Santa Barbara
June 2, 2009

Density Issues
In the seven years that we have lived in Hidden Oaks, the traffic and number of parked cars associated with Valle Verde have increased significantly. The original CUP provided for 350 residents, including residential staff. The actual number of residents has increased dramatically. With the addition of 10 units on the Rutherford property, and the resulting road intersecting Torino, I am concerned about the health, safety and welfare of both the residents of Valle Verde and Hidden Valley. As a resident of Hidden Oaks, Torino is the only road available to our families in case of an emergency evacuation.

Phasing and Staging of Construction
The Valle Verde expansion project is huge and will extend over a long period of time. How this project will be staged and phased has not been addressed. Where will all of the equipment and building materials be located during construction? Will Rutherford be first or last on the schedule? Will demolition (and resulting noise and pollution) occur at the beginning or over a multi-year period? These issues not only affect the quality of life in the Hidden Valley neighborhood, including Valle Verde, but also have environmental impacts that have not been addressed.

We enjoy having Valle Verde has neighbors and appreciate their desire to improve their residential community. However, a construction project of this magnitude requires careful study and planning. The Draft Negative Mitigated Declaration is not a thorough analysis of all of the potential environmental impacts to the Hidden Valley area nor does it provide detailed plans regarding mitigation of issues.

Thank you for the opportunity to address my concerns to the Planning Division of Santa Barbara.

Sincerely,

Suzanne R. Hull

RECEIVED
JUN - 4 2009
CITY OF SANTA BARBARA
PLANNING DIVISION

SHERYL M. BURGHER
4120 Hidden Oaks Rd.
Santa Barbara, CA 93105

June 3, 2009

Santa Barbara City Planning Commission
P.O. Box 1990
Santa Barbara, CA 93102

Dear Commissioners:

Having lived in Hidden Oaks Estates for over seventeen years, I consider myself blessed to be able to live in such a beautiful neighborhood. However, I feel that the impending development of the Rutherford property in its present form will forever change the quiet surroundings, the amazing wildlife, and the friendly encounters with Val Verde residents.

My concern is the Mitigated Negative Declaration Report:

It does not adequately address the impact of the view Hidden Oaks Estates residents have enjoyed for seventeen plus years.

The density of the project is not addressed properly, especially since Val Verde already is over it's approved occupancy plus staff of 350.

The Mitigated Negative Declaration Report says there will be minimal impact on the wildlife, which is completely wrong. The hawks, hummingbirds, other small birds, owls, fox, and coyote will all find new homes or starve during the construction.

What about fire evacuations? We are all very familiar with the devastation from the Tea Fire, and more recently the Jesusita Fire. We have only one way out – down Torino through Val Verde. More residents trying to flee this impacted area will only make an evacuation more difficult for everyone, and this issue is not addressed in the report.

I urge you to request an Environmental Impact Report, as the Mitigated Negative Declaration Report has not addressed my concerns or the concerns of other residents of Hidden Oaks Estates.

My final concern is a selfish one. I have numerous allergies that cause migraine headaches. If you allow the size of Val Verde's expansion to go forward, with all the dust, truck noise, hammering, sawing, traffic congestion, workers radios blasting, workers throwing their trash on the ground, I'm afraid my life will be utterly miserable.

Please request the Environmental Impact Report be done as required. Thank you for your outstanding service to the community; I trust you will do the right thing.

Sincerely,
Sheryl M. Burgher

RECEIVED
JUN 24 2009
CITY OF SANTA BARBARA
PLANNING DIVISION

TOM B. BURGHER II
4120 Hidden Oaks Rd.
Santa Barbara, CA 93105

June 3, 2009

Santa Barbara City Planning Commission
P.O. Box 1990
Santa Barbara, CA 93102

Dear Commissioners,

My family and I have lived in Hidden Oaks Estates since 1991. We are one of the original residents of this beautiful community. I have listed below my concerns regarding the Mitigated Negative Declaration (MND):

1. The MND is superficial and fails to adequately address environmental, economic, safety, and wildlife impacts of the Val Verde expansion project request. A full Environmental Impact Report is requested.

2. Specific Issues:

   a. Proposed population density exceeds original permit.
   b. Single ingress and egress puts Hidden Oaks Estates residents at risk.
   c. Increased on-street parking exposes Val Verde residents to higher risk of accidental death or injury.
   d. High risk of toxic run-off into Arroyo Burro Creek threatening Hendry's Beach.
   e. Insufficient assessment or impact to specific existing wildlife (i.e. fox, deer, coyote, hawks, owls, egrets, heron, hummingbirds, and other small birds that currently live on the Rutherford property.
   f. Extended construction period and mitigation statements such as "paved as soon as possible" are vague, unenforceable, and open ended.

Sincerely,

DONALD D. O'DOWD
810-A SENDA VERDE
SANTA BARBARA, CA 93105
JUNE 3, 2009

Santa Barbara City Planning Commission

Dear Commissioners:

The ecological sensitivity of Valle Verde attains a level that is likely unsurpassed by any other comparable facility in Santa Barbara. With the leadership of the Executive Director, Ron Schaefer, the facilities director, Terry Bentley, and the community Advisory Board the environmental footprint of Valle Verde has become remarkably small.

To begin, it should be noted that the 400 residents of Valle Verde each lives in about an average of 600 square feet of residential space including public spaces on the campus. That means that the heating, lighting and maintenance of space is minimal in our small community. In addition to that we have utilized most available alternatives to keep our use of energy and scarce resources controlled. This is a position supported wholeheartedly by the residents of Valle Verde.

The specific measures in use are so numerous that I will resort to a list to illustrate the programs in place:

1. 50 kilowatt capacity solar panel array.
2. Low wattage fluorescent bulbs available to all residents.
3. High efficiency fluorescent lighting in public spaces.

4. Solar or tankless residential water heaters in all remodeled and some older units.
5. Residential furnaces are being replaced with new energy efficient models.
6. Energy efficient appliances are installed in all newly remodeled units.
7. Double pane windows, added insulation and heat barriers are used in remodeled spaces.

8. Landscape watering is electronically controlled to maximize efficiency of water use.

9. High efficiency emergency generators have recently replaced older inefficient models.

10. Electric vehicles are used by staff and residents for on- campus transportation.
11. Vans are used to transport residents to many off-campus activities to which they would otherwise drive in their cars.
12. A thoughtful plan has been developed to limit the number of delivery visits that regular vendors make to Valle Verde.

13. Recycling has been pursued systematically by residents and staff for many years.

Valle Verde is continuing to seek new ways to improve its performance as a good steward of scarce resources. This effort is a source of pride for the residents. It makes us feel that our home is something special. We are grateful to our administration for taking us along this road of civic responsibility.

Attached hereto are copies of several commendations recognizing the efforts of Valle Verde to be a "Green" community.

Sincerely,

Donald D. O'Dowd
President, Valle Verde Resident Council

CAPITOL OFFICE
STATE CAPITOL, ROOM 4062
SACRAMENTO CA 95814
TEL (916) 651-4019
FAX (916) 324-7544

DISTRICT OFFICES
223 E. THOUSAND OAKS BLVD.
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THOUSAND OAKS, CA 91360
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FAX (805) 494-8812

610 ANACAPA STREET
UNIT B-4
SANTA BARBARA, CA 93101
TEL (805) 965-0862
FAX (805) 965-0701

California State Senate

SENATOR
TONY STRICKLAND
ASSISTANT MINORITY LEADER
NINETEENTH SENATE DISTRICT

COMMITTEES
HEALTH
VICE-CHAIR
BUDGET & FISCAL REVIEW
ENERGY, UTILITIES
& COMMUNICATIONS

May 14, 2009

Ms. Andrea Lewis
Secretary for Education and Quality Programs
California Environmental Protection Agency
1001 I Street
Sacramento, CA 95812-2815

RE: 2009 Governor's Environmental and Economic Leadership Awards

Dear Ms. Lewis:

I am pleased to recommend Valle Verde Retirement Community for a 2009 Governor's Environmental and Economic Leadership Award. Valle Verde's green initiative is a true testament to what a community can do when they work together.

In 2004, community members, residents, and non-profit staff members began planning ways in which they could improve their campus, our environment, and the quality of life for residents and staff. What they have developed and are continuing to expand upon is a campus-wide program that:

- Reduces electricity, natural gas, and water consumption
- Produces 52,000 kilowatts of photo-voltaic energy
- Purchases 85% of produce from local farms
- Uses Built Green remodeling practices to upgrade senior living apartments
- Plants drought resistant, native plants
- Recycles campus materials
- Reduces food deliveries to save fuel and reduce truck pollution and traffic
- Employs electronic medical records
- Encourages use of alternative transportation, including electric carts

This is the type of campus program that I'd like to see more of throughout California. Valle Verde's green initiative not only improves our environment, it gets people involved in making our communities better. I highly recommend Valle Verde Retirement Community for this award and hope that you will join me in celebrating their achievements.

If you have any questions, please don't hesitate to contact my office at (805) 494-8808.

Sincerely,

Tony Strickland
Senator, 19th District

Cc: Valle Verde Retirement Community

JANET WOLF
County Supervisor, Second District

MARY O'GORMAN
Executive Assistant

JAMES KYRIACO, Jr
Administrative Assistant

JANE S. FERRY
Administrative Assistant

BOARD OF SUPERVISORS
105 East Anapamu Street
Santa Barbara, California 93101

TELEPHONE: (805) 568-2191
FAX: (805) 568-2283

E-mail: jwolf@sbcbos2.org

SANTA BARBARA COUNTY

May 27, 2008

2008 Governor's Environmental and Economic Leadership Awards
c/o California Environmental Protection Agency
1001 "I" Street
PO Box 2815
Sacramento, CA 95812
Attn: Andrea Lewis, Assistant Secretary

SUBJECT: Valle Verde Retirement Community

Dear Ms. Lewis:

It is my pleasure to recommend Valle Verde Retirement Community for a 2008 Governor's Environmental and Economic Leadership Award. As Santa Barbara County's Second District Supervisor, I am proud that this model, sustainable retirement community is in my District. Valle Verde has truly served as a pioneer facility in integrating environmental values and conservation practices into just about every aspect of their operations. The 384 residents and 200 staff—a virtual community—have embarked upon a multitude of sustainable initiatives and programs, including:

- Whenever possible, remodeled apartments are deconstructed and the lumber reused on campus;
- Solar tubes, sky-lights, and high performance windows are now the norm;
- Incandescent lights are replaced with fluorescent lamps;
- The entire Assisted Living and Memory Support facility is served by solar heated water and solar space heating;
- Old water pumps have been replaced with high efficiency recirculation pumps with timers designed to shut off at night;
- Sustainable landscaping practices including only minimal and decreasing use of pesticide, and no fertilizer used;
- Use of electric vehicles for most transportation needs on campuses.

The above are just a few examples of the bold, enterprising, integrated approach to incorporating sustainability into business practices of a community. Last year I

presented Valle Verde with one of the County's "Green" awards. I urge you, and the Governor's office, to give serious consideration to extending the Governor's Environmental and Economic Leadership Award to Valle Verde.

Please do not hesitate to contact me for any reason.

Sincerely,

Janet Wolf

Janet Wolf
Second District Supervisor
County of Santa Barbara

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0035
(916) 319-2035
FAX (916) 319-2135

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OXNARD, CA 93030
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FAX (805) 483-8182

Assembly
California Legislature

PEDRO NAVA
ASSEMBLYMEMBER, THIRTY-FIFTH DISTRICT

COMMITTEES:
CHAIR, TRANSPORTATION
CHAIR, JOINT COMMITTEE ON EMERGENCY SERVICES AND HOMELAND SECURITY
APPROPRIATIONS
ENVIRONMENTAL SAFETY AND TOXIC MATERIALS
WATER, PARKS AND WILDLIFE

CALIFORNIA OCEAN PROTECTION COUNCIL
CALIFORNIA TRANSPORTATION COMMISSION
LITTLE HOOVER COMMISSION

May 22, 2008

The 2008 Governor's Environmental and Economic Leadership Award
c/o California Environmental Protection Agency
1001 I Street, P.O. Box 2815
Sacramento, CA 95812-2815
Attention: Andrea Lewis, Assistant Secretary

Dear Assistant Secretary Lewis,

I write to recommend the Valle Verde Retirement Community for the 2008 Governor's Environmental and Economic Leadership Award in the Sustainable Practices or Facilities category. Valle Verde Retirement Community (VVRC) has implemented environmental initiatives throughout their campus aimed at promoting energy conservation, waste reduction and recycling, run-off water treatment, sustainable landscape management, and the use of green building materials.

Among VVRC's specific accomplishments are the installation of a 42 kilowatt solar energy generation system and the use of solar powered water heaters in private homes, common spaces, and the community swimming pool. As the recipient of the 2007 State of California Waste Reduction Award, VVRC has implemented recycling programs for fluorescent lamps, old appliances, electronic waste, and paper waste, as well as collection programs for old paint and other hazardous waste. Additionally, the community installed a water treatment system to clean and divert run-off water from the nearby creek which drains directly to the ocean and uses electric vehicles for on-campus transportation and hybrid-electric vehicles to transport resident to medical appointments. Importantly, VVRC also runs programs to educate the community on sustainability.

As a recent visitor, I was impressed by Valle Verde Retirement Community's environmental leadership and am honored to represent them in the Assembly. Thank you for your consideration of this request.

Sincerely,

PEDRO NAVA
Assemblymember, 35th District

June 4, 2009

Dear Planning Commissioners,

The EIR review of the Biological impacts of the proposed expansion of the Valle Verde Campus is necessary, and I am glad to hear that the applicant has volunteered to do this. The total impacts on Los Positas Hidden Valley, however, are not adequately addressed by such a limited scope of potential environmental impacts of this expansive project. I do not understand why erosion, drainage, and landslides are not being addressed, or why parking is removed from the transportation study. I am especially concerned to learn yesterday, that the city uses an abbreviated CEQA guideline, which no longer includes evaluating Land Use. With out this state mandated component, conflicts with underlying land use, zoning inconsistencies and general plan conflicts are not identified and mitigated.

When reviewing the EIR prepared 5/29/1984 for the Valle Verde Annexation, it is noted: "EIRs are designed to help identify potentially hazardous conditions affecting or generated by Land use changes and to point out ways to minimize these adverse environmental impacts." How can you do this if you eliminate the land use component from this study? The information is then out of context. This is especially relevant, as this Facility is operating under a CUP that is to be compatible with a residential neighborhood. At the last meeting 4 out or 5 Planning Commissioners requested the full EIR so that all potential impacts were identified and alternatives explored.

Aesthetics

The statement that building new structures would not change mountain views is incorrect.. Building 6,7 and possibly 8,9 will eliminate the Santa Barbara Mountain Ridge view from Torino Drive. We treasure this beautiful view. Please study this under an EIR to examine impacts and alternatives. The Initial Study lists this category as **potentially significant:** the affect on public scenic Vista, (and landscaping does not mitigate the effect). Yet is not currently included in the scope,

Biological:

The Biological impact of this project is important when considering whether building on Rutherford is detrimental to the sensitive and pristine Oak Woodland Preserve and the animals and plants, and oak trees that exist in this open space woodland. As has been established, this property has served as the wildlife corridor linking the open spaces together. According to a review of the 1984 EIR by the Division of Environmental Review, Santa Barbara County, shows that there was a cumulative review (pg 29 EIR 1984) in regards to linking the three development plans' open spaces to avoid isolated pockets. The Rutherford property is the link joining the 12 acres behind Valle Verde Oak woodlands with the 50 acres deeded to the City on the left uphill side of Torino.

In addition to serving as a wild life corridor it is also the open space buffer between incompatible land uses (residential vs. commercial facility) between our homes and the Valle Verde Retirement Home.

In reviewing page 9 of this 1984 EIR , it is noted that the open space buffer is what allowed Valle Verde to get approval for the large 11.7 acre annexation and campus expansion in 1985 (28 apartments, 45 unit personal care, nursing care, recreation building, laundry etc) . "By having this buffer it reduces this higher density conflict with surrounding land uses and densities." (Page 9 General Plan Policies EIR 1984) It was the buffer that got them the approval they sought, and it is this buffer that needs to be maintained. No rezoning should occur for the Rutherford parcel it was zoned A-l for the right reasons.

Geology, Soils, Drainage and Erosion:

The entire Valle Verde campus drains to Arroyo Burro Creek. Just a few years ago, the creek swelled and took with it such a large chunk of earth, that I was told Valle Verde had to spend over $750,000 to pound in steel columns along the washed out creek to keep from losing a private road, and the utilities for their campus. With the proposed addition of 90,000 sq ft of new buildings and parking surface coverage (an increase of 30% over the existing campus square footage), I can assume there will be a lot more run off leading to the creek. I would hate to see another expensive creek side failure. Could someone make the City pay for such repairs?

There is some source of water leaking into the City Park below Calle de los Amigos, making parts of the park unusable. This source needs to be identified for the safe building of units 23/24 and 36/37. Liquefaction is a concern.

In heavy rainfall, there are mudslides which completely block Torino Road and threaten houses on Senda Verde. Perhaps as the campus drainage system is reviewed, some provisions can be explored to help with this emergency condition. (EIR pg 16 and my own experience)

Will the infill units be required to keep runoff on site, as is proposed for any development that might occur on Rutherford?

The potential for adverse erosion and drainage effects of expanding the campus Needs to be fully studies by an EIR.

Fire Hazard

Was found to be Potentially Significant and needs to be reviewed by a EIR. We have had 3 fires in this area, Painted Cave in the Oak woodlands, and in the Creek started by a smoker along. Evacuation is a concern for us, as we only have one way in and out through the Valle Verde Campus. Building along the hillside puts more seniors at risk. And also requires fuel modification which in itself has destroyed the oak wood lands. This needs to be added to the scope of the EIR.

Public Services:
Identifying Solid Waste disposal of 1221 tons of construction demolition waste as potentially significant demonstrates clearly that some alternate remodeling concepts should be strongly considered. **REUSE REUSE.** Instead of tearing down Hospice, studios and the buildings by administration, could they not be remodeled to modernize with out tearing down completely. Has it been considered to just remodel the house on Rutherford to accommodate an independent living unit without demolishing it. This project seems wasteful of existing buildings. This could save so much potential construction expenses, and make the project more palatable for the seniors and neighbors that are asked to live through 2 years + of heavy construction.

Parking
Parking has been a major issue of incompatibility and density problems that have been discussed for years. Why is that being removed from the scope of transportation study? That is why we again are asking for this to be studied and mitigated by an EIR.

For the Initial Study to call this issue "Less than Significant" is not classifying this environmentally significant impact correctly. I have had many near collisions, as I maneuver down the ½ mile of Calle de Los Amigos that is parked with as many as a 100 cars. Most accidents happen in parking lots. That is what this ½ mile of curvy roads is with people parallel parking, double parking, opening car doors on you, performing u-turns in front of your moving car, and City Muni busses and the seniors that pull out of side streets in unsafe manners, makes this such an unsafe portion of the public road we need to use to enter and exit our home. **Please address the excessive employee cars parked on Calle de los Amigos and Torino adequately.**

A condition of approval since the 1960s was to provide adequate onsite staff. resident and guest parking. Again on July 5, 1984, in Planning Resolution No. 093-84 page 2 #7 states:
"Adequate access and off-street parking including parking for guests is provided in a manner and amount so that the demands of the development for such facilities are adequately met **without altering the character of the public streets in the area at any time"**

After the Planning Commission meeting on 3/4/09, I would have expected Valle Verde to try to clean up their parking act. You challenged them on their claim of having enough existing parking to get all their employees and residents off the public road. In the interest of good will, why did they not show an effort to change this neighborhood problem? **At this point, the City needs to step in and require compliance, as was a condition of their operating this facility here. Make them have van pools, make them limit the number of cars residents can keep on site, make them mandate the employees to use off street spots.** If everyone thinks that waiting into the future for the possibility of a 43 employee spot to solve

this problem, it wont. It is not a big enough fix. No approval for additions to this campus should be approved until this problem is fixed. **Why is the City Administration failing to address this problem, who enforces Conditions of Use?**

The current proposal does not provide for enough off street parking to fix this problem. The suggestion from the Planning Commission to build an underground parking lot, since they are insisting on raising the current Administration Building lot, has so much importance. Why in this current proposal was this not included as a solution to this problem? Please recommend it again!!

The Parking Study (ATS exhibit J) that was commissioned by the Developer has several flaws in it and therefore does not mitigate this significant problem.

1) It is three years old (2006), no longer reflects the current situation
2) Does not reflect the current proposal that will remove up to 75 on site parking spots. Displacing current parking to where?
3) Needs to be done on a Monday and Tuesday, which are peak days
4) Based all assumptions on only 60 cars parked on public roads, when everyone else is counting peaks of over 100.
5) The city is allowing the new 83 parking spots to satisfy the requirements to build 40 more units, however the parking on campus is not being considered in its entirety, with the fact that there has been inadequate parking for decades.
6) 40 out of the 83 spots are going to be used by new residents, so only 43 new spots for employees (none for visitors

In summary: The scope of the proposed EIR is too narrow to adequately identify and mitigate the impacts of these additional and cumulative changes taking place in the Las Positas/ Hidden Valley. The setting of this back portion of the Valley is semi-rural. To intensify the Valle Verde campus with modifications of all required setbacks and increase commercial services is not compatible with the surrounding area.

How many Independent Units could realistically be added to the campus, if no requests for modified set backs were allowed, no building along the Oak woodlands, no rezoning and remodeling existing studies and buildings (i.e hospice) instead of tearing it down. Then you have the right number of units to be considered for an expansion to the campus. Remember they had their 254 and voluntarily "lowered" their kitchen count. I support them building, but it should be the right amount, and the current proposal is too aggressive.

Sincerely,
Heike Kilian
Hidden Oaks Homeowners Association

City of Santa Barbara
Planning Division

RECEIVED
JUN 16 2009
CITY OF SANTA BARBARA
PLANNING DIVISION

To Whom It May Concern:

On June 1, 2007, I was traveling eastbound on Modoc Road, at approximately 25-30 miles per hour, signaling to make a right turn onto Calle de los Amigos. As I slowed to make my turn, I was rear-ended by another vehicle. The impact of the crash sent me into the oncoming (westbound) lane of traffic. I applied my brakes and wound up skidding across the intersection and came to rest on the curb taking out a street sign. I also came within inches of striking an elderly pedestrian, and nearly struck a large Eucalyptus tree as well. My car was totaled, and I was extremely lucky to have escaped serious injury.

The accident would likely never have happened if there were a traffic signal at that intersection of Modoc and Calle de los Amigos. I have witnessed several other near-accidents at that intersection, and I understand that my accident was one of several in the last few years. Traffic moves at a brisk pace on Modoc and it appears that drivers are not prepared to slow down or stop. We desperately need a traffic signal, especially with the influx of additional drivers that the planned expansion of Valle Verde is likely to bring. I was lucky enough to have dodged serious injury by inches. The next person might not be so lucky. We need a traffic light! Please do everything in your power to make this happen.

With great concern,

Cheryl Reuben

Cheryl Reuben
3717 Barcelona Dr.
Santa Barbara, CA 93105

June 22, 2009

To: Peter Lawson, Associate Planner City of Santa Barbara

Re: Valle Verde Retirement Case #MST2005-00742

Initial Study/Environmental Checklist

From: Jermaine Chastain

This letter supplements my oral comments made at a hearing on the above entitled matter before the Planning Commission on June 4, 2009 and pertains to the Initial Study/Environmental Checklist for the expansion of the Valle Verde Retirement Community.

I also made oral comments at the hearing on the draft study and submitted written comments as well. I am resubmitting my initial comment letter on the draft version together with this comment letter thereby renewing and restating all of my initial comments, as I do not believe they have been adequately addressed.

The limited scope of this EIR is shocking in light of the record. The scope of the EIR as presently defined for this project is much too narrow. It appears that staff has chosen to ignore much of the **fair argument** raised in connection with many of the categories that will go unaddressed unless the scope of the EIR for this very aggressive project is expanded. Specifically, **substantial evidence** exists in the record to show unaddressed potentially significant adverse impacts to the environment with respect to parking, mudslides, water drainage, land use, aesthetics, fire and emergency safety and cumulative impact.

FAIR ARGUMENT

I begin with the very concept of **fair argument** which under California law has developed as an extremely low threshold of what is required to force an EIR on any particular category. Specifically, the **fair argument** standard requires that an EIR **must** address each and every category on the checklist where there exists a fair argument raised on the basis of substantial evidence that a project **might possibly** have a significant adverse effect **EVEN IF** there is also substantial evidence to the contrary.

The practical effect is that at this stage, the law provides for no final determination of the evidence at hand as the purpose of this entire process is merely to identify **potential**. It is the in-depth study that follows (the actual EIR) that reaches the conclusions. Essentially, the law provides for no factual determination at this stage and it is completely inappropriate for Staff to favor one body of evidence over another or to completely disregard proper evidence. Instead, Staffs' function is

basically to receive the evidence, and where there is evidence on the record of a **possible** significant adverse effect, an EIR must follow. And even where there is contradictory evidence, and EIR must be required. Unfortunately, Staff member, Mr. Berman revealed in a face-to-face meeting with me and Ms. Kilian that he wrongly and prematurely sees himself as the ultimate trier of fact. This is a grossly improper position and he and Staff are operating outside the bounds of well-settled law in this field.

SUBSTANTIAL EVIDENCE

So the only question Staff should consider is what under California law is **substantial evidence** in the context of CEQA? **First, expert testimony constitutes substantial evidence.** Although Hidden Oaks homeowners submitted expert testimony from a qualified expert on the categories of Land Use and Aesthetics, that expert testimony has apparently been completely ignored by Staff. Unless Staff could legitimately disqualify Ms. McGinnis as an expert, her formal comments were and are adequate to trigger an EIR for these categories. Although there was absolutely no evidence submitted to the contrary, even if there had been, the matter would still be at issue according to the **fair argument** standard. The only possible counter to Ms. McGinnis' expert testimony is Staff's own internal analysis and such analysis simply cannot and must not eliminate the **fair argument** provided by law as such a result would improperly insert Staff as the ultimate arbiter of fact.

In my meeting with Mr. Berman, he also expressed defiance against the well-settled notion that **non-expert, personal observations qualify as substantial evidence.** When I inquired as to why certain issues I and other property owners gave comment on seem to have been dismissed, he stated unequivocally that he would not entertain my observations unless I had a photo to back it up. This is simply **NOT** the law in California. The public comment letters and hearing comments on this matter are overflowing with non-expert personal observations regarding problems with land use, parking, aesthetics, views, mudslides, water drainage, biology and safety. Even in a court of law, first hand personal knowledge and observation is a perfectly legitimate foundation for anything other than a technical matter. Yet, Staff appears to have completely ignored this important body of substantial evidence.

One does not have to be an expert: to observe storm run off draining from Valle Verde to into Arroyo Burro Creek (in fact the City's own document states that all water run off drains to Arroyo Burro Creek); to observe that during heaving rainy periods there is mud flow across lower Torino that prevents us from exiting our neighborhood except through the internal campus; to observe that during the latest fires and attendant evacuations we could not exit Hidden Valley on to Modoc; to observe the on street parking problems and the safety hazards associated there with; to observe frequent accidents at the intersection of Modoc and Calle de los Amigos; to observe that important views will be impacted; to observe the many negative consequences caused by this commercial institution flagrantly operating well beyond the limits of its CUP in a residential neighborhood; to observe the many

near miss traffic accidents that occur between us and the elderly residents as well as staff buzzing around in unlicensed carts on city streets.

What does California law say about non-expert observations in the context of what is required to trigger an EIR?

A case out of the First District Court of Appeals has held that statements of area residents who are not experts may qualify as substantial evidence if they are based upon relevant personal observations or involve non-technical issues.

A case right out of Santa Barbara and the Second District Court of Appeals has held that personal observations on non-technical issues can constitute substantial evidence. Ironically, this case also related to views and aesthetics and the court specifically found that on the issues of views and aesthetics, **the observations and opinions of area residents can be the basis of substantial evidence.**

And then the Third District Court of Appeals concluded that non-expert testimony offered at a public hearing where matters are within the personal knowledge of the area's residents constitutes substantial evidence.

Hidden Oaks and other area residents who have submitted comment on this project have a **collective observation history of close to 200 years** with respect to the issues at hand. We have **first hand personal knowledge** of the many problems caused by traffic, parking, mudslides, water drainage, and density beyond the original CUP. We also have a collective history of witnessing and observing the oak trees, the wild life and the incredible public views, all of which have great potential to be degraded beyond mitigation. **Our collective history of personal observations is SUBSTANTIAL in every respect and is well documented throughout the record on this matter.**

The problems that already exist can only multiply to an unacceptable level if the proposed development is not subjected to a much more comprehensive environmental review than is currently planned. With a history that spans many years of observing the variety of conditions that can present in this ecologically sensitive neighborhood, **we homeowners are in a far better position to observe the many ill effects of this facility than some expert that shows up for a few hours or the Staff member who makes desk top decisions without even visiting the project and who relies on outdated data.** CEQA recognizes that private citizens are uniquely positioned to assist the local governments in acting as guardians of the environment. The law gives us an important voice in the process. We have spoken. Yet, we appear to be unheard. **In ignoring our voice, Staff is not serving the best interests of this community.**

CUMULATIVE IMPACT

The record shows that I have made repeated comment on the cumulative adverse impact that this proposed expansion will have on the greater neighborhood of Hidden Valley. **Cumulative impact is an analysis required by CEQA.** There are

numerous other expansion and development projects in the vicinity that the City is either actively involved in reviewing or has knowledge that the project is foreseeable. Yet, the initial draft and now the latest document are completely silent on how cumulative impact has factored into Staff's analysis. I submit that Staff remains silent because cumulative impact never has figured into their analysis. When I first brought this glaring defect to light at the Hearing on March 5, 2009 both Staff and the City Attorney seem to be completely caught off guard. **It is quite obvious that if Staff had taken a cumulative impact approach, it could not in good conscience proceed with the narrow scope of the EIR it has presented.**

A proper cumulative impact analysis is particularly critical with respect to the categories under PUBLIC SERVICES. I REQUEST A STATEMENT FROM STAFF THAT THEY HAVE COMPLETELY EVALUATED ALL SUBCATEGORIES A THROUGH J UNDER PUBLIC SERVICES FROM A CUMULATIVE IMPACT APPROACH.

A proper cumulative impact analysis is also extremely critical as it relates to traffic. While traffic will be studied pursuant to an EIR, I REQUEST A CLEAR STATEMENT FROM STAFF THAT THE CUMALATIVE EFFECT FROM OTHER PENDING OR FORSEEABBLE PROJECTS IN THE VACINITY WILL BE MADE PART OF THE INVESTIGATION.

A proper cumulative impact analysis is also extremely critical as it relates to biological resources. I REQUEST A CLEAR STATEMENT FROM STAFF THAT THE CUMULATIVE EFFECT FROM OTHER PENDING OR FORSEEABLE PROJECTS IN THE VACINITY PARTICULARLY AS IT RELATES TO ARROYO BURRO CREEK WILL BE MADE A PART OF THE BIOLOGICAL INVESTIGATION.

DEFECTIVE ANALYSIS

The narrow scope of the EIR is additionally deficient because it is based on out dated analysis that cannot support its conclusions. Staff began its analysis of the proposed development on a set of plans that have been dramatically modified, not once but twice. Not only have the number of new units increased since the original submission, but the project has also been heavily loaded with infill. This raises two concerns.

The first concern relates to water drainage. The study itself states that "the entire Valle Verde Retirement campus drains to Arroyo Burro Creek". While the subterranean retention basin located on the Rutherford parcel, was originally intended to service run-off from a good portion of the new units, with the latest plan it can now service only 9 -10 of the 40 units. The other 30 or so units in their new locations will have to drain into landscape beds that already overflow in times of heavy rain. It appears that Staff has not performed a new analysis based on the current plan, for if they had with the potential for run-off to Arroyo Burro Creek and the biological implications of that, it is inconceivable that water drainage would not be a category included in the EIR.

The second concern relates to solid waste. While Staff did upgrade its evaluation from *less than significant* to *potentially significant, mitigable,* it appears that most of its analysis must have been performed on the earlier versions of the development plan. The latest version calls for so much more demolition and the solid waste generated by the current version of this project will overburden our already burdened land fill. An EIR with an expanded scope to address this issue will force the exploration of alternatives such as the rehabilitation of existing units and the salvage of existing parking lots.

CONCLUSION

The Valle Verde expansion saga is a story of manipulation and deception on the part of the Applicant and Staff seems to be along for the ride. If we have learned anything over the past few years from an environmental perspective, it is that each and every person creates their own carbon footprint. Valle Verde is already so far out of compliance with their CUP with approximately 200 residents and staff beyond their approval level. The new expansion will add a hundred or so more. What was initially approved as an incompatible use was mostly independent living units with some minimal support services. What Valle Verde is maneuvering to become is a full service facility that is much more commercial in nature than was originally intended for this quiet landlocked residential neighborhood.

From the beginning, Valle Verde suggested the wrong baseline for this project and Staff has taken the bait. Valle Verde has made the focus of their application and every presentation the **number of units** allowed by the original CUP. Obviously they want to keep the focus on the number of units because they are already way out of compliance on their number of residents and staff. This focus also supports the manipulative strategy they have systematically implemented over the past few years to reduce the number of units they originally had by combining units, thereby artificially creating their perceived right to grow. This manipulation also fosters the unsupportable position that the expansion will not further burden the city resources, traffic, parking, emergency services, the environment and the residential neighborhood in general.

Rewarding the defiant behavior of an Applicant who is so far out of compliance with their CUP and who 20 years later has not met the conditions of prior expansions (dedication of the original oak woodland) is a dangerous precedent for the City to set. The EIR needs to be expanded to explore the many more potential areas for significant impact as the substantial evidence on the record for this matter brings to light. An expanded EIR is required under the law and to best serve the interests of the City of Santa Barbara and its citizens.

I am also submitting a variety of photos that I have personally taken in the past year that support the already existing evidence as to view and wildlife as well as other photos that show what an insensitive, unresponsive and overall poor neighbor Valle

Verde has become. As a clarification, when I speak of Valle Verde I am speaking of the Administration. Please make the photos part of my official comment.

Finally, I am also resubmitting my original comment letter on the Draft.

Sent via Email with hardcopy to follow

JERMAINE CHASTAIN

4108 Hidden Oaks Road

Santa Barbara, CA 93105

6/22/09
via email

Re: Case # MST2005-00742

INTRODUCTION

My name is Jermaine Chastain and I have been a Hidden Oaks homeowner for almost 14 years. My property immediately adjoins the property which is part of the proposed Valle Verde expansion and has come to be known as the *Rutherford Property.* I am also an attorney duly licensed to practice law in the state of California, and many of my comments go the legal insufficiency of the proposed Mitigated Negative Declaration (MND) for this project.

The purpose of my comments is to demonstrate that under the governing law, an Environmental Impact Report (EIR) *must* be prepared for this project.

GOVERNING LAW

There is no dispute that this project is subject to the requirements of the California Environmental Quality Act (CEQA). **CEQA** starts with the requirement that an EIR *must* be prepared when a project *may* have a significant adverse impact on the environment. Only when the potential adverse effects can be reduced by project revisions and ***agreed*** mitigations **and** there is **no** substantial evidence on the entire record that the project will have a significant impact on the environment is a MND the proper document.

For **CEQA** cases, the burden of proof required to trigger an EIR has such an extremely low threshold that there is really no actual *proof* required. Instead, in order for an EIR to be required all that needs to exist is a **fair argument. Specifically, the fair argument standard requires that an EIR must be prepared when a fair argument can be raised on the basis of substantial evidence that a project MAY have a significant adverse effect EVEN IF there is also substantial evidence to the contrary.**

I submit that the comment offered by myself and other Hidden Oaks homeowners together with that of experts Christina McGinnis and Brian Trautwein is substantial evidence and consists of facts, reasonable assumptions predicated upon those facts, and expert opinion supported by facts, that the Valle Verde expansion may have a significant adverse impact upon the environment and that an EIR must therefore be required.

FIRST DEFECT

The first defect with the proposed NMD is that there are absolutely no **agreed** mitigations.

Some jurisdictions require the Applicant to actually sign the proposed MND before it is released for comment. Evidently, the City of Santa Barbara has no such requirement, but it is disturbing that there is no evidence within the document itself or identified by the document that the Applicant has actually agreed to all or any of the mitigation measures. The document reveals that some mitigations are to be conditions of approval, while others are never nailed down and made binding in any way. It is fundamental that such an agreement must be **formally** reached **before** the draft is released for review and public comment. When I inquired about the existence of such a formal agreement to Project Planner Peter Lawson, I was referred to a casual email between Cameron Carey (agent for Applicant) and Melissa Hetrick of the Planning Division. That email is part of the public record in this case, but the entire substantive content is as follows with emphasis added:

> Melissa:
>
> **I've added** comments below **and** to the final MM doc. I **think** we're on the same page. **If** we've incorporated the previous comments and these, **then** we find these acceptable.
>
> Thanks...Cameron

This email is **not a legally binding agreement** by the Applicant to be bound by a defined list of mitigation factors. It is ambiguous, speculative and conditional. "If" and "I think" are not binding in any way, shape or form. The result is that the MND is lacking the foundational agreement to support it. With no formally agreed to mitigation factors, all identified significant impacts remain at full force and an EIR must be required.

Perhaps the most significant mitigation measure of the entire project involves the proposed dedication of 5.8 acres of oak woodland. It is entirely premature to release this initial study for public comment when the Applicant has not yet agreed to really do anything of a mitigated nature in connection with the oak woodland. This proposed gesture is currently nothing more than a dangling carrot. The lack of any commitment on the part of the Applicant is extremely concerning in light of another alarming fact disclosed by the MND. That is, even though a dedication of 4 acres of oak woodland was a condition of approval for the Applicant's prior expansion back in 1984, to this day—25 years later-- the 4 acres

have never been dedicated. This is clear indication that this Applicant must be required to commit to a formal, legally binding agreement.

Moreover, the proposed dedication is not sufficiently described by the MND. It is not clearly stated what form the dedication would take. At an October 4, 2007 Planning Commission hearing, an attorney by the name of Mr. Amerikaner appeared on behalf of the Applicant and clearly stated that while there are no current plans for the development of the Oak Woodland, the Applicant would like to keep future options open. Clearly, the exact details and legal form of the dedication need to be disclosed in the MND and most importantly agreed to by the Applicant.

The result of no formal agreement on behalf of the Applicant to perform with respect to any of the mitigations listed in the MND, leaves all significant impacts at their full force, and EIR is therefore required.

SECOND DEFECT

The MND has failed to consider the cumulative effect of the proposed project in conjunction with Hillside House and other foreseeable projects in the vicinity.

Although staff is fully immersed in the expansion of **Hillside House**, which will add another 125 new units to our neighborhood, there is absolutely no mention of the potential for cumulative effect. **CEQA requires an analysis of any potential cumulative effects of the Valle Verde project when viewed in relation to other foreseeable projects in the vicinity. The Hillside House project is currently under environmental review pursuant to an EIR and the cumulative impacts of these two developments could not be any more appropriate for the cumulative analysis required by CEQA. The MND states "The entire Valle Verde Retirement campus drains to Arroyo Burro Creek" and the EIR for Hillside House was a least partially predicated upon its impact to the Creek. The cumulative impact as it relates to the ecological integrity of Arroyo Buurro Creek and community traffic and emergency evacuation concerns are certainly great enough to require an EIR.**

Other foreseeable projects that might also need to be factored into the cumulative effect analysis include the Santa Barbara School District's plans to build an elementary school at the end of Palermo together with high density work force housing and the approval of the Hidden Valley neighborhood as appropriate for the addition of Granny Units to existing homes. The cumulative effect of all of these projects triggers the major overriding concerns of the health, safety and welfare of the entire Hidden Valley community. Traffic, emergency evacuation of a very large community of the elderly, infirm, physically and/or developmentally challenged as well as a school full of children is far too important to ignore. Finally, the ecological integrity of Arroyo Burro Creek, and the cumulative effect all of this proposed development will most certainly have on Green House Gases should be enough in and of itself to trigger the requirement of an EIR under **CEQA.**

The public record demonstrates that all three of these projects (Hillside House, Granny Units, and the Hidden Valley School) are most certainly foreseeable. The document must fail on this defect alone. An EIR is the only proper response to the great potential for significant negative impact upon the environment.

Additionally, because the cumulative impact requirement was not factored into the proposed MND, a complete re study and analysis of all factors on the environmental checklist must now be performed.

THIRD DEFECT

In the category of AIR QUALITY, the conclusion of **less than significant** as it relates to Global Climate Change, is unsupportable and therefore erroneous, because it fails to adequately analyze the proposed project's Green House Gas emissions and other potential climate change impacts in violation of **CEQA.**

This defect leaves the conclusions of the MND unsupportable in this category with a net effect that a potential significant impact must be presumed and an EIR is therefore required.

FOURTH DEFECT

The TRANSPORTATION/CIRCULATION analysis is completely inadequate to support the MND's conclusions.

TRAFFIC:

Although this proposed project exists in the general area of one of the most notoriously problematic intersections in the entire City, no traffic study was performed. Instead, staff who are not experts in this field, relied upon their own internal analysis of traffic impacts. An issue of such magnitude as it relates to public safety and welfare simply cannot be treated in such a cavalier manner.

The traffic analysis cannot support the MND's conclusions because it fails to consider cumulative impacts as required by **CEQA.**

The traffic analysis cannot support the MND's conclusions because it fails to consider a significant element of the Valle Verde population. In addition to staff employees, there are independent caregivers and other independent contractors that frequent the campus on a daily and on going basis. Physicians, dentists, speech therapists, physical therapists and other health care professionals make regular calls to Valle Verde residents. Non-staff nurses are frequently engaged to assist residents for a time after surgeries, hospitalizations, or stokes. With the.increased

popularity of long term care insurance, supplemental care by non-staff contractors is likely to increase. Each one of these non-staff providers represents a trip in and a trip out, as well as a parking impact. The significant impact of this group on the number of daily trips on neighborhood streets and on increased parking demands has been completely unaccounted for.

The traffic analysis cannot support the MND's conclusions because it fails to consider the additional non-Valle Verde employees that will be required by the installation of the commercial elements of the project that include a bank, a beauty salon, and a café.

PARKING:

The parking analysis cannot support the MDN's conclusions because it fails to consider non-staff caregivers and other independent providers as discussed above.

The parking analysis cannot support the MND's conclusions because it fails to consider the additional non-Valle Verde employees that will be required to staff the new commercial elements of the proposed expansion as discussed above.

The parking analysis cannot support the MND's conclusions because it fails to consider the overlapping of employee shifts required in the health care industry.

The parking analysis cannot support the MND's conclusions because the study on which is relies is not timely. The document reveals that the study upon which it relies was conducted way back in September of 2006. As such, the study is not sound evidence as it relates to the evaluation of a proposed plan of development that no longer exists. There has been at least one and possibly two major revisions of the plan since this study was conducted. For example, Applicants newest plan calls for the destruction of 6 parking lots that were not slated for destruction at the time of the 2006 study. **This unaccounted for fact leaves 66 fewer parking spots. While there are ambiguous references to these 66 spots being replaced somewhere within the development, to date the spots have not be relocated or identified.**

An MND that allows the Applicant to choose the mitigation measure prospectively is not permissible under **CEQA** or applicable case law. The measures must be specific and definite. They may not be left open ended or to future determination. While the relocation of demolished spots is never even addressed in the parking component of the MND, they are mentioned in the Project Description as follows with emphasis added;

"Six existing common parking lot areas, which park approximately 10 to 12 cars each, will be removed for the new development, and **either** configured in the

same location, **or** relocated throughout the campus. **Most** of the relocated parking areas will park **approximately** the same number of cars, and the parking stalls **would be** located **either** perpendicular to private roads **or** within small parking lots. **Approximately** 83 new parking spaces are proposed...With these improvements, there **would be** a total of 414 parking spaces on site."

Moreover, the numbers supplied by the 2006 study are internally conflicted and are not a legitimate basis of reliance for reaching a conclusion of no significant impact. Specifically the study found that 60 employee cars were parked along adjacent public streets throughout the day. The over flow parking onto the streets was observed at a time when Applicant had 331 parking spaces throughout its campus. Mysteriously, the study concludes that even after the expansion, during peak demand there will only be a need for 322 spots.

The inescapable conclusion must be: if before expansion Applicant already had 9 parking spaces more than it needed, and at that time there was an overflow of 60 cars onto the streets, the study numbers are not supported by reality and are therefore unreliable. Parking has great potential to create a significant negative impact upon the environment in our small community as well as posing overriding threats to safety.

The MND itself reveals that staff's conclusions in the category of PARKING are unsupported and unsound. This forces the conclusion that there is a significant impact with no identified **or agreed to** mitigation and an EIR must be prepared.

FIFTH DEFECT

In the category of AESTHETICS, the significant impact identified is mismatched with the mitigation factor.

In the category of **AESTHETICS** as it relates to the sub category of *Public Scenic Vista*, I **agree** with the conclusion of **significant**, but **d**isagree that the full impact can be mitigated by the measures identified. The report characterizes as potentially significant only that part of this category that relates to the vast number of native and non-native trees that will be lost. And of course, the mitigation is to plant new trees.

However, there is a total mistreatment of the public scenic view component as it relates to construction on slopes ranging from 20% to 30%. The document identifies two areas of new construction in areas of slopes ranging from 20% to 30%. For one of those areas, it states that the construction would not even be visible from the public street of Calle de los Amigos. However, for the second area of new constriction on the Rutherford property it states that the new development would be visible from the public street of Torino. Completely skipping over what the impact of the Rutherford development would have on the public viewpoint from Torino or from the public hiking trail along Torino, it jumps way down the street to

the park that has absolutely no view of either areas identified and states that these areas of development would not alter views from the park. It later references that the mountain views will not be significantly affected for the neighbors to the West. Again, those views are a red herring as they are private views, when the focus should have been placed on the **public views** from Torino Road and the hiking trail. The MND completely glosses over critical public views that should have been considered. Because the only identified mitigation in this category is the planting of trees,, the mitigation will not only fail to mitigate the impact, but it will actually increase the intensity of the impact by further obstructing public views. When public views are obstructed by buildings, the mitigation must be related to a relocation or downscaling of the building.

The result is that a potentially significant negative impact to the environment exists which cannot be mitigated by the measures identified and an EIR is required.

SIXTH DEFECT

The MND is riddled with general legal defects that leave it a completely unenforceable document. The MND at issue is vague, ambiguous, inconsistent, speculative, open ended and lacks the consideration required to make it legally binding.

It is fundamental that the decision to prepare a MND must be grounded in an objective, good faith effort on the part of the lead agency to review the project's potential for significant impacts. The problem with the instant matter is that there is still so much left unknown and undetermined. Critical details concerning build-out, phasing, staging and construction logistics are left unaddressed. This is particularly alarming due to the potential for the sensitive biotic habitat of the Rutherford property to be used for a primary staging area during construction.

There is nothing within the four corners of this document to prevent that. As a result, you are free to imagine the adverse biological damage that could be done by storing heavy equipment and other construction vehicles here with their potential to leak fuel, oil and other harmful elements into the soil; the potential for it to be used for the storage of fuel and as a fueling area; the potential for the parking of vehicles and the storage of construction materials to adversely impact the wildlife and the four special status plant species identified by the experts to exist here. These details are likely to have a significant impact on the environment and cannot be left to chance.

An environmental document that unequivocally states all potential significant impacts will be reduced by mitigation methods that leave the Applicant with **either or choices** is fundamentally unsound. **The MND at issue leaves important issues undetermined, such as whether construction vehicle parking will be on- site or off. Further, the MND at issue leaves undetermined whether the storage of construction materials, equipment and vehicles will be on-site or off. An MND**

that leaves such issues undetermined or to be determined at some point in the future is defective under California law.

As previously discussed above, another **either/or**, impermissible mitigation relates to the overall campus parking: (emphasis added)

"Six existing common parking lot areas, which park approximately 10 to 12 cars each, will be removed for the new development, and **either** configured in the same location, **or** relocated throughout the campus. **Most** of the relocated parking areas will park **approximately** the same number of cars, and the parking stalls **would be** located **either** perpendicular to private roads **or** within small parking lots. **Approximately** 83 new parking spaces are proposed...With these improvements, there **would be** a total of 414 parking spaces on site."

Proper mitigation measures are required to be written in clear, declaratory language specifying: **WHAT is required to be done; HOW it is to be done; WHEN it is to be done; and WHO is responsible for doing it. An MND that fails to properly define its mitigation measures must fail for ambiguity.**

A review of the entire MND and the casual email referred to above reveals that there has been absolutely no binding commitment on behalf of this Applicant to do anything. The document therefore lacks consideration and must fail as the mitigation document it was intended to be. The significant adverse environmental impacts the MND identifies are left unmitigated in all respects, and an EIR must be prepared.

SEVENTH DEFECT

Many of the Assumptions of the underlying studies and or planning directives are flawed as they are based upon outdated models and statistics.

The Applicant bases it entire attempt to expand its campus upon the changing demographic of retirees. We have heard that recent retirees and the retirees of the future will be far more active and will require more amenities and larger living spaces. The available statistics support the Applicant's claims. However, the statistics also make a strong case against conclusions related to slope density exceptions, and parking and traffic impacts. It is incumbent upon Project Planners to make sure that all the markers they use in their analysis remain valid against changing patterns and trends. With the changing demographic of retirees, it is poor policy and fundamentally unsound to rely upon studies that were performed in 2006 and to assume that the retirees of today or in the future will adhere to outdated lifestyle models.

EIGHTH DEFECT

The MND fails to fully describe the project to be evaluated by neglecting to fully or credibly describe the **commercial** element of the expansion, the amendment to the **CUP** , the **Lot Line Adjustment** and the 3 categories of **Zoning Modifications.**

Only those aspects of a proposed project that are fully and credibly described can be properly evaluated from an environmental standpoint. **CEQA** requires the MND to evaluate the entirety of a project and ALL of the environmental consequences which may flow from it. It is not possible for an incompletely or incorrectly described project to lead to a supportable conclusion.

In the Project Description, the MND fails to disclose that the updated expansion of the "resident's business center" includes the addition of a **commercial** enterprise in the form of a branch of **Santa Barbara Bank and Trust and therefore fails to analyze any of the potential adverse environmental impacts that might flow from this commercial addition.** If a federally chartered bank maintains a branch, or even an ATM, they may not limit access to that branch or ATM to a select group, but must make it accessible to the general public as well.

None of the specifics of what is sought by the **Conditional Use Permit** Amendment are disclosed by the document. The CUP that will govern this large and incompatible community that consists of commercial operations and a 24/7, 365 day a year heavily staffed facility within a residential neighborhood is an extremely important component of the overall project. Based upon the population numbers disclosed in Applicant's Master Plan filed with the Planning Division on December 1, 2008, the **Valle Verde population is currently hundreds over that currently permitted by the existing CUP** and is maintaining a flagrant **zoning violation.** Overall population numbers play a significant role in determining environmental impact. **The fact that they are currently operating at hundreds in excess of their current CUP is proof positive that this project should not turn upon the number of units.** The record discloses that because Applicant has combined smaller units over the past few years their overall unit number has fallen below that allowed by the CUP from 254 to 213. Yet, the record also discloses that they have in excess of 200 more residents/staff than the current CUP allows. Even with 41 fewer units than they were allowed, they were able to significantly increase their population beyond the permitted number. **And now, they come with unclean hands and ask to add back the number of units they voluntarily deleted in a cleverly orchestrated numbers game?** The project description fails to disclose any population figures for residents and/or staff. Because population density greatly affects environmental impacts this defect is fatal to the validity of the MND. The existence of the CUP component of this project so greatly increases and complicates mitigation that an EIR must be required to flush out all negative impacts to the environment.

The Zoning Modifications and Lot Line Adjustment are described in too general of terms to support any conclusions based upon environmental impacts. The description also lacks sufficient detail to disclose that the Lot Line Adjustment must be approved in order for the requested Zoning change for the Rutherford property

to work. That is, without the Lot Line Adjustment, there will be 6 units on the Rutherford property instead of 5.

FIRST HAND, PERSONAL KNOWLEDGE

I am not a biologist, but I have lived in my home for almost 14 years and I have personally observed the following and if called as a witness I could and would competently testify as to the following under oath:

1) I have seen Great Blue Heron and 6 other species of birds that are not identified in the Biological Assessment.

2) I have regularly and continually witnessed the passage of animals and quail with chicks in a wildlife corridor that runs in close proximity to the proposed new intersection at Torino Road and in the area of the proposed parking lot on the Rutherford property.

3) Our Association maintains open space on the north and south edges of the Rutherford property and I have regularly and continually observed the wild life using the Rutherford property as a link between these other areas of open space.

4) There is an amazing unobstructed public view of the Santa Ynez Mountain range that runs along a large portion of the City of Santa Barbara that is visible from Torino Road, the public sidewalk along Torino Road and the open space along Torino Road.

CONCLUSION

The MND at issue is internally inconsistent, lacks credible evidence to support its conclusions and is riddled with legal defects. As such, the potential adverse effect on the environment cannot be reduced to a level of insignificance through implementation of the proposed Mitigated Negative Declaration. Moreover, there is substantial evidence that the project may have a significant adverse impact on the environment. A Mitigated Negative Declaration for the Valle Verde expansion project is not good public policy and the matter must be referred for an Environmental Impact Report.

Respectfully Submitted by;

Jermaine Chastain

Attorney at Law

4108 Hidden Oaks Road

Santa Barbara, CA 93105

Appendix C

Mitigation Monitoring and Reporting Plan

Valle Verde (MST2005-00742)

MITIGATION MONITORING AND REPORTING PROGRAM

PROJECT LOCATION

900 Calle de los Amigos

PURPOSE

The purpose of the Valle Verde Mitigation Monitoring and Reporting Program (MMRP) is to ensure compliance with all mitigation measures identified by the Initial Study and EIR prepared for the project to mitigate or avoid the project's significant adverse environmental impacts. The implementation of this MMRP shall be accomplished by City staff and the project developer's consultants and representatives. The program shall apply to the following phases of the project:

- Plan and specification preparation
- Pre-construction conference
- Construction of the site improvements
- Post Construction

I. RESPONSIBILITIES AND DUTIES

A qualified representative of the developer, approved by the City Planning Division and paid for by the developer, shall be designated as the Project Environmental Coordinator (PEC). The PEC shall be responsible for assuring full compliance with the provisions of this mitigation monitoring and reporting program to the City. The PEC shall have authority over all other monitors/specialists, the contractor, and all construction personnel for those actions that relate to the items listed in this program.

It is the responsibility of the contractor to comply with all mitigation measures listed in the attached MMRP matrix. Any problems or concerns between monitors and construction personnel shall be addressed by the PEC and the contractor. The contractor shall prepare a construction schedule subject to the review and approval of the PEC. The contractor shall inform the PEC of any major revisions to the construction schedule at least 48 hours in advance. The PEC and contractor shall meet on a weekly basis in order to assess compliance and review future construction activities.

A. PRE-CONSTRUCTION BRIEFING

The PEC shall prepare a pre-construction project briefing report. The report shall include a list of all mitigation measures and a plot plan delineating all sensitive areas to be avoided. This report shall be provided to all construction personnel.

The pre-construction briefing shall be conducted by the PEC. The briefing shall be attended by the PEC, construction manager, necessary consultants, Planning Division Case Planner, Public Works representative and all contractors and subcontractors associated with the project. Multiple pre-construction briefings shall be conducted as the work progresses and a change in contractor occurs.

The MMRP shall be presented to those in attendance. The briefing presentation shall include project background, the purpose of the MMRP, duties and responsibilities of each participant, communication procedures, monitoring

criteria, compliance criteria, filling out of reports, and duties and responsibilities of the PEC and project consultants.

It shall be emphasized at this briefing that the PEC and project consultants have the authority to stop construction and redirect construction equipment in order to comply with all mitigation measures.

Once construction commences, field meetings between the PEC and project consultants, and contractors shall be held on an as-needed basis in order to create feasible mitigation measures for unanticipated impacts, assess potential effects, and resolve conflicts.

II. IMPLEMENTATION PROCEDURES

There are three types of activities which require monitoring. The first type pertains to the review of the Conditions of Approval and Construction Plans and Specifications. The second type relates to construction activities and the third to ongoing monitoring activities during operation of the project.

A. MONITORING PROCEDURES

The PEC and required consultant(s) shall monitor all field activities. The authority and responsibilities of the PEC and consultant(s) are described in the previous section.

B. REPORTING PROCEDURES

The following three (3) types of reports shall be prepared:

1. Schedule

   The PEC and contractor shall prepare a monthly construction schedule to be submitted to the City prior to or at the pre-construction briefing.

2. General Progress Reports

   The PEC shall be responsible for preparing written progress reports submitted to the City. These reports would be expected on a weekly basis during grading, excavation and construction, activities. The reports would document field activities and compliance with project mitigation measures, such as dust control and sound reduction construction.

3. Final Report

   A final report shall be submitted to the Planning Division when all monitoring (other than long term operational) has been completed and shall include the following:

   a. A brief summary of all monitoring activities.

   b. The date(s) the monitoring occurred.

   c. An identification of any violations and the manner in which they were dealt with.

d. Any technical reports required, such as noise measurements.

e. A list of all project mitigation monitors.

C. MMRP MATRIX

The following MMRP Matrix describes each initial study mitigation measure, monitoring activities and the responsibilities of the various parties, along with the timing and frequency of monitoring and reporting activities. For complete language of each condition, the matrix should be used in conjunction with the mitigation measures described in full in the Initial Study.

The MMRP Matrix is intended to be used by all parties involved in monitoring the project mitigation measures, as well as project contractors and others working in the field. The Matrix should be used as a compliance checklist to aid in compliance verification and monitoring requirements. A copy of the MMRP matrix shall be kept in the project file as verification that compliance with all mitigation measures has occurred.

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Aesthetics - Mitigation AES-1 Landscape Plans. Prior to issuance of grading or building permits, final landscaping plans for the development shall be submitted for review and approval of the Environmental Analyst, Creeks Divisions and Architecture Board of Review (ABR), and shall include the following: A. Planting of only native species in development areas adjacent to native riparian, oak woodland, and coastal sage scrub areas. Drought tolerant, water wise landscaping should be used throughout the site. No highly invasive non-native species listed by the California Native Plant Society are to be used onsite. B. Replacement of all skyline and specimen trees proposed for removal or significantly impacted onsite at a minimum of a 1:1 ratio, preferably with native species. Should any of the large sycamore trees onsite be impacted by the project, they should be replaced at a 3:1 ratio per the specifications of the Tree Assessment and Protection Plan.	Applicant in coordination with Environmental Analyst, ABR, and Fire Department. Project Environmental Coordinator to ensure compliance during construction.			
Air Quality –Mitigation AQ-1 Construction Dust Control – Minimize Disturbed Area/Speed. Minimize amount of disturbed area and reduce on site vehicle speeds to 15 miles per hour or less. AQ-2 Construction Dust Control - Watering. During site grading and transportation of fill materials, regular water sprinkling shall occur using reclaimed water whenever the Public Works Director determines that it is reasonably available. During clearing, grading, earth moving or excavation, sufficient quantities of water, through use of either water trucks or sprinkler systems, shall be applied to achieve minimum soil moisture of 12% to prevent dust from leaving the site. Each day, after construction activities cease, the entire area of	Project Environmental Coordinator			

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	disturbed soil shall be sufficiently moistened to create a crust. Throughout construction, water trucks or sprinkler systems shall also be used to keep all areas of vehicle movement damp enough to prevent dust raised from leaving the site. At a minimum, this will include wetting down such areas every three hours. Increased watering frequency will be required whenever the wind speed exceeds 15 mph.				
AQ-3	Construction Dust Control – Tarping. Trucks transporting fill material to and from the site shall be covered from the point of origin and maintain a freeboard height of 12 inches.				
AQ-4	Construction Dust Control – Gravel Pads. Gravel pads, 3 inches deep, 25 feet long, 12 feet wide per lane and edged by rock berm or row of stakes or a pipe-grid track out control device shall be installed to reduce mud/dirt track out from unpaved truck exit routes.				
AQ-5	Construction Dust Control – Disturbed Area Treatment. After clearing, grading, earth moving or excavation is completed, the entire area of disturbed soil shall be treated to prevent wind erosion. This may be accomplished by: A. Seeding and watering until grass cover is grown; B. Spreading soil binders; C. Sufficiently wetting the area down to form a crust on the surface with repeated soakings as necessary to maintain the crust and prevent dust pickup by the wind; D. Other methods approved in advance by the Air Pollution Control District.				
AQ-6	Construction Dust Control – Paving. All roadways, driveways, sidewalks, etc., shall be paved as soon as possible. Additionally, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.				
AQ-7	Stockpiling. If importation, exportation and stockpiling of fill material are involved, soil stockpiled for more than two days shall be covered, kept moist by applying water at a rate of 1.4 gallons per hour per square yard, or treated with soil binders				

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	to prevent dust generation. Apply cover when wind events are declared.				
AQ-8	Construction Dust Control – Project Environmental Coordinator (PEC). The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when construction work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to land use clearance for map recordation and land use clearance for finish grading for the structure.				
AQ-9	Exhaust Emissions – Engines. Heavy-duty diesel-powered construction equipment manufactured after 1996 (with federally mandated "clean" diesel engines) shall be used.				
AQ-10	Engine Size. The engine size of construction equipment shall be the minimum practical size.				
AQ-11	Equipment Numbers. The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.				
AQ-12	Equipment Maintenance. Construction equipment shall be maintained to meet the manufacturer's specifications.				
AQ-13	Engine timing. Construction equipment operating onsite shall be equipped with two to four degree engine timing retard or pre-combustion chamber engines.				
AQ-14	Catalytic Converters. Catalytic converters shall be installed on gasoline-powered equipment, if feasible.				
AQ-15	Diesel Catalytic Converters. Diesel catalytic converters, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California shall be installed, if available.				
AQ-16	Diesel Replacements. Diesel powered equipment shall be replaced by electric equipment whenever feasible.				

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AQ-17 Idling Limitation. Idling of heavy-duty diesel trucks during loading and unloading shall be limited to five minutes; auxiliary power units shall be used whenever possible. AQ-18 Worker Trips. Construction worker trips shall be minimized by requiring carpooling and by providing for lunch onsite. AQ-19 Biodiesel. Biodiesel shall be used to the maximum extent feasible. AQ-20 Energy Use. Minimize the use of energy by designing and constructing structures using sustainable development principles including green building designs and materials. AQ-21 Carpool Parking. Provide preferential parking for carpools and vanpools. AQ-22 Demolition and Debris Removal. Apply water every 4 hours to the area within 100 feet of a structure being demolished, to reduce vehicle trackout. Apply water to disturbed soils after demolition is completed or at the end of each day of cleanup. AQ-23 Post Demolition. Apply dust suppressants (e.g., polymer emulsion) to disturbed areas upon completion of demolition. AQ-24 Demolition Activities. Prohibit demolition activities when wind speeds exceed 25 mph..				
BIO-1a. Habitat Restoration Plan. Prior to issuance of grading or building permits, an oak woodland and coastal sage scrub restoration plan prepared by a qualified biologist shall be submitted for review and approval by the City's Environmental Analyst. At minimum, the restoration plan shall contain the following elements. 1. The plan shall include all recommendations related to restoration and tree replacement contained in the Biological Assessment and Tree Assessment and Protection Plan prepared for the project. 2. Removed/disturbed oak woodland and coastal sage scrub habitat shall be provided/restored at a minimum 2:1 replacement ratio~~. To the extent possible, t~~This mitigation shall be performed on the project site in existing non-native and/or disturbed habitat such as areas where fuel management activities have occurred but will no	Applicant to coordinate plans with arborist, biologist, and Environmental Analyst. Project Environmental Coordinator to ensure compliance during construction in conjunction with consulting arborist			

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longer be required, and nonnative annual grassland habitat. The habitat restoration plan shall at a minimum create 0.48 of an acre of oak woodland and 0.24 of an acre of coastal sage scrub habitat. The oak woodland and coastal sage scrub habitat restoration/mitigation may be implemented in conjunction with proposed oak tree replacement mitigation (BIO-2a). 3. At minimum, the oak woodland and coastal sage scrub habitat restoration/mitigation plan shall describe the following plan elements: a. Restoration site selection criteria. b. Where restoration/mitigation will occur. c. The existing conditions in the restoration/mitigation area(s). d. Site preparation and planting methods. e. A planting pallet using locally obtained native coast live oak trees and coastal sage scrub plant materials. f. A maintenance schedule. g. Mitigation goals, objectives, and success criteria. h. A description of the monitoring methods and reporting that will be used to document and measure the progress of the restoration/mitigation effort. 4. The coastal sage scrub habitat restoration/mitigation performance standard shall be a minimum of 80 percent native herb and shrub cover. The oak woodland habitat restoration/mitigation performance standard shall be a minimum of 45 percent canopy cover for native trees. Both the coastal sage scrub and oak woodland areas shall have no more than 15 percent non-native weeds (excluding non-native annual grasses) and the required performance standards shall be achieved within five (5) years after initial planting. 5. Monitoring of the restoration areas shall occur for a minimum of five (5) years. Monitoring reports shall be submitted annually and at the completion of the five year period. If the final report indicates that the restoration project has in part or in whole been unsuccessful based on the performance standards specified in the	and Biologist.			

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restoration plan, the applicant shall submit within 90 days a revised or supplemental restoration program. 6. All plantings shall be maintained for the life of the project. 7. All cleared, graded, or disturbed areas on the project site shall be planted or protected and maintained for erosion control purposes as soon as feasible following initial disturbance. 8. All disturbed soil around the margins of the development proposed on the western side of the campus adjacent to the existing oak woodland shall be hydroseeded with a native coastal sage scrub seed mix using native species found in adjacent habitats. Seed shall be collected from locally-occurring plants (either on-site or within the south coast of Santa Barbara County). 9. Areas adjacent to the oak woodland on the western side of the property that are currently subject to fuel modification but would no longer require management after the approval of the proposed project (approximately 1.5 acres), shall be cleared of existing invasive, nonnative species (oleander, ice plant, ivy, etc.) and replanted with native, locally-occurring ground cover, brush and trees found in the oak woodland and coastal sage scrub habitats. 10. Planting shall be undertaken immediately after completion of construction. 11. Cages around the saplings shall be installed during planting to prevent wildlife from damaging the young trees. Weeds shall be controlled and a 2-3 inch layer of mulch shall be placed around the trees, but not against the stems. Newly planted saplings shall be irrigated with drip or other water source for the first two years, until the saplings are established. 12. All trees removed during construction shall have their trunks and large limbs cut into three to four-feet long sections and scattered around adjacent natural habitat to function as microhabitat for small animals.				

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Recommended Mitigation Measure. The following mitigation measure (13) is recommended to enhance the restoration of oak woodland habitat impacted by the proposed project. Implementation of this measure in a timely manner (i.e., prior to occupancy permit issuance) may require that the larger replacement trees not be grown from acorns collected from onsite oak trees, as required by proposed mitigation measure BIO-2a.1. Instead, larger replacement trees shall be locally obtained native coast live oak trees. Implementation of this recommended mitigation measure is not required to reduce impacts to oak woodland habitat to a less than significant level. 13. To restore oak woodland habitat functions as quickly as possible, it is recommended that at least 80 percent of the of removed native trees~~ replacement~~ (80 percent of 15~~0~~ removed oak ~~replacement~~ trees = 12~~0~~ trees) be performed using 15-gallon or 24-inch box trees at a 3:1 mitigation ratio (12 removed trees would require 36 15-gallon and/or 24-inch box trees); and that 20 percent of the removed native trees~~ replacement~~ be ~~performed~~ replaced using one to five gallon trees planted at a 10:1 mitigation ratio (3 impacted trees would require 30 on- to five-gallon replacement trees).~~(20 percent of 150 replacement trees = 30 trees).~~ BIO-2a. Native and Specimen Tree Replacement and Protection. The project applicant shall implement the Valle Verde Retirement Community Tree Assessment and Protection Plan (Spiewak, 2008), and the mitigation measures provided by the Initial Study prepared for the Valle Verde project. The following tree replacement/protection measures shall be implemented. 1. A minimum oak tree replacement ratio of 10:1 shall be required to mitigate the loss of the 15 coast live oaks. A minimum survivorship ratio of 8:1 after three years post-planting shall be achieved. Acorns collected from on-site oak trees shall be used. One hundred fifty oak saplings, one gallon in size shall be planted in areas between the new structures on the west side of the property (project north) and the oak woodland. Additional trees shall be planted if damage occurs to existing trees during construction related activities. Mitigation trees and required protection/maintenance requirements shall be installed prior to issuance of project permits.				

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2. The following measures shall be noted on the grading plan submitted to the building department prior to issuance of grading permit and implemented prior and during construction-related activities to ensure the protection of trees: a. Tree protection fencing and barriers shall be installed as indicated on the fencing plan. b. Fences shall be chain link or orange plastic, four to six feet high and positioned at the Critical Root Zone (CRZ) as specified in the tree inventory table and illustrated on the site maps of the Tree Assessment and Protection Plan. c. CRZs shall have a radius measured from the center of the trunk to the outside edge of the CRZ, wherever possible. If work is approved within the CRZ, the fence shall be placed at the outside edge of the work zone. d. Fencing shall remain upright and intact throughout the duration of the project. e. Construction related activities shall be prohibited within the Tree Protection Zones (TPZ), including the use of heavy equipment, storage of materials, or accumulation of soil for later use. f. Demolition and excavation within TPZs of all native and non-native trees shall be done by hand where reasonable. Reasonableness shall be determined by the Project Environmental Coordinator, Supervising General Contractor and the Project Arborist. g. Special attention shall be given to construction related activity around sycamore No. 104 and all oak trees to minimize impacts. Three 24-inch boxed sycamores shall be planted to mitigate impacts to sycamore #104. h. Any roots encountered within the CRZs of trees, even if outside the TPZs shall be cleanly cut back to an				

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undisturbed section of the root zone. In areas where roots are cut, the soil profile shall be irrigated to reduce drying of newly exposed soil and subsequent damage to remaining roots in that profile. The Project Arborist shall determine the quantity, area and frequency of irrigation to the disturbed area. i. A permethrin-based pesticide (Astro) shall be applied to the lower six feet of oak tree trunks stressed from root cutting in the early Spring and late Summer (through September), to reduce the risk of attack by fatal oak bark beetles. It may need to be repeated for several years at the discretion of the City Arborist. j. Tree removal should, to the extent feasible, be scheduled between August 16 and January 31 to avoid bird nesting season or survey and construct only if nesting birds are absent (see mitigation measure Bio3a-2). k. All trees not indicated for removal on the site plan shall be preserved, protected, and maintained, in substantial accordance with the Tree Assessment and Protection Plan dated November 12, 2008. l. All required mitigation trees, and each of the impacted but not significantly impacted trees shall be monitored once a year following the completion of construction activities for a period of five years. Should any of these trees die during the monitoring period, they shall be replaced at the specified tree replacement mitigation ratio. BIO-3a Sensitive Species Surveys and Monitoring. Prior to issuance of any grading or building permits, the applicant shall submit a draft contract with a qualified biologist for the review and approval of the Environmental Analyst. The following monitoring and survey activities shall be implemented: 1. A qualified biologist shall supervise the installation of the construction fencing around all work areas and access roads. Fencing shall be maintained through the duration of project				

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construction. 2. Tree removal/relocation/trimming activities shall not occur during nesting season (February 1 – August 15). If these activities must occur during this time, a qualified biologist shall conduct a survey of the trees no more than one week prior to the activity to identify active nests and nest holes. The biologist shall map the location of all active and inactive nests and nest holes in trees. A 300-foot radius no-disturbance buffer shall be established around trees containing active nests and this buffer shall be maintained until the biologist has verified that young birds have fledged the nest. 3. A city approved biologist familiar with the habits of legless lizards and coast horned lizards shall monitor initial vegetation removal efforts (grubbing), grading and other surface-disturbing activities for silvery legless lizards and coast horned lizards. The biologist shall direct the equipment operator to slowly remove vegetation and the top 12 inches of topsoil while the biologist scans the soil for lizards. Any and all reptiles found shall be relocated to appropriate microhabitats in adjacent, undisturbed habitat out of harm's way. The monitoring biologist shall complete a California Natural Diversity Database Field Survey form should any sensitive reptiles be found and shall fax a copy to the City, and the California Department of Fish and Game California Natural Diversity Database per the instructions on the field survey form. BIO-4a. Sensitive Plan survey and Restoration Requirements. Prior to issuance of grading or building permits, a survey plan prepared by a qualified biologist shall be submitted for review and approval by the City's Environmental Analyst. The survey plan shall also describe restoration efforts that will be implemented if it is determined that the proposed project would result in significant impacts to Santa Barbara honeysuckle and/or mesa horkelia. At minimum, the plan shall contain the following elements. 1. Prior to the issuance of a grading permit, a botanical survey shall be performed to confirm the presence or absence of Santa Barbara honeysuckle and mesa horkelia on the western side of				

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the project site. 2. The grading limits and the outer limits of the proposed fuel modification zone shall be staked by a licensed surveyor prior to performance of the botanical surveys. The surveys shall be performed by a qualified biologist/botanist and shall be performed within one month of any scheduled ground and/or vegetation disturbance. 3. Should the surveys required by mitigation measure BIO-4a.1 find any sensitive plants within the area where disturbance will occur, a mitigation plan shall be prepared by a qualified biologist/botanist. The mitigation plan shall describe what measures shall be used to avoid impacts to any sensitive plants found in the survey area. Should the removal of any sensitive plant be unavoidable, replacement shall be performed at a minimum 10:1 ratio for each plant that is removed. This sensitive plant replacement mitigation may be implemented in conjunction with the proposed oak woodland and coastal sage scrub habitat restoration/mitigation plan (BIO-2a). 4. At minimum, the habitat restoration/mitigation plan shall describe the plan elements: a. Restoration site selection criteria. b. Where restoration/mitigation will occur. c. The existing conditions in the restoration/mitigation area(s). d. Site preparation and planting methods. e. A planting pallet using locally obtained plant materials. f. A maintenance schedule. g. Mitigation goals, objectives, and success criteria. h. A description of the monitoring methods and reporting that will be used to document and measure the progress of the restoration/mitigation effort. 5. The sensitive plant mitigation performance standard shall be a minimum 80 percent survival of all mitigation plantings, with no more than 15 percent non-native weeds (excluding non-native annual grasses) to be achieved within 5 years after initial planting.				

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6. Monitoring of the restoration area shall occur for a minimum of five (5) years. Monitoring reports shall be submitted annually and at the completion of the five year period. If the final report indicates that the restoration project has in part or in whole been unsuccessful based on the performance standards specified in the restoration plan, the applicant shall submit within 90 days a revised or supplemental restoration program.				
<u>Cultural Resources – Mitigation</u> CR-1 Unanticipated Archaeological Resources Contractor Notification. The following information should be printed on the grading plans submitted to the building department prior to issuance of a grading permit: 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	Project Environmental Coordinator			

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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.				
Geophysical Conditions - Mitigation GEO-1 The final project plans reviewed and approved by the City building Division prior to issuance of any grading or building permits shall show that the project is constructed in accordance with California Building Code requirements and the recommendations contained in the Geotechnical Report prepared by Fugro West, Inc., dated October 2006, updated on February 18, 2008 regarding site preparation, grading, paving, foundation design, retaining walls, and construction plans.	Building Inspector			
Hazards Mitigation HAZ 1. Landscape Plans – The project shall adhere to the Fire Department Landscape Guidelines and Fuel Management Standards identified for properties within the project area. The Landscape plan shall be reviewed and approved by the Fire Department prior to submittal to the Environmental Analyst or ABR for review.	Project Environmental Coordinator			
Noise - Mitigation N-1 Construction Notice. At least 20 days prior to commencement of construction, the contractor shall provide written notice to all property owners and residents within 450 feet of the project area. The notice shall contain a description of the proposed project, a construction	Project Environmental Coordinator			

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schedule including days and hours of construction, the name and phone number of the Project Environmental Coordinator (PEC) who can answer questions, and provide additional information or address problems that may arise during construction. A 24-hour construction hot line shall be provided. Informational signs with the PEC's name and telephone number shall also be posted at the site.				
N-2: Construction Hours. Noise-generating construction activities (which may include preparation for construction work) shall be permitted weekdays between the hours of 8:00 a.m. and 5:00 p.m., excluding holidays observed by the City as legal holidays: New Year's Day (January 1st); Martin Luther King Jr.'s Birthday (3rd Monday in January); President's Day (3rd Monday in February); Cesar Chavez Day (March 31st); Memorial Day (Last Monday in May); Independence Day (July 4th); Labor Day (1st Monday in September); Thanksgiving Day (4th Thursday in November); Day Following Thanksgiving Day (Friday following Thanksgiving); Christmas Day (December 25th). *When a holiday falls on a Saturday or Sunday, the preceding Friday or following Monday respectively shall be observed as a legal holiday.				
Occasional night work may be approved for the hours between 5 p.m. and 8 a.m. by the Chief of Building and Zoning per Section 9.13.015 of the Municipal Code) between the hours of 5 p.m. and 8 a.m. weekdays In the event of such night work approval, the applicant shall provide written notice to all property owners and residents within 450 feet of the project property boundary and the City Planning and Building Divisions at least 48 hours prior to commencement of any. Night work shall not be permitted on weekends and holidays.				
N-3: Construction Equipment Sound Control. All construction equipment, including trucks, shall be professionally maintained and fitted with standard manufacturers' muffler and silencing devices.				
N-4 Sound Barriers. As determined necessary by the Project Environmental Coordinator, the project shall employ sound				

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control devices and techniques such as noise shields and blankets during the construction period to reduce the level of noise to surrounding residents.				
Public Services Mitigation PS-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 of sufficient size to handle the materials, subject to review and approval by the City Solid Waste Specialist, for collection of demolition/construction materials. A minimum of 90% of demolition and construction materials shall be recycled or reused. Evidence shall be submitted at each inspection to show that recycling and/or reuse goals are being met.	Project Environmental Coordinator and City Solid Waste Specialist			

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Transportation – Mitigation TRF-1a. Red Curb Painting. . Prior to the occupancy of any proposed residential unit, curbs adjacent to the Valle Verde driveways on Calle de los Amigos and Torino Drive should be painted red to prohibit parking within five feet of the driveways. TRF-2a Construction Traffic. The haul routes for all construction-related trucks, three tons or more, entering or exiting the site, shall be approved by the Transportation Engineer. Construction-related truck trips for all trucks three tons or more 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.) to help reduce truck traffic and noise on adjacent streets and roadways. The route of construction-related traffic shall be established to minimize trips through surrounding residential neighborhoods. T-2b Construction Parking. Construction parking and vehicle/equipment/materials storage shall be provided as follows: A. During construction, free parking spaces for construction workers shall be provided on-site or off-site in a location subject to the approval of the Transportation and Parking Manager. B. On-site or off-site storage shall be provided for construction materials, equipment, and vehicles. Storage of construction materials within the public right-of-way is prohibited. T-3a Disabled Accessibility. Project circulation shall maintained for disabled accessibility or equivalent facilitation in accordance with American Disabilities Act requirements.	Mitigation Monitor & Contractor			
Water Resources - Mitigation W-1 Preliminary Hydraulic Report. All recommended measures in the Preliminary Hydraulic Report prepared by MAC Design	Applicant in coordination with			

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Associates, dated November 20, 2008, shall be followed and shown on final project plans. W-2 Drainage and Water Quality. Project plans for grading, drainage, stormwater facilities, and project development shall be subject to review and approval by City Building Division and Public Works Department per City regulations, (*and Regional Water Quality Control Board*). Sufficient engineered design and adequate mitigation measures shall be employed to ensure that no significant construction-related or long-term effects from increased runoff, erosion and sedimentation, urban water quality pollutants, or groundwater pollutants would result from the project. W-3 Erosion Control/Water Quality Protection Plan. Prior to the issuance of a demolition permit for the proposed project, the applicant or project developer shall prepare an erosion control plan that is consistent with the requirements outlined in the *Procedures for the Control of Runoff into Storm Drains and Watercourses* and the Building and Safety Division *Erosion/Sedimentation Control Policy* (2003). The erosion control/water quality protection plan shall specify how the required water quality protection procedures are to be designed, implemented and maintained over the duration of the development project. A copy of the plan shall be submitted to the Community Development and Public Works Departments for review and approval, and a copy of the approved plan shall be kept at the project site. At minimum, the erosion control/water quality protection plan prepared for the proposed project shall address the implementation, installation and/or maintenance of each of the following water resource protection strategies: • Paving and Grinding • Sandbag Barriers • Spill Prevention/Control • Solid Waste Management • Storm Drain Inlet Protection • Stabilize Site Entrances and Exits	building division ensures completion of plans. Project Environmental Coordinator ensures compliance during construction			

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• Illicit Connections and Illegal Discharges • Water Conservation • Stockpile Management • Liquid Wastes • Street Sweeping and Vacuuming • Concrete Waste Management • Sanitary/Septic Waste Management • Vehicle and Equipment Maintenance • Vehicle and Equipment Cleaning • Vehicle and Equipment Fueling W-4 Minimization of Storm Water Pollutants of Concern. The applicant shall submit project plans incorporating long-term BMPs to minimize storm water pollutants of concern to the extent feasible, and obtain approval from Public Works Engineering. The approved facilities shall be maintained in working order for the life of the project and should incorporate passive design (bioswales, buffers, etc) to the extent feasible. W-5 Storm Drain System Stenciling and Signage. Within the project area, the applicant shall implement stenciling of all storm drain inlets and catch basins, and posting of signs at all public access points along channels and creeks, with language in English and Spanish and graphic icons prohibiting dumping, per approved plans. The applicant shall submit project plans to the satisfaction of Public Works Engineering that identify storm drain inlet locations throughout the project area, and specified wording and design treatment for stenciling of storm drain inlets and signage for public access points that prohibit dumping. The owners association shall maintain ongoing legibility of the stenciling and signage for the life of the project, and shall inspect at least annually and submit report to City annually.				

Appendix D

Valle Verde Retirement Community Project
Traffic Impact Study

Valle Verde Retirement Community Improvement Project EIR Traffic Impact Study

Prepared for

Rodriguez Consulting, Inc.

Prepared by

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INTRODUCTION

This report summarizes the results of the traffic impact analysis that was undertaken for the proposed redevelopment of a portion of the Valle Verde Retirement Community site, located in the City of Santa Barbara. This report documents the methodology, findings and conclusions of the traffic impact analysis conducted for four key intersections in the vicinity of the project site during weekday peak conditions.

The traffic analysis assesses the effects of the additional vehicle trips expected to be generated by implementing the Proposed Project (Project). The traffic impact analysis also takes into account other traffic growth due to specific development projects in the surrounding area and overall ambient growth in background traffic. Because the traffic from the existing Valle Verde development is included as part of the existing conditions, the effects on traffic operations from that portion of the development are already accounted for initially as part of the existing conditions and then are carried forward implicitly through the subsequent analyses. Therefore, the impacts of not only the Project but the entire Valle Verde site at completion of the Project are accounted for in the Future and Cumulative analyses.

In addition to the typical Existing Conditions, Future Without Project, Future With Project, and Cumulative analyses, the report evaluates and compares the operating conditions at the four intersections and impacts that would result if the applicant were to build out under the previously approved and constructed Conditional Use Permit. This alternative scenario is discussed in more detail later.

Project Description

The Valle Verde Retirement Community is located in the Hidden Valley neighborhood in the southwestern portion of the City of Santa Barbara. The project site is approximately 59.75 acres in size, is comprised of five legal parcels, and is generally bound by residential areas to the south and west; the La Cumbre Country Club to the north; and Hidden Valley Park, Arroyo Burro Creek and residential uses to the east. **Figure 1** shows the location of the proposed project site in relation to the surrounding street system while **Figure 2** illustrates the site plan for the proposed project when complete.

The proposed project will provide various additions and modifications to the Valle Verde Retirement Community facility. The major components of the project are listed below:

- 40 new residential units
- Assisted Living Facility additions and remodel
- Administration Building additions and remodel
- New Maintenance Building
- Other building additions and remodel
- New on-site parking spaces and changes to existing parking areas

For descriptive purposes in this study the locations of individual project components are described using references to their general location on the project site (e.g. the north, northeast, south, west, east, and central portions of the project site). The portion of project located in the southeast corner of the project site is referred to as the “Rutherford” parcel.

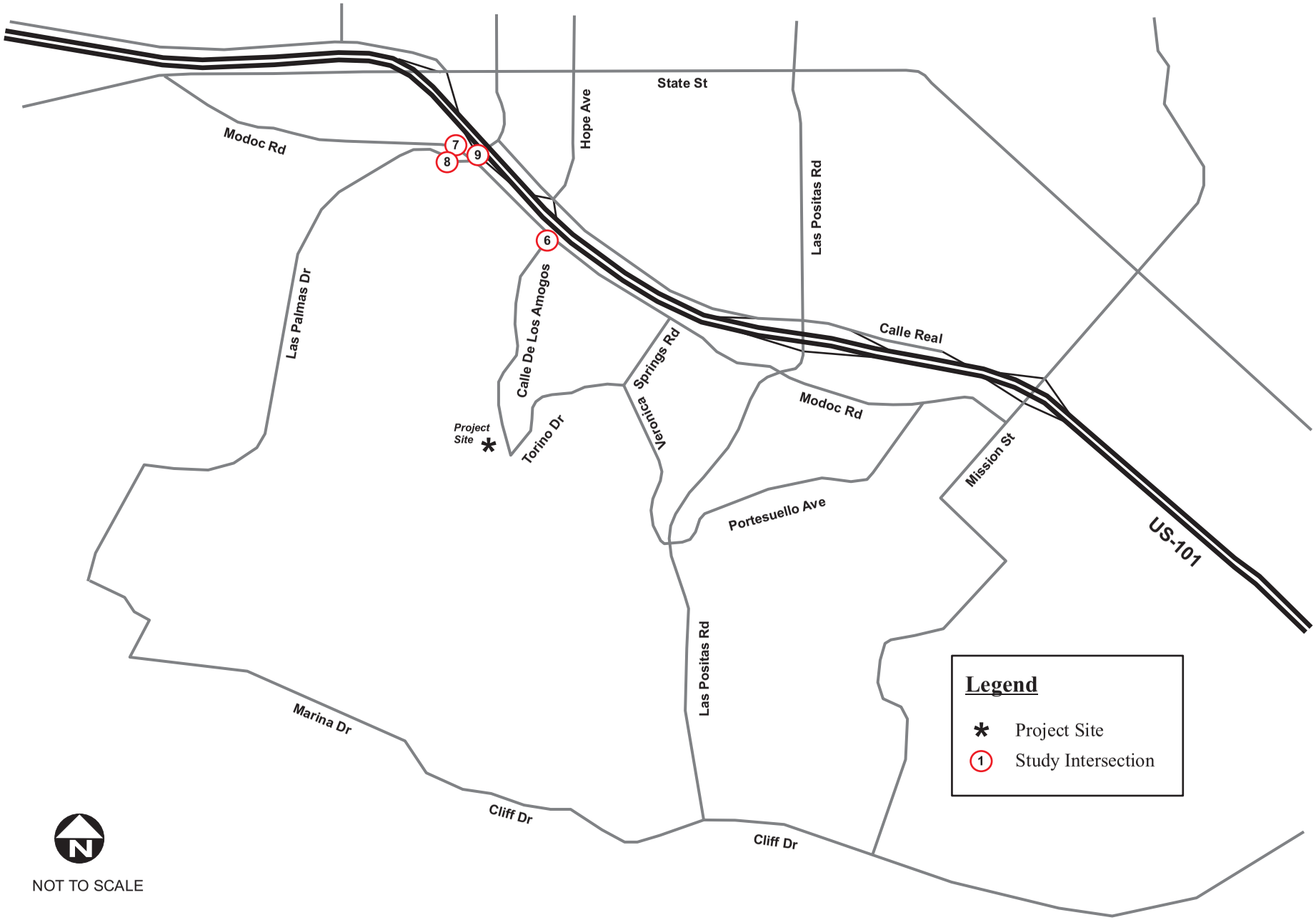

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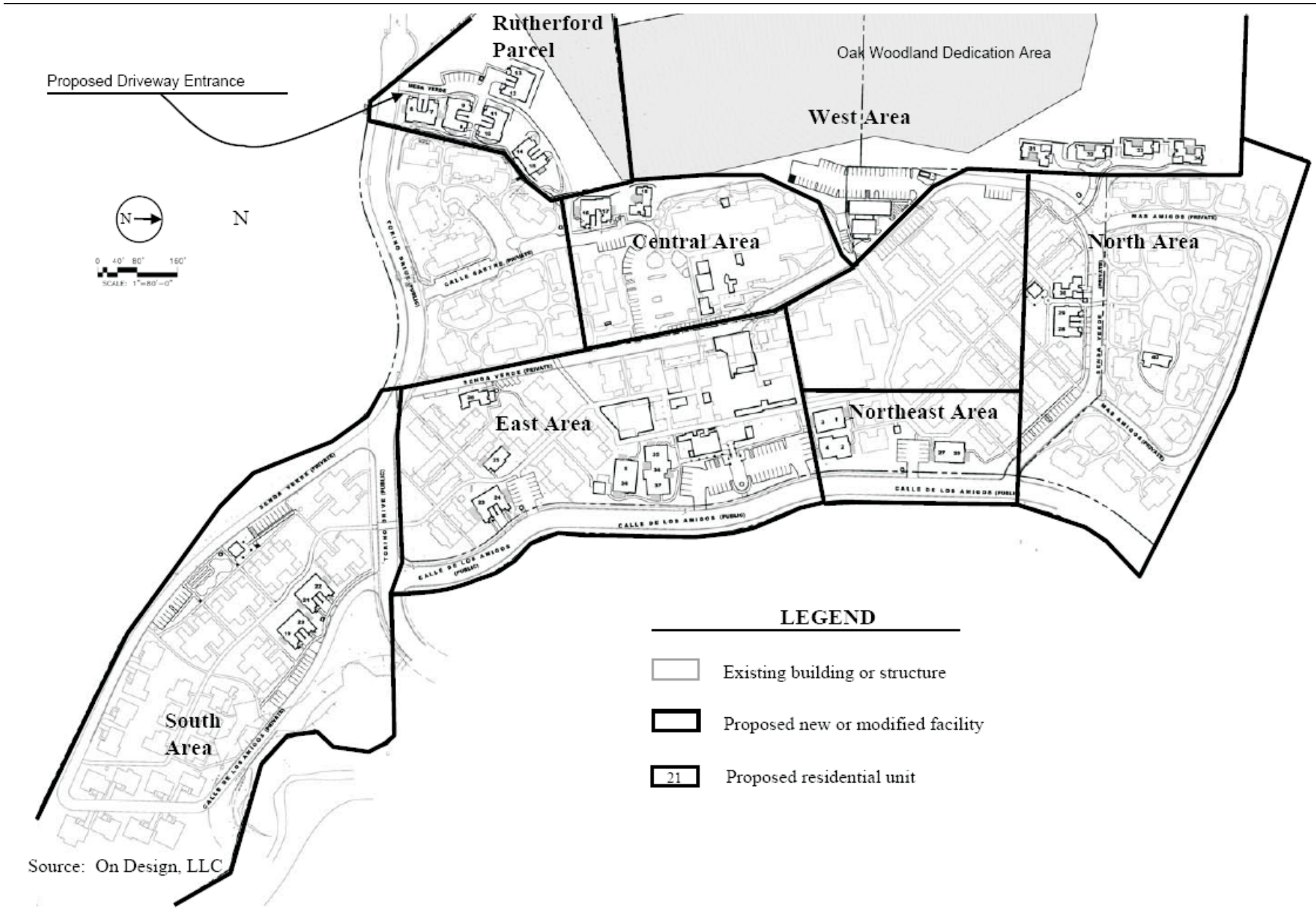
Figure 1
Study Area
Valle Verde Home Project TIA



Source: On Design, LLC

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Figure 2
Project Site Plan
Valle Verde Home Project TIA

The Project would result in the construction of 40 new independent living residential units on the project site. This project component also includes the demolition of the single-family residence located on the Rutherford parcel; demolition of two independent living units (a duplex building), and the demolition of four studio units that are provided in a single structure. With the implementation of this project component the number of residences provided at the Valle Verde Community would be increased from 224 units (213 Valle Verde residential units plus 10 Valle Verde studio units plus the Rutherford parcel residence) to 257 units (224 existing units minus 2 Valle Verde residential units, the 4 Valle Verde studio units and the Rutherford parcel residence; plus the 40 proposed units). Therefore, the proposed project would result in a total net increase of 33 units on the project site.[1]

The 40 proposed residential units would be provided in a variety of configurations, including 9 detached units, 28 units in duplex configurations, and 3 units in a triplex configuration. All proposed dwelling units would be two-bedroom, one-story buildings and would range between 1,084 to 1,425 net square feet in size, excluding garage area.

The net building area for the existing and proposed buildings that would be located at the Valle Verde facility after the implementation of the proposed project is summarized on **Table 1**.

Site Access and Parking

Site Access. Access to the project site is provided by two public streets: Calle de los Amigos, which intersects with Modoc Road; and Torino Drive, which can be accessed from a number of streets including Veronica Springs Road and Palermo Drive. Veronica Springs Road intersects with both Modoc Road and Las Positas Road; and Palermo Drive intersects with Modoc Road (Figure 1).

Access to the project site would continue to be provided by the existing public street system, and access throughout the site would continue to be provided by a network of on-site private streets. Eight of the proposed residential units that would be located on the Rutherford parcel would be accessed by a new driveway that would connect to Torino Drive (Figure 2).

Parking. There are presently 331 parking spaces located on the project site, including 289 uncovered spaces and 42 garage/carport spaces. The proposed project would provide a total of 83 net new parking spaces through a combination of uncovered parking spaces in new parking lots, uncovered parking spaces in reconfigured parking lots, and parking spaces in new garages and carports. Single-car garages would be provided for 27 of the units, 10 units would be provided with carports, and three units would be allocated uncovered parking. With the implementation of the proposed project there would be a total of 414 on-site spaces. A breakdown of the total on-site parking is shown in **Table 2**

[1] The proposed project would result in a net increase of 33 residential dwelling units on the project site. Other methods could be used to calculate the project-related change in on-site units because the existing residence on the Rutherford parcel is not part of the existing Conditional Use Permit that has been approved for the Valle Verde Retirement Community, and the existing studio units located on the project site are not considered to be residential units by the City because they do not have kitchens. For analysis purposes in this study, however, the residence on the Rutherford property and the existing studio units all contribute to existing or "baseline" conditions.

Table 1: Proposed Development Summary

	Added		Removed	
	Units	Description	Units	Description
Residential				
	40 Units	**Independent Living** North Area – 4 units in 2 single and 1 duplex structure Northeast Area – 6 units in 3 duplex structures South Area – 4 units in 2 duplex structures West Area – 4 units in 4 single structures East Area – 9 units in 2 single, 2 duplex, and 1 triplex structure Central Area – 3 units in 1 single and 1 duplex structure Rutherford Parcel – 10 units in 5 duplex structures	4 Units 2 Units	**Independent Living** Four (4) studio units in a single structure located in the east project area. Two 2-bedroom units located in the east project area.
	4 Rooms/Beds	**Assisted Living** Modifications to the Assisted Living Facility building to provide a new fitness room, four (4) new assisted living rooms/beds, new restrooms and new staff area.	1 DU	**Single Family** Demolition of the single-family residence located on the Rutherford parcel.
Bed and Breakfast				
	4 Units	Four bed and breakfast units	2 Units	Two bed and breakfast units
Other Uses				
	Administration Building. The Administration Building is located in the eastern portion of the project site. Uses that will be provided in the Administration Building include a variety of offices, large and small conference rooms, a small bank branch office, lobby, restrooms, storage and mechanical equipment areas, and other accessory uses.		**Hospice Facility.** The 2,105 square-foot facility located in the east project area will be removed.	

Table 1: Proposed Development Summary (continued)

	Added	Removed
	Maintenance Building. Two new structures would be provided at a location slightly to the south of the existing building site. The eastern portion of the new maintenance building would be a one-story structure that provides storage areas, shop areas, and other accessory uses. The western portion of the new maintenance building would be a two-story structure that would be partially built into an adjacent sloping area. Uses that would be provided in this building include laundry services, storage areas, offices and other accessory uses.	**Maintenance Building.** The existing building would be demolished.
	Salon/Staff Lounge Building. The Salon/Staff Lounge building is located in the east portion of the project site. All of the existing building space would be remodeled and upon completion of the proposed project, the building would be used to provide an expanded salon area, expanded staff lounge and activity center.	**Other Buildings.** Other common buildings to be demolished include the existing maintenance building. In addition to the demolition of the identified buildings, a variety of other structures are to be removed from the project site, including parking lots, walkways, curbs, driveways and trash enclosures.
	Dining/Multi-Purpose Building. The Dining/Multi-Purpose building is located in the east portion of the project site and provides a variety of uses, including a dining room, theater/multi-purpose room, kitchen, lobby, loading dock area and other accessory uses. The proposed building changes to the building would add a total of 1,592 net square feet of floor area to the building.	**Wellness Facility.** The Wellness Facility is located in a structure that also includes one of the residential units that is to be removed. The entire building is to be demolished and is located in the east project area.
	Gazebo Buildings. Three new gazebo buildings would be provided on the south, east and north portions of the project site. Each of the proposed gazebo buildings would provide a small activity area, janitorial and laundry facilities, and a restroom.	**Gazebo Buildings.** Two of the existing gazebo structures located in the east and south project areas would be removed
	Recreation Building. The Recreation Building would be remodeled and 56 net square feet of new floor area would be added. The proposed building modifications would convert an art room and fitness area to a lounge, common area and storage.	
	Other Remodeled Areas. Several other facilities located on the project site would be remodeled. These facilities include the installation of a small delicatessen/café in the Social Building in the east project area; and the remodel of several outdoor patio areas.	
Source: City of Santa Barbara and Rodriguez Consulting, 2009		

Table 2: Valle Verde Existing and Proposed Parking Spaces

	Existing Spaces	Removed	Proposed New Spaces	Total (Net New)
Uncovered	289	<126>	172	335 (46)
Covered	42	0	37	79 (37)
Total	**331**	**<126>**	**209**	**414 (83)**

CUP Buildout Scenario

This scenario will evaluate traffic impacts that would result if the applicant were to build out under the previously approved and constructed Conditional Use Permit (CUP), which would add approximately 40 independent living units to the project site, returning the independent unit count to previously approved and historic levels. The 40 units would be provided by making interior modifications to existing structures. This scenario could be implemented by obtaining a building permit and no discretionary approvals would be required.

EXISTING CONDITIONS

A site visit was conducted to assess existing conditions at the project site and within the study area. The field inventory included review of intersection geometric layout, traffic control, lane configurations, posted speed limits, transit service, land use, and parking.

Description of Existing Roadway Conditions

The following describes existing conditions at the major roadways within the study area:

U.S. Highway 101 (US-101) is located approximately 0.9 to 1.2 miles driving distance north of the project site and provides regional access to the project through its interchanges with Las Positas Road and Las Palmas Drive/La Cumbre Road. This facility is the primary north-south link between the cities of Santa Barbara, Goleta, Buellton and the Santa Ynez Valley and Montecito, Carpinteria and eventually Ventura to the south. In the vicinity of the study area, U.S. Highway 101 is a six-lane freeway with traffic signals at the ramps terminals.

Las Positas Road (State Route 225) is a north-south roadway that travels along the western edge of the project site. This facility begins at State Street to the north and extends southward before terminating at Cliff Drive. The segment located between U.S. Highway 101 and Cliff Drive is designed as a Caltrans facility (SR 225). Between State Street and Modoc Road, this roadway consists of two travel lanes in each direction. It then narrows to one lane in each direction from Modoc Road to Cliff Drive.

Calle Real is an east-west frontage road located immediately north of U.S. Highway 101 between Pueblo Street and Las Palmas Drive. Beginning at Treasure Drive, this facility operates as a one-way westbound roadway until reaching Las Positas Road. West of Las Positas Road, it returns to two-way operation and continues to Las Palmas Drive. This roadway generally consists of one travel lane in each direction. The land uses located along Calle Real are primarily residential in nature.

Modoc Road is an east-west roadway located south of U.S. Highway 101 and extends from Hollister Avenue to Mission Street. This roadway consists of one travel lane in each direction. Land use along this facility is primarily residential with some office/commercial uses located immediately south of U.S. Highway 101. Striped bicycle lanes are also provided along Modoc Road within the study area.

Calle de los Amigos is a north-south public/private road that extends from its northern terminus at Modoc Road to its southern terminus within the Valle Verde development. Between Modoc Road Torino Drive the street is public. South of Torino it enters the Valle Verde site and becomes a private roadway providing access to the residential units in the southern portion of the development. This facility consists of one travel lane in each direction with on-street parking allowed along most of its length.

Las Palmas Drive/South La Cumbre Road is a generally north-south road that extends south as La Cumbre Road from its northern terminus at Foothill Road through the signalized interchange ramps with U.S. Highway 101 where it becomes Las Palmas Drive and continues south into Hope Ranch and eventually turns into Robles Drive. The majority of the roadway has two lanes with the section between State Street and Via Senda having four lanes. The two-lane sections are lined predominantly with residential uses, while the four-lane sections are lined with commercial uses. Bike lanes are provided within the study area. On-street parking is only allowed along some segments north of State Street.

Torino Drive is an east-west two-lane road that extends between Veronica Springs Road on the east and its western terminus just west of Valle Verde. It is lined with residential uses and has on-street parking along its entire length.

Veronica Springs Road is a north-south two-lane road extending between its unsignalized intersection with Modoc Road on the north and its signalized intersection with Las Positas Road on the south. Veronica Springs Road has one travel lane in each direction with on-street parking along most of its length. In some sections the roadway has wide travel lanes; however, the travel lanes become narrower along the southern portion of the road as it approaches Las Positas Road.

Cliff Drive (State Route 225) is an east-west facility that extends through the southern portion of the City of Santa Barbara from Marina Drive to Montecito Street. The segment west of Las Positas Road generally consists of one travel lane in each direction and the land uses it serves are primarily residential in nature. East of Las Positas Road, this facility widens to four lanes and is a continuation of State Route 225. The land uses along this section are a mixture of residential and commercial.

Description of Existing Intersections

In conjunction with City of Santa Barbara staff, the study area for the traffic analysis was developed based on the projected number of peak-hour and daily trips that the project is expected to generate and the distribution patterns of those trips on the area streets and highways. The City's standard procedure is to evaluate intersections where five or more project trips are expected to enter the intersection. For the Valle Verde project, 5 trips in the AM peak hour are 62.5 percent of the 8 additional trips generated during that hour. During the PM peak hour 5 trips are 42.5 percent of the 12 additional PM project trips. As shown in Table 3, 11 intersections were identified as potential affected locations. Of those, only four intersections will experience enough project traffic to require analysis based on the City's criteria. The Project trip generation will be discussed later in this report.

The four intersections selected for this analysis are:

- Calle de los Amigos at Modoc Road
- Via Senda at Modoc Road
- Via Senda at Las Palmas Drive
- South La Cumbre Road at US-101 Southbound Ramps

Figure 3 illustrates the existing intersection lane configurations for the four analyzed intersections. A brief description of each study intersection follows.

Table 3: Intersections Requiring Capacity Analysis

Intersection	Percent of Peak Hour Project Traffic Entering Intersection[1]		Percent Required to Generate 5 Vehicles		Meets Analysis Threshold	
	AM	PM	AM	PM	AM	PM
US-101 Northbound On-Ramp/Earl Warren Showgrounds Entrance at Calle Real;	0	0	62.5	42.5	No	No
Las Positas Road at Calle Real;	25	25	62.5	42.5	No	No
Las Positas Road at US-101 Southbound Ramps;	40	40	62.5	42.5	No	No
Las Positas Road at Modoc Road;	40	40	62.5	42.5	No	No
Las Positas Road at Cliff Drive.	10	10	62.5	42.5	No	No
Calle de los Amigos at Modoc Road	70	70	62.5	42.5	**Yes**	**Yes**
Via Senda at Modoc Road	50	50	62.5	42.5	No	**Yes**
Via Senda at Las Palmas Drive	45	45	62.5	42.5	No	**Yes**
South La Cumbre Road at US-101 Southbound Ramps	45	45	62.5	42.5	No	**Yes**
South La Cumbre Road at Calle Real	25	25	62.5	42.5	No	No
South Hope Avenue and US-101 Northbound Ramps at Calle Real	20	20	62.5	42.5	No	No

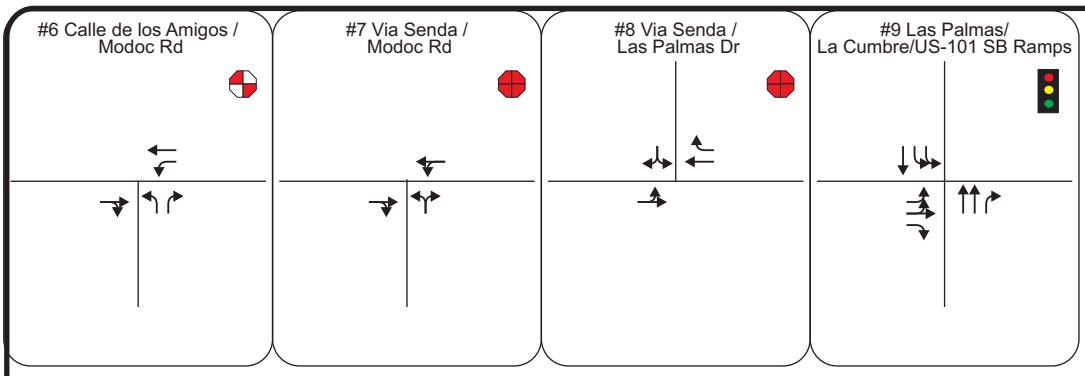
[1] – Percentage shown represents the average of the inbound and outbound percentage of project traffic at each intersection as illustrated in Figure 5.

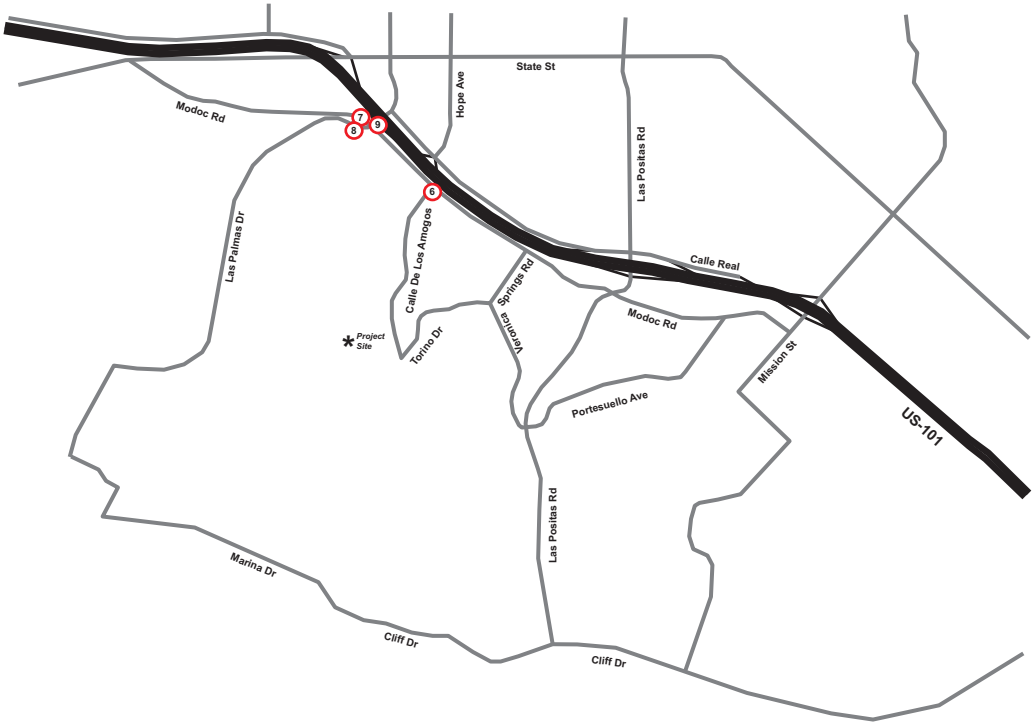
Calle de los Amigos at Modoc Road is a stop sign controlled T-intersection with the Calle de los Amigos approach stop controlled. The Calle de los Amigos approach has one wide lane that allows for simultaneous right and left turns. The westbound approach of Modoc Road has one through lane in each direction and a single striped left-turn lane.

Via Senda at Modoc Road is an all-way stop sign controlled T-intersection located at the southern terminus of Via Senda. The northbound Via Senda approach has one shared left-turn/right-turn lane. The eastbound approach of Modoc Road has one shared through/right-turn lane, while the westbound approach has one shared through/left-turn lane. There are bike lanes through the intersection along Modoc Road.

Via Senda at Las Palmas Drive an all-way stop sign controlled T-intersection located at the northern terminus of Via Senda. The southbound Via Senda approach has one shared left-turn/right-turn lane. The eastbound approach of Las Palmas Drive has one shared through/left-turn lane, while the westbound approach has one right-turn lane and one trough lane. There are bike lanes entering the intersection on westbound Las Palmas Drive. The other intersection approaches do not have dedicated bike lanes.

Las Palmas Drive at US-101 Southbound Ramps is a traffic signal controlled intersection with protected left-turn phasing on the southbound approach. The northbound approach to the intersection has two through lanes and one right-turn lane. The southbound approach is striped to provide one through lane and two left-turn lanes. The eastbound approach consists of one left-turn lane, one shared through/left-turn lane and one right-turn lane.





Legend

- 1 - Study Intersection
- Signalized Intersection
- All-way Stop
- Two-way Stop

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FIGURE 3
Existing Lane Configurations
Valle Verde Home Project TIA

Existing Transit Operations

The Santa Barbara Metropolitan Transit District (MTD) operates several transit lines that serve the area with destinations such as downtown Santa Barbara and Goleta and the University of California at Santa Barbara (UCSB) to the west. MTD Route 5 – Mesa / La Cumbre is the only route that travels through the study area, utilizing Las Positas Road from Veronica Springs Road to Cliff Drive and Cliff Drive from Las Positas Road to the downtown transit center. Service is provided weekdays, Saturdays and Sundays with buses traveling on 60 minute headways.

Existing Bicycle Facilities

Several on-street bicycle facilities are located along the roadways located in the study area. These facilities provide bicycle connections to the rest of the Santa Barbara region through an interconnected network of bicycle paths, lanes and routes. Class II bike lanes are provided along Modoc Road (Cross Town Route), Calle Real, Las Positas Road and Cliff Drive (Coast Route).

TRAFFIC OPERATIONS ANALYSIS METHODOLOGY

Traffic operating conditions in the vicinity of the project were analyzed using two methodologies. At the signalized intersection, per the City of Santa Barbara guidelines, the "Intersection Capacity Utilization" (ICU) methodology was used to provide the primary analysis results. However, per the City's and Caltrans' request the Highway Capacity Manual (HCM) delay-based methodology for signalized intersections was also used to provide a more dynamic operational comparison. The HCM stop-controlled methodology, which is also delay based, was used for the unsignalized intersections of Via Senda with Modoc Road and Las Palmas Drive, and Calle de los Amigos with Modoc Road.

The ICU methodology compares the amount of traffic a through or turn lane is able to process (the capacity) to the level of traffic during the peak hours (volume). The critical volume-to-capacity (V/C) ratios for each intersection approach are combined to determine the ICU value (V/C ratio) for the entire intersection. The HCM method for both signalized and stop sign-controlled intersections calculates the average delay, in seconds, per vehicle for each approach and for the intersection as a whole during the peak hour.

For the unsignalized intersections, the level of service is determined by calculating the amount of delay experienced by vehicles attempting to enter the roadway from a controlled approach or movement. Three main factors are used in the delay calculations: the availability of adequate space, or "gap", in the flow of uncontrolled traffic for a waiting vehicle to safely enter from the controlled approach; the entering driver's judgment as to which gaps they consider acceptable; and the amount of time a driver spends waiting for the drivers before them to select an appropriate gap and move into the passing traffic flow. For vehicles making a right turn into the traffic flow, drivers are only required to select a gap in the traffic flow for the lane in which they intend to merge. If a vehicle is attempting to make a left turn from a controlled approach, the driver must now find an adequate gap in the traffic flows in both directions.

The efficiency of traffic operations on a roadway is measured in terms of Level of Service (LOS). The LOS concept for intersections is a measure of average operating conditions during an hour. It is based on either a V/C ratio (ICU methodology) or average vehicular delay (HCM methodology) for signalized locations and average delay for stop-controlled intersections. Levels range from A to F with A representing excellent (free-flow) conditions and F representing extreme congestion. Intersections where vehicular volumes are at or near capacity and/or intersection operations are inefficient drivers can experience greater congestion (higher V/C ratios) and longer vehicle delays. Because traffic flow on arterial street networks is most constrained at intersections, detailed traffic flow analyses focus on the operating conditions of critical intersections during peak travel periods.

Table 4 describes the level of service concept and the operating conditions expected for signalized intersections under each level of service. Table 5 lists the LOS criteria for unsignalized intersections.

City of Santa Barbara LOS Acceptable Limits

The City of Santa Barbara considers LOS C with a volume-to-capacity ratio of 0.77 as the minimum acceptable operating standard for signalized intersections. For unsignalized intersections, the City considers an average delay of 22 seconds per vehicle as the minimum standard.

Table 4: Signalized Intersection Level of Service Definitions

LOS	Interpretation	Signalized Intersection Volume to Capacity (V/C) Ratio	HCM Intersection Average Delay (Seconds)
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	0.000 - 0.600	< 10
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	0.601 - 0.700	>10 and < 20
C	Good operation. Occasionally backups may develop behind turning vehicles. Most drivers feel somewhat restricted.	0.701 - 0.800	>20 and < 35
D	Fair operation. There are no long-standing traffic queues. This level is typically associated with design practice for peak periods.	0.801 - 0.900	>35 and < 55
E	Poor operation. Some long standing vehicular queues develop on critical approaches.	0.901 - 1.000	>55 and < 80
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movements of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	Over 1.000	> 80

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, Washington D.C., 2000.

Table 5: Stop Sign-Controlled Intersection Level of Service Definitions

LOS	Intersection Delay in Seconds
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, Washington D.C., 2000.

Threshold of Significance

Significant traffic impacts are determined based on a threshold of significance set by the lead agency conducting the environmental review. The City of Santa Barbara has established the following threshold criteria to determine if a project has a significant traffic impact:

Project-Specific Threshold. The City's project-specific impact threshold states that if a development project would cause the V/C ratio at a signalized intersection to exceed 0.77, or if the project would increase the V/C ratio by 0.01 at a signalized intersection which already exceeds 0.77, the project's impact is considered significant. For unsignalized intersections, a significant impact is considered to have occurred if a project increases the amount of traffic traveling through an intersection by greater than one percent.

Cumulative Threshold. The City's cumulative impact threshold states that a significant cumulative impact would occur if a development project would contribute traffic to a signalized intersection that is forecast to operate above V/C 0.77 with cumulative traffic, or would contribute traffic to an unsignalized intersection that is forecast to operate with more than 22 seconds of delay.

EXISTING TRAFFIC OPERATIONS ANALYSIS

Turning movement traffic counts for the intersections of Via Senda and Calle de los Amigos with Modoc Road and Via Senda with Las Palmas Drive were conducted on January 13, 2010. The counts were conducted from 7:00 – 9:00 a.m. and 4:00 - 6:00 p.m. The counts for the intersection of South La Cumbre Road with the US-101 Southbound Ramps were conducted on March 13, 2008 during the same hours. The traffic impact analysis was based on the highest single hour of traffic (during the AM and PM peak periods) at each location. **Figure 4** shows the existing weekday morning and evening peak hour traffic volumes. The traffic count sheets are provided in **Appendix A.**

The existing weekday morning and evening peak hour peak hour level of service analyses were conducted for the four intersections based on the measured traffic volumes and the methodologies described previously. The analyses are performed using the TRAFFIX (Traffic Impact Analysis) software program. The existing conditions level of service analysis results are summarized in **Table 6** for the weekday morning and evening peak hours.

Table 6: LOS Analysis – Existing Conditions

Intersection	Weekday AM Peak Hour				Weekday PM Peak Hour			
	ICU		HCM		ICU		HCM	
	LOS	V/C	LOS	Avg. Delay (sec)	LOS	V/C	LOS	Avg. Delay (sec)
Calle de los Amigos at Modoc Road[a]			B	12.8			B	14.9
Via Senda at Modoc Rd[a]			A	9.6			B	11.9
Via Senda at Las Palmas Dr[a]			B	12.9			B	11.9
S La Cumbre Rd at Route 101 SB Ramps	A	0.506	C	26.1	A	0.568	C	27.3

Note: [a] intersection controlled by stop sign; values represent average delay in seconds.
ICU = Intersection Capacity Utilization, HCM = Highway Capacity Manual, LOS = Level of Service, Avg. Delay = Average Vehicle Delay (Seconds), V/C = Volume-to-Capacity Ratio
Both ICU and HCM results are shown for signalized intersections, while only HCM results are shown for stop sign controlled intersections.

Based on the City of Santa Barbara acceptable operations thresholds, the results of the existing conditions analysis shown in **Table 6** indicate that all four of the analyzed intersections are currently operating at acceptable levels of service during the peak hours.

The detailed level of service worksheets for the above analyses are included in **Appendix B**.

It should be noted that the amount of delay calculated and shown in **Table 6** may be more or less than what an individual driver may actually experience. The conditions listed above reflect the average delay over the entire hour and may be affected within that hour by peaking of traffic flows, area traffic signal timings, and side street activity.

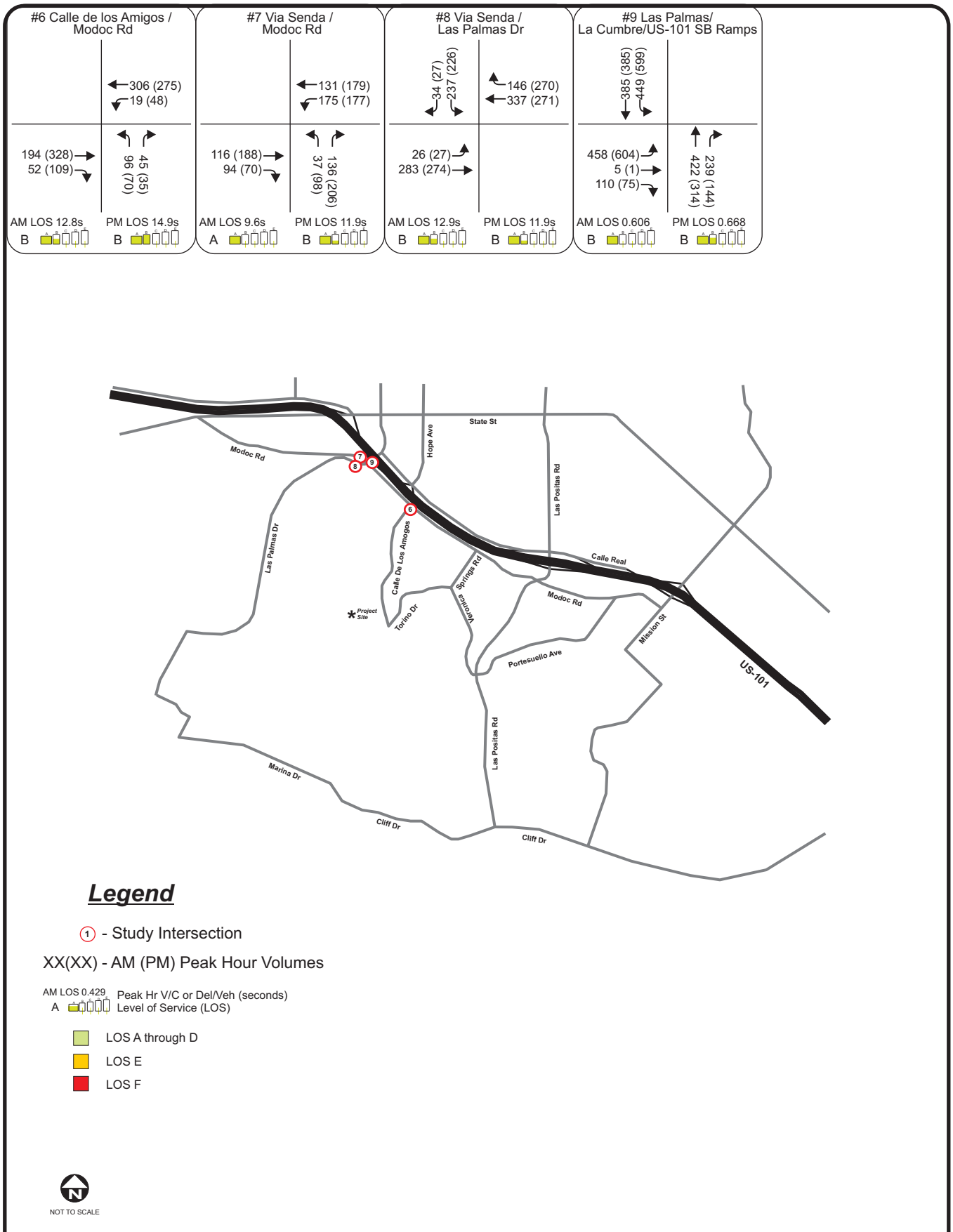

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FIGURE 4
Existing Peak-Hour Traffic Volumes
Valle Verde Home Project TIA

PROPOSED PROJECT AND CUP BUILDOUT TRAFFIC CHARACTERISTICS

This section evaluates the traffic operations for the Project. The section also evaluates the impacts related to an alternative redevelopment scenario on the project site that is mutually exclusive of the Project and is evaluated later in the section as an alternative Without-Project scenario. That alternative scenario includes the buildout of the previously approved and constructed CUP. Since these two scenarios are mutually exclusive developments and would not both be developed, the analysis only considers one scenario at a time. And, since the project applicant is not proposing the CUP buildout as part of this application, it is not evaluated as a project alternative, but rather as an alternative No Project condition.

Proposed Project Scenario

The Project, which as previously outlined, would result in a net increase of 33 residential units along with other maintenance and site-supporting uses. In addition to the net increase in residential units, the Project includes the expansion of other support facilities on the site, two additional bed and breakfast units, four assisted living beds, and other site-serving uses including a small bank branch office to serve residents and employees, expanded food service space, and expanded office space.

CUP Buildout Scenario

The CUP buildout scenario includes the residential unit increase that would result if the applicant were to build out under the previously approved and constructed Conditional Use Permit. This would add approximately 40 independent living units to the project site, returning the independent unit count to previously approved and historic levels. The 40 units would be provided by making interior modifications to existing structures. This scenario could be implemented by obtaining a building permit and no discretionary approvals would be required.

Trip Generation

The trip generation for each development scenario is based on the type of land use included and trip rates published by the Institute of Transportation Engineers (ITE) in their *Trip Generation, An ITE Informational Report, 8th Edition*. Because of the mix of uses currently on the site and the difficulty in identifying which trips are generated by each individual use, it was not possible to develop a specific trip rate that would replicate each individual use on the site. Therefore, an aggregate rate developed from several similar project sites was used.

Proposed Project

After a review of development types and the uses proposed as part of the Project, the trip rate for Continuing Care Retirement Community (CCRC) was chosen as the development type that most represents the changes proposed for the Valle Verde site. The ITE description for CCRCs is “they are land uses that provide multiple elements of senior adult living. CCRCs combine aspects of independent living with increased care, as lifestyle needs change with time. Housing options may include various combinations of senior adult (detached), senior adult (attached), congregate care, assisted living and skilled nursing care aimed at allowing the residents to live in one community as their medical needs change. The communities may also contain special services such as medical,

dining, recreational and some limited, supporting retail facilities. CCRCs are usually self-contained villages." The trip rate is based on the number of residential units being provided.

Much of the proposed project would result in the expansion of existing uses and/or facilities intended for use by residents or existing staff only. Some of the proposed uses, such as the on-site branch bank office, would be new uses on the site and would reduce the number of off-site trips by new and existing residents by allowing residents to use facilities that are within walking distance rather than having to drive to off-site locations. Therefore, some of the additional trips generated by the proposed project would be offset by the reduced number of off-site trips.

Iteris has also reviewed the employment data provided by the project applicant and based on the employee shift times and the FTE staff hours it does not appear that the proposed project will be adding a substantial number of additional staff.

A summary of the weekday and ADT volumes for the future Project-related vehicle trips is presented in Table 7.

CUP Buildout

For the CUP buildout scenario the applicant would reconstruct 40 senior residential units within the existing facilities to approved and historic levels. For this scenario no new buildings would be constructed and no discretionary permit would be required. Based on discussions with City staff, the CCRC trip rate was used to estimate additional future trips generated by the replaced units in order to provide a common base for comparing the two development scenarios.

A summary of the weekday and ADT volumes for the future CUP Buildout-related vehicle trips is also presented in Table 7.

Trip Distribution and Assignment

A geographic distribution of the vehicle trips generated by the proposed uses was developed and is shown in Figure 5. The distribution of vehicle trips is based on the location of specific types of uses, such as residential neighborhoods and commercial centers, as well as the overall connectivity of the roadway system. Origin and destination assumptions were then developed, in coordination with City of Santa Barbara staff, for vehicles traveling to and from the site. Based on these assumptions, the vehicle trips generated by the proposed uses were then assigned to specific study intersections they would traverse on the surrounding roadway network.

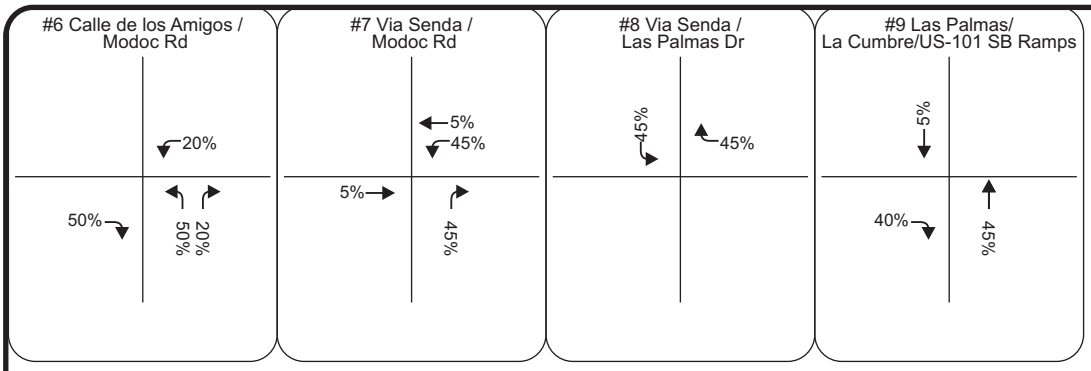
Subsequent to the City estimating the project-related trip distribution characteristics, which were not shared with the project applicant, the applicant provided to the City the results of an independent employee traffic survey. The results of the employee survey are provided in Appendix C. The survey results indicated project-related trip distribution characteristics that are very similar to the trip distribution assumptions developed for this analysis.

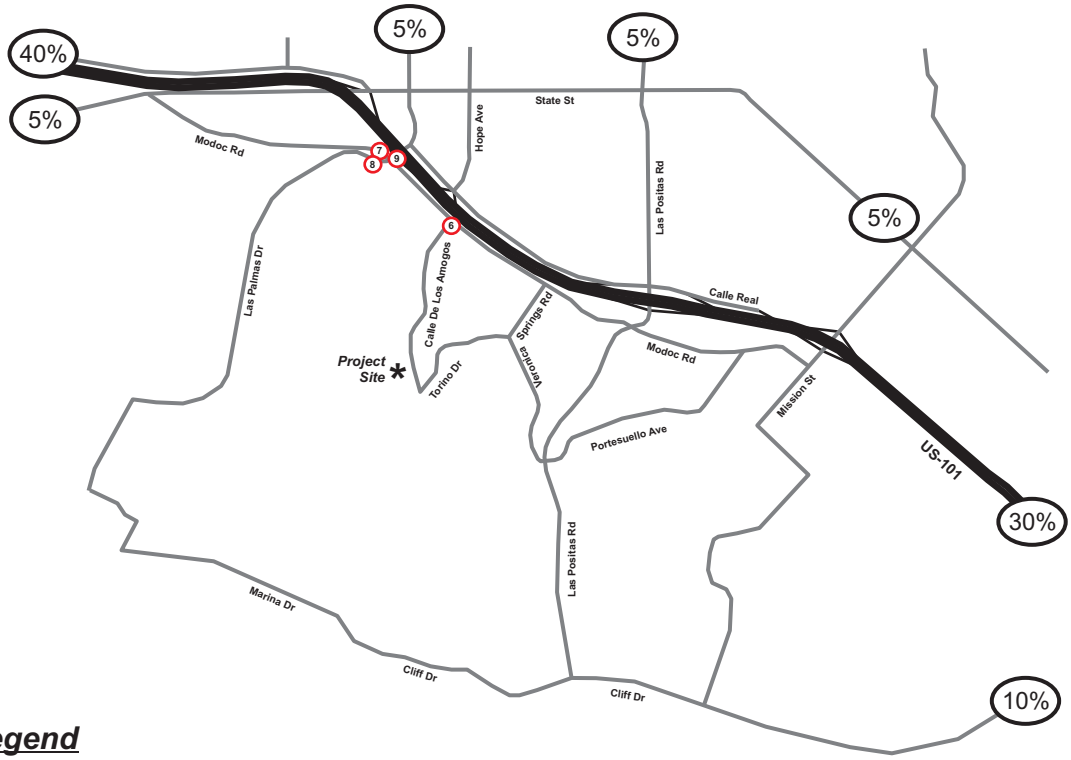
The added trips for the Project scenario are shown in Figure 6. The added trips for the CUP Buildout scenario are presented in Figure 7.

Table 7: Valle Verde Proposed Project Trip Generation

Land Uses	ITE Code	Units Size	Type	Daily Rate	Daily Trips	Daily In	Daily Out	AM Peak Hour Rate	AM Peak Hour Trips	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Rate	PM Peak Hour Trips	PM Peak Hour In	PM Peak Hour Out
Proposed Project															
Added Land Uses															
Continuing Care Retirement Community	255	40	d.u.	2.81		0.5	0.5	0.18		0.64	0.36	0.29		0.48	0.52
					112	56	56		7	4	3		12	6	6
Assisted Living	255	4	beds	2.81		0.5	0.5	0.18		0.64	0.36	0.29		0.48	0.52
					12	6	6		1	1	0		1	0	1
Bed and Breakfast	(a)	2	rooms	4.00		0.5	0.5	1.00		0.00	1.00	1.50		0.67	0.33
					8	4	4		2	0	2		3	2	1
Total Added Project-Related Trips					***132***	***66***	***66***		***10***	***5***	***5***		***16***	***8***	***8***
Removed Land Uses															
Rutherford House	210	1	d.u.	9.57		0.5	0.5	0.75		0.25	0.75	1.01		0.63	0.37
					10	5	5		1	0	1		1	1	0
Hospice	620	2,105	s.f.	2.37		0.5	0.5	0.17		0.64	0.36	0.22		0.33	0.67
(Nursing Home)					6	3	3		0	0	0		1	0	1
Senior Adult Housing - Attached	255	6	d.u.	2.81		0.5	0.5	0.18		0.64	0.36	0.29		0.48	0.52
					18	9	9		1	1	0		2	1	1
Total Removed Project-Related Trips					***-34***	***-17***	***-17***		***-2***	***-1***	***-1***		***-4***	***-2***	***-2***
Proposed Project - Net New Trips					**98**	**49**	**49**		**8**	**4**	**4**		**12**	**6**	**6**
CUP Buildout															
Senior Adult Housing - Attached	255	40	d.u.	2.81		0.5	0.5	0.18		0.64	0.36	0.29		0.48	0.52
CUP Buildout - Net New Trips					**112**	**56**	**56**		**7**	**4**	**3**		**12**	**6**	**6**
Difference (Proposed Project - CUP)					**-14**	**-7**	**-7**		**1**	**0**	**1**		**0**	**0**	**0**

Source: Iteris, Inc.; ITE 2009
(a) - Trip rates assume 1 inbound and 1 outbound trip for arrival and departure and 1 inbound and 1 outbound for a recreational trip per room. Additional rooms
Additional rooms are assumed to be staffed and serviced by existing facilties staff, so no additional non-guest trips are added for these two rooms.





Legend

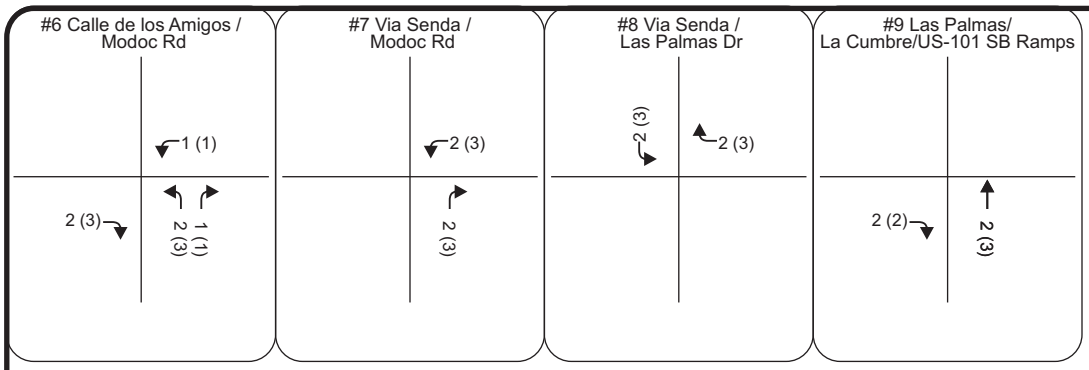
1 - Study Intersection

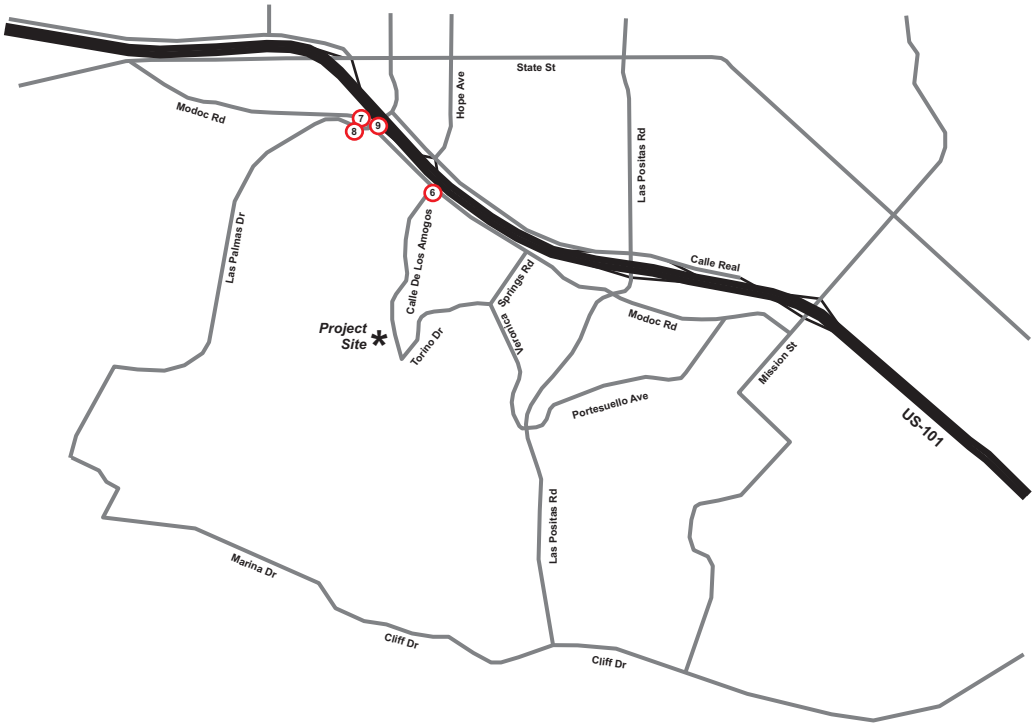
XX(XX) - AM (PM) Peak Hour Volumes

NOT TO SCALE

ITERIS

FIGURE 5
Proposed Project Trip Distribution
Valle Verde Home Project TIA





Legend

1 - Study Intersection

XX(XX) - AM (PM) Peak Hour Volumes

NOT TO SCALE

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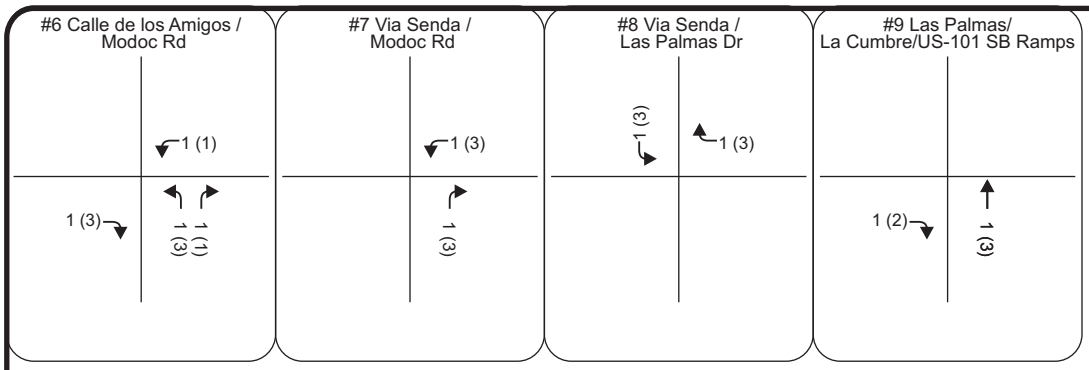
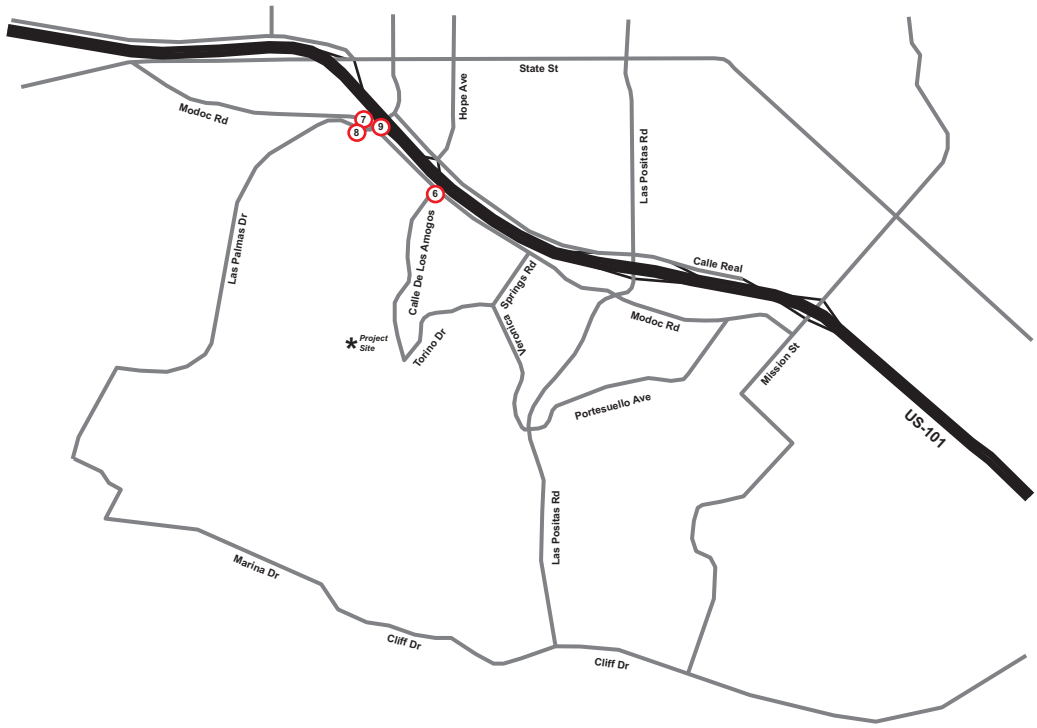
FIGURE 6

Proposed Project Only Peak-Hour Traffic Volumes

Valle Verde Home Project TIA





Legend

(1) - Study Intersection

XX(XX) - AM (PM) Peak Hour Volumes

NOT TO SCALE

ITERIS

FIGURE 7
CUP Buildout Added Peak-Hour Traffic Volumes
Valle Verde Home Project TIA

FUTURE WITHOUT PROJECT TRAFFIC OPERATIONS ANALYSIS

To evaluate the potential impact of the proposed project on future traffic conditions, it is first necessary to develop a forecast of future traffic volumes in the study area under conditions without the proposed project. This provides a basis against which to measure the potential impacts of the proposed project.

The anticipated buildout year of the proposed project has been estimated to be no later than 2013. Therefore, to provide a conservative estimate of the potential project-related impacts a future traffic horizon year of 2013 was selected. The projection of the future without project traffic consists of existing traffic plus ambient traffic growth (general background regional growth). For the Without Project analysis, the base traffic conditions at the horizon year need to be identified as those will be the conditions against which the Project is assessed to determine if it will create a significant impact. Those base conditions include the existing traffic volumes plus traffic from general regional or ambient growth.

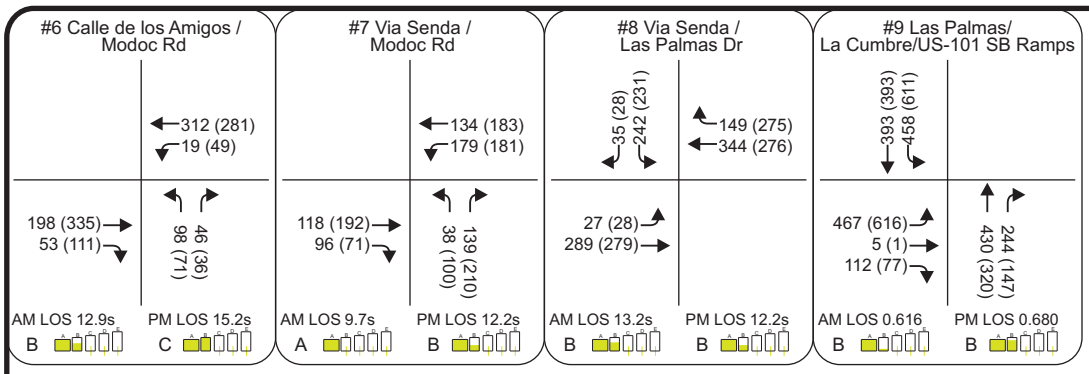
Traffic growth from identified cumulative projects will be discussed and analyzed later in this report.

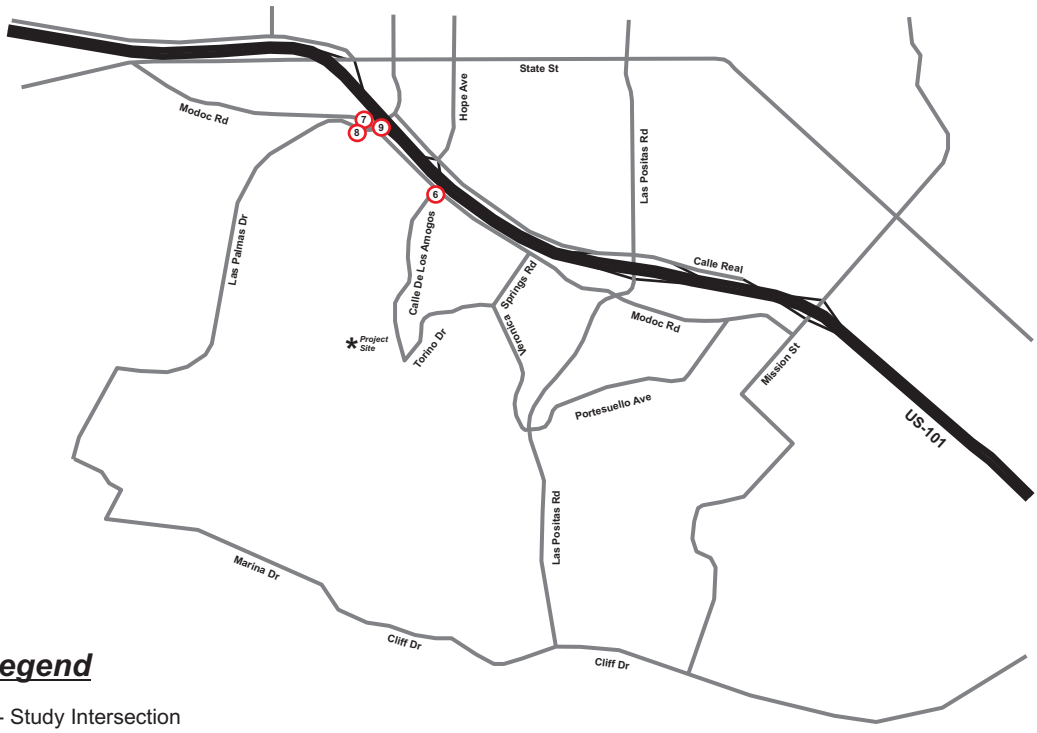
Ambient Traffic Growth

Ambient traffic growth is the traffic growth that will occur in the study area due to general employment growth, housing growth and growth in regional through trips. Even if there was no change in housing or employment in the City of Santa Barbara, there will be some background (ambient) traffic growth in the region. Per the City of Santa Barbara staff, a 0.5 percent per year growth rate was assumed as a conservative estimate of traffic increase in the study area. The intersection traffic volumes were increased by 0.5 percent per year, or 2 percent total, to reach projected end of Year 2013 levels. The March 2008 traffic count volumes were increased by an additional one-half percent to account for ambient traffic growth from the year 2008 to 2013.

Future Without Project Traffic Analysis

The Future Without Project traffic operating conditions were analyzed at the four study area intersections for the weekday AM and PM peak hours. **Figure 8** illustrates the future without project peak hour traffic volumes. Based on future without project traffic forecasts, the levels of service at the intersection were calculated and are shown in **Table 8.** As shown in the table, intersection delays are expected to increase slightly by Year 2013. However, all of the intersections are expected to operate at good levels of service. The detailed level of service worksheets for the intersections are included in **Appendix B**.





Legend

1 - Study Intersection

XX(XX) - AM (PM) Peak Hour Volumes

AM LOS 0.429 — Peak Hr V/C or Del/Veh (seconds)
A — Level of Service (LOS)

- LOS A through D
- LOS E
- LOS F

N

NOT TO SCALE

ITERIS

FIGURE 8
Future Without Project Peak-Hour Traffic Volumes
Valle Verde Home Project TIA

Table 8: LOS Analysis – Future Without Project

Intersection	Weekday AM Peak Hour				Weekday PM Peak Hour			
	ICU		HCM		ICU		HCM	
	LOS	V/C	LOS	Avg. Delay (sec)	LOS	V/C	LOS	Avg. Delay (sec)
Calle de los Amigos at Modoc Road[a]	-	-	B	12.9	-	-	C	15.2
Via Senda at Modoc Rd[a]	-	-	A	9.7	-	-	B	12.2
Via Senda at Las Palmas Dr[a]	-	-	B	13.2	-	-	B	12.2
S La Cumbre Rd at Route 101 SB Ramps	B	0.616	C	26.2	B	0.680	C	27.5

Note: [a] intersection controlled by stop sign; values represent average delay in seconds.
ICU = Intersection Capacity Utilization, HCM = Highway Capacity Manual, LOS = Level of Service, Avg. Delay = Average Vehicle Delay (Seconds), V/C = Volume-to-Capacity Ratio
Both ICU and HCM results are shown of signalized intersections, while only HCM results are shown for stop sign controlled intersections.

Future With CUP Buildout Analysis

In this section, the effects of the CUP Buildout scenarios are compared against the Without Project conditions described above. This comparison will help identify if the additional vehicle trips generated by the CUP Buildout scenario will worsen traffic operations at the analyzed intersections.

The development-related trips for the CUP Buildout were combined with the Future Without Project volumes presented in the previous section. These total volumes for each scenario provide the peak-hour volumes for the Future With CUP Buildout condition analysis.

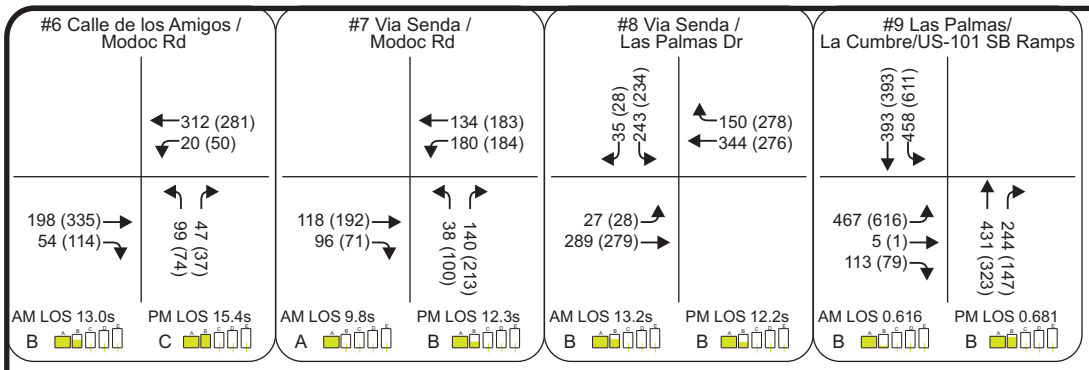
The Future With CUP Buildout traffic operating conditions were analyzed at the four study intersections for the weekday AM and PM peak hours. **Figure 9** illustrates the Future With CUP Buildout project peak-hour traffic volumes at the four intersections. The levels of service at the four intersections were calculated and are shown in **Table 9.**

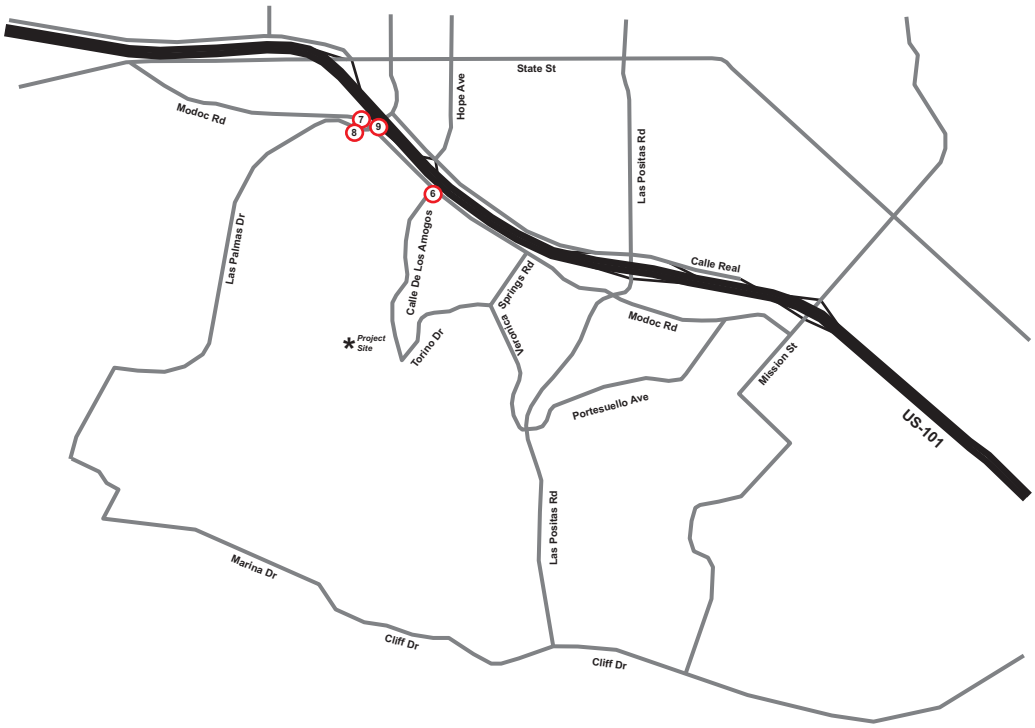
As shown in the table, intersection delays are expected to increase slightly by Year 2013. It is important to note that these results are shown only to indicate that the delay is expected to increase slightly between the With and Without CUP Buildout scenarios and does not indicate that any significant impacts would occur. The detailed level of service worksheets for the analyzed intersections are included in **Appendix B**.

Table 9: LOS Analysis – Future With CUP Buildout Conditions

Intersection	Future Without Project Conditions				Future With CUP Buildout Conditions					
	Weekday AM Peak Hour		Weekday PM Peak Hour		Weekday AM Peak Hour			Weekday PM Peak Hour		
	LOS	V/C or Avg Delay	LOS	V/C or Avg Delay	LOS	V/C or Avg Delay	Δ V/C	LOS	V/C or Avg Delay	Δ V/C
Calle de los Amigos at Modoc Road[(a)]	B	12.9	C	15.2	B	13.0	0.1	C	15.4	0.2
Via Senda at Modoc Rd[(a)]	A	9.7	B	12.2	A	9.8	0.0	B	12.3	0.1
Via Senda at Las Palmas Dr[(a)]	B	13.2	B	12.2	B	13.2	0.0	B	12.2	0.0
S La Cumbre Rd at Route 101 SB Ramps	B	0.616	B	0.680	B	0.616	0.000	B	0.681	0.001

Note: [a] intersection controlled by stop sign; values represent average delay in seconds.
LOS = Level of Service, Delay = Average Vehicle Delay (Seconds)
V/C = Volume-to-Capacity Ratio for Signalized Intersections.





Legend

1 - Study Intersection

XX(XX) - AM (PM) Peak Hour Volumes

AM LOS 0.429 Peak Hr V/C or Del/Veh (seconds)
A Level of Service (LOS)

LOS A through D

LOS E

LOS F

NOT TO SCALE

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FIGURE 9

Future With CUP Buildout Peak-Hour Traffic Volumes

Valle Verde Home Project TIA

FUTURE WITH PROJECT TRAFFIC OPERATIONS ANALYSIS

In this section, the effects of the Project will be compared against the previously discussed Without Project conditions. This comparison will help determine if the additional vehicle trips generated by the Project would result in significant traffic impacts. As previously noted, the Project is a development scenario that is mutually exclusive from the previously analyzed CUP Buildout scenario. Therefore, the With Project analysis does not contain the additional residential units that were included in the CUP Buildout scenario.

The development-related trips for the Project listed in Table 7 were combined with the Future Without Project volumes presented in the previous section. The combined assignment provides the peak-hour volumes for the Future With Project condition analysis. The total peak-hour volumes for the Future With Project scenario are shown in **Figure 10**.

Future With Project Traffic Operations Analysis

The results of the Future With Project conditions level of service analysis are shown in **Table 10** for the weekday AM and PM peak hours.

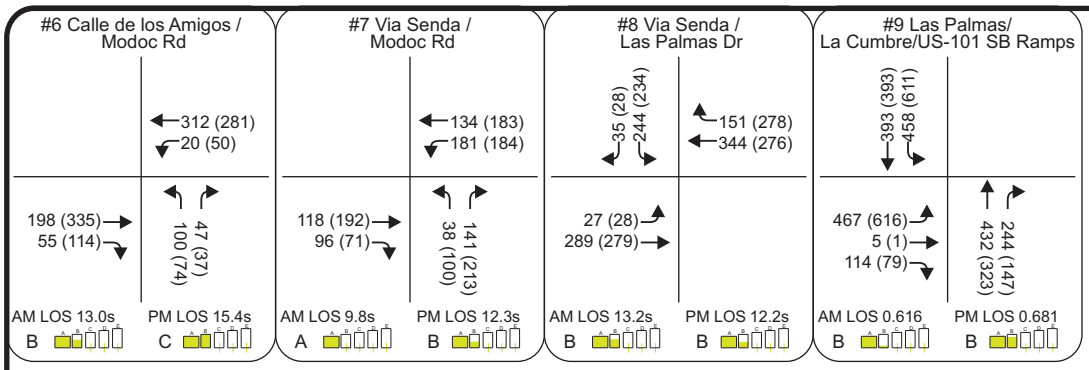
Table 10: LOS Analysis – Future With Project Conditions

Intersection	Future Without Project Conditions				Future With Project Conditions					
	Weekday AM Peak Hour		Weekday PM Peak Hour		Weekday AM Peak Hour			Weekday PM Peak Hour		
	LOS	V/C or Avg Delay	LOS	V/C or Avg Delay	LOS	V/C or Avg Delay	Δ V/C	LOS	V/C or Avg Delay	Δ V/C
Calle de los Amigos at Modoc Road[a]	B	12.9	C	15.2	B	13.0	0.1	C	15.4	0.2
Via Senda at Modoc Rd[a]	A	9.7	B	12.2	A	9.8	0.0	B	12.3	0.1
Via Senda at Las Palmas Dr[a]	B	13.2	B	12.2	B	13.2	0.0	B	12.2	0.0
S La Cumbre Rd at Route 101 SB Ramps	B	0.616	B	0.680	B	0.616	0.000	B	0.681	0.001

Note: [a] intersection controlled by stop sign; values represent average delay in seconds.
LOS = Level of Service, Delay = Average Vehicle Delay (Seconds)
V/C = Volume-to-Capacity Ratio for Signalized Intersections.

When the Future With Project forecasts were analyzed, the results indicate that the addition of the Project traffic would create a small increase the delay intersections along Modoc Road. However, the project-related change in traffic conditions is not anticipated to generate any significant project-specific traffic impacts.

The conclusion is that the Project would have **no significant project-related impact** at any of the analyzed intersections.



Legend

1 - Study Intersection

XX(XX) - AM (PM) Peak Hour Volumes

AM LOS 0.429 Peak Hr V/C or Del/Veh (seconds)
A Level of Service (LOS)

LOS A through D

LOS E

LOS F

NOT TO SCALE

ITERIS

FIGURE 10
Future With Project Peak-Hour Traffic Volumes
Valle Verde Home Project TIA

Comparison of Proposed Project Scenario Versus CUP Buildout Scenario

A comparison between the two land use scenarios is presented in **Table 11**. The comparison of the operating conditions from the two land use scenarios shows that the Project and the CUP Buildout scenarios would generate the same effect on V/C ratios and average delay at all of the study intersections.

Table 11: Capacity Analysis Comparison – Project Versus CUP Buildout

Intersection	Weekday AM Peak Hour			
	Project		CUP Buildout	
	V/C	Avg. Delay (sec)	V/C	Avg. Delay (sec)
Calle de los Amigos at Modoc Road[a]	-	13.0	-	13.0
Via Senda at Modoc Rd[a]	-	9.8	-	9.8
Via Senda at Las Palmas Dr[a]	-	13.2	-	13.2
S La Cumbre Rd at Route 101 SB Ramps	0.616	26.2	0.616	26.2
Intersection	**Weekday PM Peak Hour**			
	Project		**CUP Buildout**	
	V/C	**Avg. Delay (sec)**	**V/C**	**Avg. Delay (sec)**
Calle de los Amigos at Modoc Road[a]	-	15.4	-	15.4
Via Senda at Modoc Rd[a]	-	12.3	-	12.3
Via Senda at Las Palmas Dr[a]	-	12.2	-	12.2
S La Cumbre Rd at Route 101 SB Ramps	0.681	27.5	0.681	27.5

Note: [a] intersection controlled by stop sign; values represent average delay in seconds.
ICU = Intersection Capacity Utilization, HCM = Highway Capacity Manual, LOS = Level of Service, Avg. Delay = Average Vehicle Delay (Seconds), V/C = Volume-to-Capacity Ratio
Both ICU and HCM results are shown of signalized intersections, while only HCM results are shown for stop sign controlled intersections.

CUMULATIVE PROJECT TRAFFIC OPERATIONS ANALYSIS

To evaluate the potential cumulative impact of the Project on future traffic conditions, it is necessary to develop a forecast of the total future traffic volumes in the study area. This provides a basis against which to measure the potential cumulative impacts of the proposed project.

The anticipated buildout year of the proposed project has been estimated to be approximately 2013. The projection of the future without project traffic consists of existing traffic plus ambient traffic growth (general background regional growth) plus growth in traffic generated by specific cumulative projects expected to be completed by the year 2013. The component for background regional growth (ambient growth) was previously identified and included in the Without Project analysis.

Cumulative Project Growth

Cumulative project traffic growth, which is growth due to specific, known development projects in the area immediately surrounding the study intersections, is included in the analysis of the future conditions. Based on information provided by the City of Santa Barbara, there are 14 projects located in the project area that are either currently under development or have recently received approval from the City Council. These projects are generally located either within a one-mile radius of the site or near the analyzed intersections.

Table 12 summarizes the location, type and size of land use for each of the projects. The general locations of the cumulative projects requiring specific analysis are shown in Figure 11.

Traffic generated by these projects was estimated based on standard trip generation data from the ITE's publication *Trip Generation, An ITE Informational Report, 8th Edition.* The estimated trip generation for each of the cumulative projects is summarized in Table 12. As shown, the cumulative projects are forecast to generate a total of approximately 531 and 772 trips during the weekday AM and PM peak hours, respectively. The trips expected from the cumulative projects were then assigned to the traffic model as part of the development of the Future With Cumulative Projects traffic projections. The resulting cumulative project trip assignments are illustrated in Figure 9.

Table 12: Related Project Trip Generation Estimates

Location (1)		Description	Size	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Tot	In	Out	Tot	In	Out
1	1235 Veronica Springs Road (Hillside House)	Residential	125 du	55	9	46	65	44	21
2	15 S. Hope Ave.	Demolish 8,368 sq. ft. retail building. Construct new residences.	16 du	-1	-4	3	-22	-9	-13
3	3714 State Street (Sandman)	Demolish 113-room hotel. Construct new mixed use project.	73 du 13,075 office 1,537 sf commercial	-5	-8	3	-33	-36	3
4	3757 State Street (Whole Foods)	Mixed Use (2)	15 du 72,209 commercial/retail (13,884 net new)	-15	-8	-7	101	50	51
5	3820 State Street	Office	10 du 30 Ksf	112	98	14	108	18	90
6	900-1100 Las Positas Road (Veronica Meadows)	Residential	25 du	19	5	14	25	16	9
7	3885 State Street	Mixed Use	10 30 Ksf Office	13	6	7	14	7	7
8	3880 State Street	Mixed Use	8 du 4,289 sf commercial (1,733 net new)	9	4	5	22	11	11
9	4004 Via Lucero	Residential	10 du	6	1	5	7	5	2
10	4151 Foothill Road	Annexation and Commercial Office	69,259 sf	107	94	13	103	18	85
11	101 S. La Cumbre	Demolish gas station. Construct new bank building.	3,332 sf (2,186 net new)	7	4	3	19	9	10
12	215 Pesetas Lane	Medical clinic addition	36,000 sf	41	24	17	41	17	24
13	1298 Las Positas Rd. (Elings Park)	Park additions 14,803 and other non-building facilities (i.e., sports fields)	---	69	65	4	155	76	79
14	540 W. Pueblo Street	Residential	6 du	5	1	4	6	4	2
		Medical Office	43.0 ksf	109	88	21	161	43	118
Total				**531**	**379**	**152**	**772**	**273**	**499**

Note: du = dwelling unit; ksf = 1,000 square feet.
Volumes represent the net number of trip ends assigned for each project based on the associated traffic studies for each project or approved EIR's
(1) Refer to Figure 11 for locations.
(2) The Whole Foods tenant improvements have been completed and the store is now occupied. However, the application for the proposed mixed use project has not been withdrawn and is still considered to be pending.

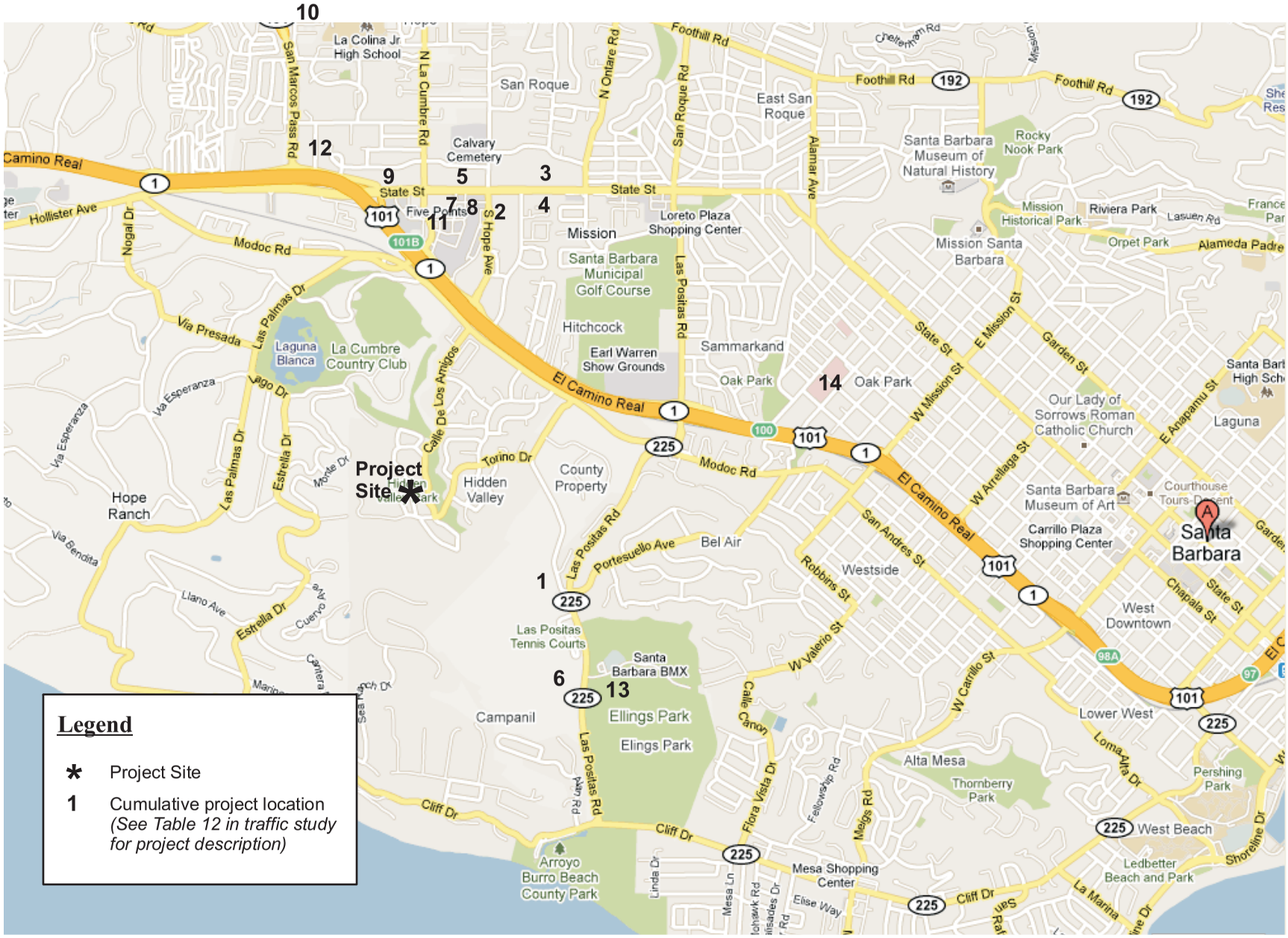
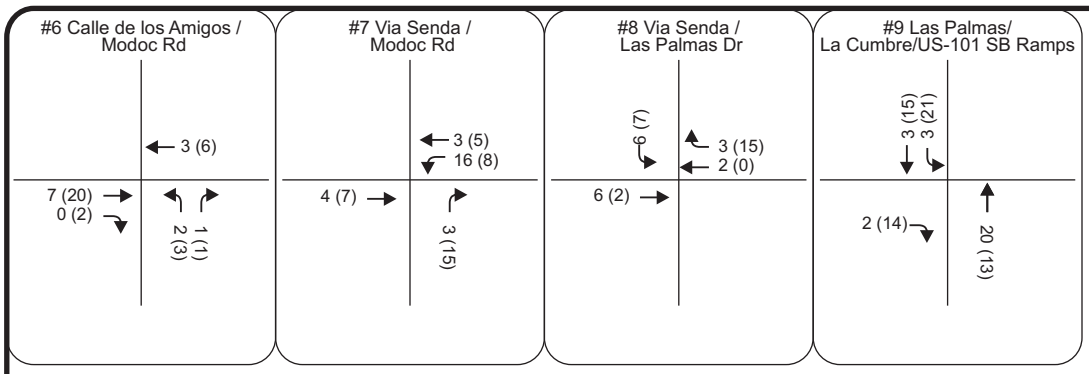
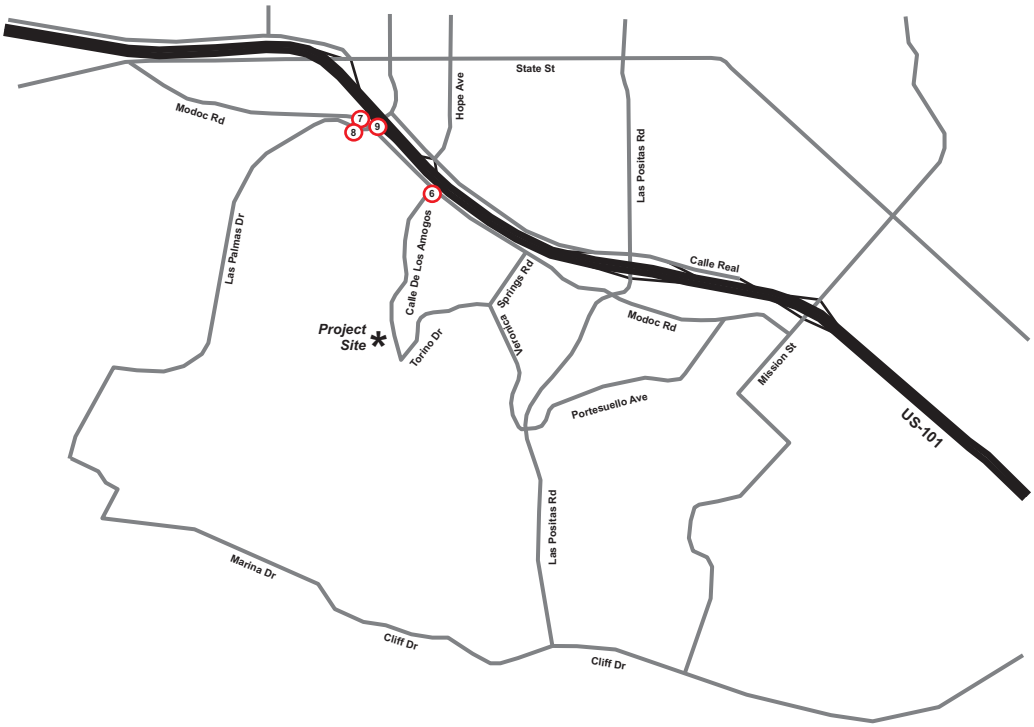


Figure 11
Related Project Locations
Valle Verde Home Project TIA





Legend

1 - Study Intersection

XX(XX) - AM (PM) Peak Hour Volumes

NOT TO SCALE

ITERIS

FIGURE 12

Cumulative Project Only Peak-Hour Traffic Volumes

Valle Verde Home Project TIA

The cumulative project peak-hour traffic volumes shown in **Figure 12** were added to the Future With Project traffic volumes. The resulting "Cumulative With Project" traffic volumes are shown in **Figure 13**. These volumes represent the future traffic conditions including ambient growth and the traffic associated with the Project.

The City's cumulative impact threshold states that a significant cumulative impact would occur if a development project would contribute traffic to a signalized intersection that is forecast to operate above V/C 0.77 with cumulative traffic, or would contribute traffic to an unsignalized intersection that is forecast to operate with more than 22 seconds of delay. The intersection levels of service for the cumulative project conditions were calculated and the results summarized in **Table 13** for the weekday AM and PM peak-hour conditions.

Table 13: LOS Analysis – Cumulative With Project Conditions

Intersection	Future With Project Conditions				Cumulative Project Conditions			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS	V/C or Avg Delay	LOS	V/C or Avg Delay	LOS	V/C or Avg Delay	LOS	V/C or Avg Delay
Calle de los Amigos at Modoc Road[(a)]	B	13.0	C	15.4	B	13.6	C	16.2
Via Senda at Modoc Rd[(a)]	A	9.8	B	12.3	B	10.0	B	12.8
Via Senda at Las Palmas Dr[(a)]	B	13.2	B	12.2	B	13.7	B	12.5
S La Cumbre Rd at Route 101 SB Ramps	B	0.616	B	0.681	B	0.617	B	0.693

Note: [a] intersection controlled by stop sign; values represent average delay in seconds.
LOS = Level of Service, Delay = Average Vehicle Delay (Seconds)
V/C = Volume-to-Capacity Ratio for Signalized Intersections.

The results of the cumulative analysis show that the unsignalized intersections would operate with an average delay of less than 22 seconds and the signalized intersection of South La Cumbre Road at the Southbound Route 101 Ramps would operate with a v/c ratio of less than 0.77. Therefore, the project would have **No Significant Cumulative Impact** at the study area intersections.

The detailed level of service worksheets for the analyzed intersections are included in **Appendix B**.

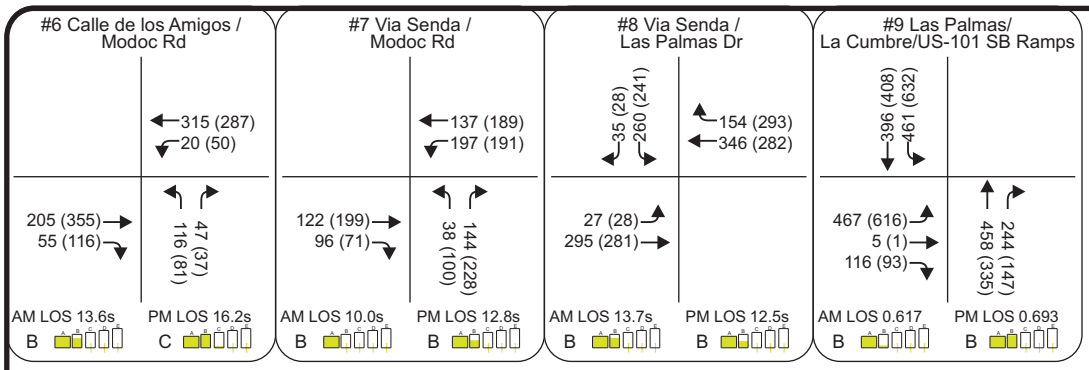
Cumulative Conditions With CUP Buildout Scenario

For comparison purposes, the future cumulative conditions were also analyzed with the CUP Buildout scenario previously presented in the Without Project section. As shown in **Table 14**, the cumulative impacts for the CUP Buildout scenario would be the same as for the Project.

Table 14: LOS Analysis – Cumulative Project Conditions With CUP Buildout

Intersection	Future With CUP Conditions				Cumulative CUP Conditions			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS	V/C or Avg Delay	LOS	V/C or Avg Delay	LOS	V/C or Avg Delay	LOS	V/C or Avg Delay
Calle de los Amigos at Modoc Road[(a)]	B	13.0	C	15.4	B	13.6	C	16.2
Via Senda at Modoc Rd[(a)]	A	9.8	B	12.3	B	10.0	B	12.8
Via Senda at Las Palmas Dr[(a)]	B	13.2	B	12.2	B	13.6	B	12.5
S La Cumbre Rd at Route 101 SB Ramps	B	0.616	B	0.681	B	0.617	B	0.693

Note: [a] intersection controlled by stop sign; values represent average delay in seconds.
LOS = Level of Service, Delay = Average Vehicle Delay (Seconds)
V/C = Volume-to-Capacity Ratio for Signalized Intersections.



Legend

1 - Study Intersection

XX(XX) - AM (PM) Peak Hour Volumes

AM LOS 0.429 — Peak Hr V/C or Del/Veh (seconds)
A — Level of Service (LOS)

- LOS A through D
- LOS E
- LOS F

NOT TO SCALE

ITERIS

FIGURE 13
Total Cumulative With Project Peak-Hour Traffic Volumes
Valle Verde Home Project TIA

TRANSPORTATION ACCESSIBILITY ANALYSIS

There are basically four modes of transportation through which the site can be accessed by employees, residents, and visitors to the site. They are automobile, transit, bicycle and on foot.

There are currently two public roads that serve the Valle Verde site with several options for access to those roads. This section reviews the functionality and accessibility associated with all four transportation modes.

Vehicular Access Analysis

Project Access

Primary access to the project site is provided by two public streets, Calle de los Amigos and Torino Drive. Calle de los Amigos connects at its northern terminus with Modoc Road providing access to the La Cumbre Road interchange to the west and Las Positas Road to the east. Torino Drive extends west from the site and connects to Veronica Springs Road. From there vehicles can go north to Modoc Road or south to Las Positas Road and eventually Cliff Drive. West of Calle de los Amigos, Torino Drive serves the 11 residences in the Hidden Oaks Estates and the Valle Verde Campus only. The Valle Verde facility contains an extensive sidewalk and roadway network to facilitate on-site vehicular and pedestrian mobility throughout the site.

As part of the proposal, a new 20-foot wide driveway would be installed off Torino Drive to provide access to eight of the ten new units on the Rutherford parcel. The remaining two units would have access from an existing private driveway (Calle Sastre) currently serving the property, which is proposed to be upgraded. In addition, the residential units proposed on the north and west portions of the project site would be accessed from a new private driveway off of Senda Verde, an existing internal private roadway.

The intersection of Calle de los Amigos and Modoc Road would regularly be used by project-related traffic. The operational delay at this intersection has been identified as a concern by project area residents and based on the City's accident records the intersection has been the location of on average just over one accident per year over the past five years. The posted speed limit of Modoc Road is 45 miles per hour. Informal car following surveys conducted during field reviews of the area indicated that some traffic travels along Modoc Road faster than the 45 mile per hour limit.

Based on the results of the traffic analysis in the previous section the operational delay at the intersection is well within the City's acceptable standards. As noted, even though individual vehicles may experience longer delays, on average the intersection works at an acceptable LOS.

The sight distance to the west for northbound vehicles turning left can be restricted if vegetation along the south side of Modoc Road west of the intersection is allowed to become overgrown. The roadway also has a slight horizontal curve west of the intersection and bike lanes along both sides.

Multi-Way Stop Sign

One method for addressing safety and access issues at intersections like Calle de los Amigos and Modoc Road is to provide multi-way, or all-way, stop control. Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop.

Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.

The decision to install multi-way stop control should be based on an engineering study that considers the following criteria:

A. Where a traffic signal is justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic signal.

B. A crash problem, as indicated by 5 or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right- and left-turn collisions as well as right-angle collisions.

C. Minimum volumes:

1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day, and
2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour, but
3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the above values.

D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Other criteria that may be considered in an engineering study include:

1. The need to control left-turn conflicts;
2. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
3. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to reasonably safely negotiate the intersection unless conflicting cross traffic is also required to stop; and
4. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

A review of the operational, traffic volume, and accident data shows that none of the criteria for installing a multi-way stop sign are met. Therefore, ***it is not recommended that a multi-way stop be installed at the intersection of Calle de los Amigos and Modoc Road***.

Site Access Driveway on Torino Drive

A new access driveway is proposed as part of the Project on Torino Drive just east of the access to the Hidden Oaks Estates neighborhood. Torino Drive terminates at the Hidden Oaks Estates subdivision and will not be extended in the future due to the topography and layout of the residences in Hidden Oaks. Since this segment of Torino Drive provides access to only eight of the proposed units the traffic volumes are currently small and will continue to be in the future.

A field review of the area was conducted and no sight line obstructions were identified. Line of sight from the new access road to the Rutherford Parcel will need to provide a minimum of 150 feet of stopping sight for a 25-mile per hour speed on Torino Drive. The driveway will connect to Torino Drive at an approximate 90-degree angle and will provide one inbound and one outbound lane with stop sign-control for traffic exiting the site onto Torino Drive. The driveway design will be consistent with the Transportation Division requirements with the final details of the design being reviewed during the plan check process.

View Along Torino Drive
Looking East From Hidden Oaks Estates

The Fire Department and Transportation Planning Staff reviewed the proposed road on the Rutherford Parcel and determined that the location of the road would not result in access, limited sight distance, circulation or safety impacts related to vehicular conflicts. The traffic volumes on Torino Drive, above Calle de los Amigos are low, as this segment of the road serves exclusively the 11 residences of Hidden Oaks Estates and Valle Verde.

Parking

The Valle Verde Retirement facility currently provides 331 parking spaces throughout its campus for staff, residents and visitors. Approximately 193 spaces are assigned and reserved for residents, including 12 spaces provided in garages. An additional 138 undesignated spaces are provided for visitors and staff. The Zoning Ordinance parking requirement for the existing facility is 259 spaces, based on the current number of senior residential units and beds associated with the use.

On-street parking is allowed along both Calle de los Amigos and Torino Drive near the site and along most of the length of both roads. This on-street parking adjacent to the site serves as both an overflow parking area for residents, guests, and employees; provides parking for Hidden Valley Park, and also serves as a traffic calming measure to keep vehicles from traveling too fast along these local streets. The amount of on-street parking occurring at any point during the day varies by time and location with the most on-street parking occurring during the middle of the day along the Calle de los Amigos frontage.

In September 2006, Associated Transportation Engineers (ATE) conducted parking surveys at Valle Verde to determine peak hour demand for the campus. Peak parking demand was observed at 4:00 PM, during which time 67 percent of the assigned parking spaces were occupied, and 62 percent of the undesignated spaces were occupied. Overall, 65 percent (207 spaces) of the total parking supply on campus was occupied at this time. In addition, the parking surveys found that 60 project-related cars were parked along the adjacent streets throughout the day. During informal field observations conducted in December 2009 about the same number of vehicles were observed parked on-street along Calle de los Amigos. No vehicles were observed parking along Torino Drive adjacent to the site.

Future development of the 40 residential units and upgraded common areas will require compliance with the City's Zoning Ordinance requirements for parking of a senior facility, which is one space per senior unit and 0.5 spaces per bed. Therefore, the parking requirement for the proposed project would be 42 spaces (40 spaces for the senior residential units plus 2 spaces for the four proposed Assisted Living facility beds). The Zoning Ordinance parking requirement for the existing development and the proposed project is 301 spaces.

As proposed, the Project will add 37 assigned garage spaces and 46 additional surface lot spaces, which would increase the total number of parking spaces to 414. In addition to increasing the amount of off-street parking at the site, some of the additional parking spaces developed as part of the Project will provide employee parking located throughout the site in more convenient locations than currently exist. This will reduce the desire of some employees to park on-street because no convenient off-street parking is provided near where they work at Valle Verde.

However, the use of on-street parking along the site frontages reduces the perceived lane width by providing friction against freeflow travel along the street. Several comments presented during the EIR Scoping public hearing for the Project held in June 2009 indicated that drivers were slowed by vehicles moving into and out of the on-street parking spaces. Without the parking vehicle speeds would increase, which would increase the severity of possible collisions.

The parking demand analysis performed by ATE concluded that the parking demand for the proposed Project would be 40 spaces for additional residents. In addition, 75 on-site spaces should be provided for employees and visitors (10 project-related visitor spaces, 5 additional spaces for project-related employees, and 60 spaces for the existing employees currently parking on the street) for a total of 115 on-site spaces.

The proposed off-street parking will address the parking demand for the Project, as well as, reduce the number of employee cars parked on-street. Therefore, project-related impacts related to Valle Verde's parking supply and demand are ***less than significant.***

One issue that should be addressed as the Project is developed is to make sure that adequate space is left between the edges of the site driveways along Calle de los Amigos and Torino Drive and the fronts and rears of nearby parked cars. A minimum five-foot separation should be provided between the edge of the driveway and the first adjacent parked car. This gap will allow for better visibility for vehicles exiting the site driveways to see possible oncoming traffic. Therefore, it is ***recommended that the curbs adjacent to the Valle Verde driveways on Calle de los Amigos and Torino Drive should be painted red to prohibit parking within five feet of the driveways***.

Transit Access Analysis

The Santa Barbara Metropolitan Transportation District (MTD) currently operates one transit route in the area of the Valle Verde site. MTD Route 5 travels along Calle de los Amigos with a transit stop located on both sides of the road adjacent to the site. Service is provided on weekdays, Saturdays and Sunday with headways of 60 minutes. The limited frequency of service and lack of alternative transit routes in the area reduce the viability of public transit as a primary method for Valle Verde residents, guests, and staff to access the site. It does though provide a transit alternative to using an automobile. Therefore, the improvements being proposed for Valle Verde may marginally increase the normal, everyday demand for transit services. Based on this analysis the Project's impact on transit access and operations will be ***less than significant***.

Bicycle Access Analysis

The site is generally well served by bicycle facilities in the area and has good connectivity to other areas in the City. However, given the nature of the development and very limited number of additional employees that may result from the project (i.e., a part-time bank teller), it is not likely that there will be any substantial increase in bicycle usage in the area as a result of the Project. Therefore, the Project's impact on bicycle access and/or circulation will be ***less than significant***.

Pedestrian Access Analysis

Pedestrian walkways, consistent with those contained throughout the campus, are proposed on the Rutherford parcel to provide internal access and circulation. Additional new, relocated or improved pedestrian pathways are proposed throughout the site as part of the development proposal and will meet Building Code for accessibility requirements.

Field observations of the area indicate that while there is some pedestrian activity, most of it is limited to recreational walking or access to the area transit stops. Based on the field observations, the existing and proposed system of sidewalks and paths should be more than adequate to accommodate pedestrian activity in the area. During the Project construction and after completion, the Project circulation would be maintained for disabled accessibility or equivalent facilitation in accordance with American Disabilities Act requirements. Therefore, the Project's impact on pedestrian access and circulation will be ***less than significant***.

CONSTRUCTION TRAFFIC IMPACT ANALYSIS

For the construction activities scheduled to occur at Valle Verde, there are two specific activities that are expected to have the greatest potential to impact traffic operations in the areas surrounding the project site: site preparation/demolition and construction.

The overall project construction process is estimated to last approximately 18 months. This would include grading for site preparation over approximately 3 months, and construction duration of estimated 18 months. Grading processes would involve 15 workers, and during the peak construction period the project would require up to 30 workers on site on occasion. Working hours during the construction process are proposed to be 7:00 a.m. – 5:00 p.m. weekdays excluding holidays. Staging, equipment, materials storage, and temporary construction worker parking would occur on-site or on a designated off-site location.

The project would generate construction-related traffic that would occur over the 18-month construction period and would vary depending on the stage of construction. Because of the varying schedule and work shift sizes, the number of construction-related vehicles cannot specifically be identified, but given the project scale and the limited workforce size the amount of construction-related traffic would be limited.

In an effort to reduce the amount of traffic disruption and delay created by construction activities, a traffic control plan must be developed for the project and be approved by City staff. The following is a list of conditions that must be met for the City to approve a project's traffic control plan:

- All construction equipment, material and activities must remain on-site and any street closures that would still be needed would be limited to a few days per event.
- The haul routes for all construction-related trucks, three tons or more, entering or exiting the site, shall be approved by the City Transportation Engineer. Construction-related truck trips for all trucks three tons or more 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.) to help reduce truck traffic and noise on adjacent streets and roadways. The route of construction-related traffic shall be established to minimize trips through surrounding residential neighborhoods.
- Construction parking and vehicle/equipment/materials storage shall be provided as follows:
  a. During construction, free parking spaces for construction workers shall be provided on-site or off-site in a location subject to the approval of the Transportation and Parking Manager.
  b. On-site or off-site storage shall be provided for construction materials, equipment, and vehicles. Storage of construction materials within the public right-of-way is prohibited.
- Deliveries of construction materials or supplies that would require a street closure must be approved by the Transportation Manager and shall not be stored in the public right of way for longer than a few days without the approval of the Transportation Manager.

With the limited number of peak construction-related trips expected to be generated by the Project and the short duration in which these trips are expected to occur, no significant construction-related traffic impacts would result. Therefore, the temporary construction traffic is considered to be an adverse but not significant impact.

CONGESTION MANAGEMENT PROGRAM ANALYSIS

The Congestion Management Program (CMP) was created statewide as a result of Proposition 111 and has been implemented locally by the Santa Barbara County Association of Governments (SBCAG). The CMP for Santa Barbara County requires that the traffic impact of individual development projects of potential regional significance be analyzed. A specific system of arterial roadways plus all freeways comprise the CMP system. This section describes the analysis of project-related impacts on the CMP system. The impact assessment guidelines for CMP facilities are provided in Appendix D.

The CMP requires a detail analysis of proposed development projects if a project is estimated to generate more than 500 average daily trips or more than 50 peak hour trips. Projects generating less than these thresholds are considered to be consistent with the CMP. The trip generation estimates previously provided in Table 7 show that during the weekday AM and PM peak hours the project is expected to generate 8 and 12 vehicle trips, respectively, and 94 additional daily trip ends. None of these values surpass the CMP thresholds of 50 peak hour trips or 500 daily trips. Based on this information, no further CMP analysis is required.

EMERGENCY EVACUATION ANALYSIS

A qualitative analysis was conducted to evaluate how the Valle Verde project could affect overall traffic operations in the project area under emergency evacuation conditions. The expected operating conditions for the site and the surrounding area are described below.

The proposed project would increase the overall number of people at the Valle Verde site as there would be perhaps 80 additional on-site residents if each of the proposed residential units had two occupants, and there could also be a very limited number of additional employees during parts of the day. However, the net additional 34 units at the site represents approximately only a 3.9 percent increase in the total number of residential units in the area and the number of people that may be forced to leave the area surrounding the project site during an emergency.

State law requires elderly care facilities to conduct regular fire drills and Valle Verde has an emergency evacuation plan which includes drills that are performed at least twice a year to practice implementation of the plan. All residents are included in the evacuation plan, as will the proposed Project units. Additionally, Valle Verde has several small buses on site which would be used to evacuate residents.

The current evacuation plan for Valle Verde is as follows:

- Under an evacuation "warning", Residential Living residents evacuate to local family and friends via private car, and area families are encouraged to take custody of Assisted Living and Skilled Nursing residents.
- The rest of the campus shelters in place until instructed to evacuate by emergency authorities at the City's Emergency Operations Center (EOC). At such time, Residential Living residents evacuate to the nearest identified Red Cross evacuation site via private auto. They are encouraged if possible to carpool with other Valle Verde residents (the Valle Verde staff assists in carpool arrangements).
- Assisted Living residents are transported in Valle Verde buses along with their care staff to safest facility with a mutual aid agreement.
- Skilled Nursing residents are transported next via Valle Verde vehicles and E-Z Lift vehicles with their care staff to a site identified by the Valle Verde administration and EOC.
- Valle Verde facility staff evacuate with residents, but a team of administrators and maintenance staff remain until the campus is certified as evacuated and locked down.

If an emergency evacuation were deemed necessary, Calle de los Amigos and Torino Drive would be the primary exit to which Valle Verde residents and visitors would be directed. From those two roads, people can either go north to Modoc Road or south to Cliff Drive. The direction of any evacuation would be based on the location of the hazard, but in nearly all instances there will be more than one egress route available to residents, staff, and guests. Because Valle Verde staff and residents are directed out of the site in shifts and some would be transported by bus or other multi-occupant vehicles, the surrounding street system would experience less impact than if all of the site population would be driving individual vehicles.

Las Positas Road is a state highway with very few intersections or driveways that would impede the evacuation of the project and other area traffic. Modoc Road also has few intersections and driveways in the study area and is single loaded along much of its length between Las Positas and Via Senda. If an evacuation condition were to occur, area roadways may experience limited periods of congestion as these roadways are not designed to move the population of entire neighborhoods at

a single time. However, over a longer period the area roadways are adequate to serve the evacuation needs of the Hidden Valley neighborhood. Based on the relatively low number of cars that could be generated by the Project it is expected that the area roadways can accommodate the limited additional project-related traffic.

Due to the small increase in the number of residential units in the Hidden Valley neighborhood that would occur as a result of the Project and the low potential for evacuation conditions to occur, this impact is considered to be ***less than significant***.

APPENDIX A

TRAFFIC COUNT DATA SHEETS

City Traffic Counters, LLC.
174 W. Foothhill Blvd #263
Monrovia, CA 91016
626-256-4171

File Name : CalleModoc
Site Code : 00000000
Start Date : 1/13/2010
Page No : 1

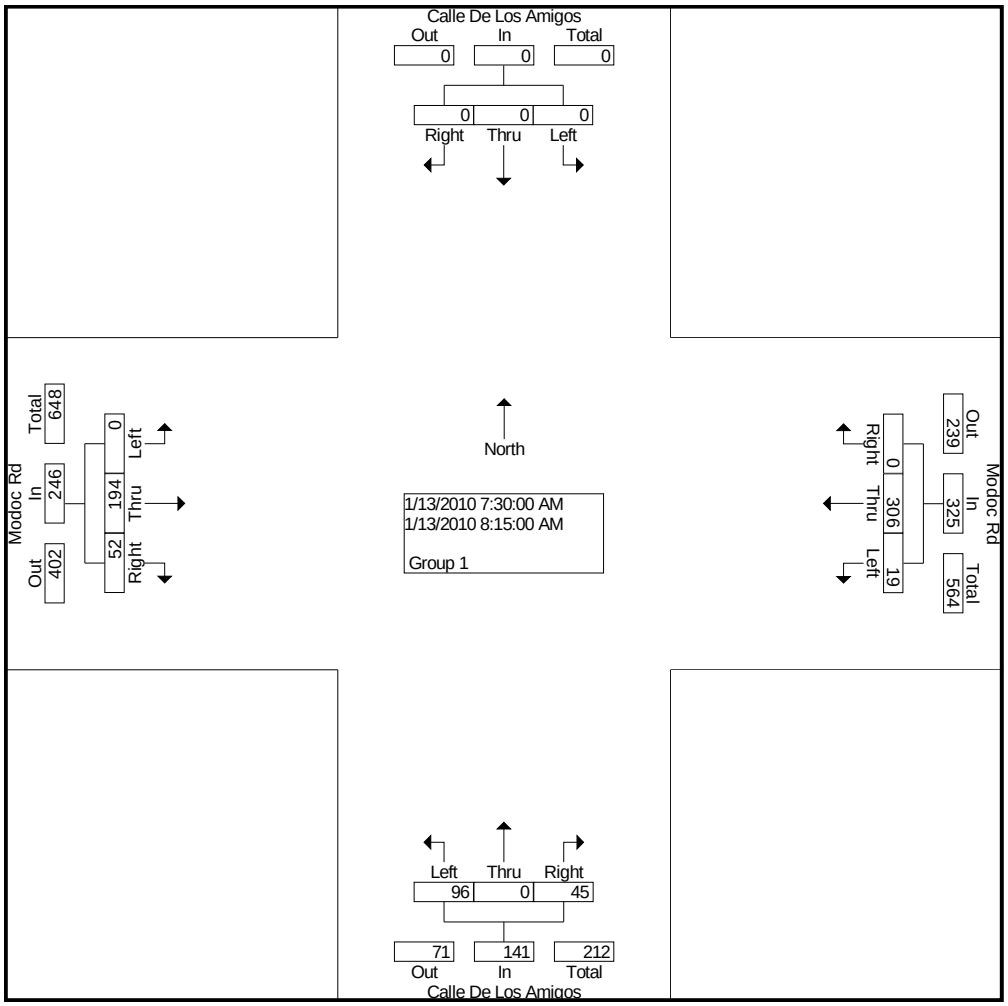
Groups Printed- Group 1

	Calle De Los Amigos Southbound			Modoc Rd Westbound			Calle De Los Amigos Northbound			Modoc Rd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	0	0	5	24	0	17	0	9	0	18	7	80
07:15 AM	0	0	0	5	39	0	13	0	9	0	28	5	99
07:30 AM	0	0	0	5	97	0	24	0	11	0	34	11	182
07:45 AM	0	0	0	5	98	0	31	0	14	0	68	11	227
Total	0	0	0	20	258	0	85	0	43	0	148	34	588
08:00 AM	0	0	0	6	67	0	24	0	12	0	54	11	174
08:15 AM	0	0	0	3	44	0	17	0	8	0	38	19	129
08:30 AM	0	0	0	8	34	0	22	0	11	0	32	11	118
08:45 AM	0	0	0	4	47	0	25	0	17	0	44	9	146
Total	0	0	0	21	192	0	88	0	48	0	168	50	567
04:00 PM	0	0	0	11	59	0	18	0	9	0	57	16	170
04:15 PM	0	0	0	18	86	0	23	0	6	0	55	11	199
04:30 PM	0	0	0	11	92	0	9	0	8	0	79	22	221
04:45 PM	0	0	0	13	57	0	25	0	12	0	60	25	192
Total	0	0	0	53	294	0	75	0	35	0	251	74	782
05:00 PM	0	0	0	9	68	0	18	0	9	0	105	32	241
05:15 PM	0	0	0	15	58	0	18	0	6	0	84	30	211
05:30 PM	0	0	0	9	81	0	17	0	10	0	75	21	213
05:45 PM	0	0	0	7	53	0	12	0	6	0	66	17	161
Total	0	0	0	40	260	0	65	0	31	0	330	100	826
Grand Total	0	0	0	134	1004	0	313	0	157	0	897	258	2763
Apprch %	0.0	0.0	0.0	11.8	88.2	0.0	66.6	0.0	33.4	0.0	77.7	22.3	
Total %	0.0	0.0	0.0	4.8	36.3	0.0	11.3	0.0	5.7	0.0	32.5	9.3	

City Traffic Counters, LLC.
174 W. Foothhill Blvd #263
Monrovia, CA 91016
626-256-4171

File Name : CalleModoc
Site Code : 00000000
Start Date : 1/13/2010
Page No : 2

	Calle De Los Amigos Southbound				Modoc Rd Westbound				Calle De Los Amigos Northbound				Modoc Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	0	0	0	0	19	306	0	325	96	0	45	141	0	194	52	246	712
Percent	0.0	0.0	0.0		5.8	94.2	0.0		68.1	0.0	31.9		0.0	78.9	21.1		
07:45 Volume	0	0	0	0	5	98	0	103	31	0	14	45	0	68	11	79	227
Peak Factor																	0.784
High Int.	6:45:00 AM				07:45 AM				07:45 AM				07:45 AM				
Volume	0	0	0	0	5	98	0	103	31	0	14	45	0	68	11	79	
Peak Factor								0.789				0.783				0.778	



City Traffic Counters, LLC.
174 W. Foothhill Blvd #263
Monrovia, CA 91016
626-256-4171

File Name : CalleModoc
Site Code : 00000000
Start Date : 1/13/2010
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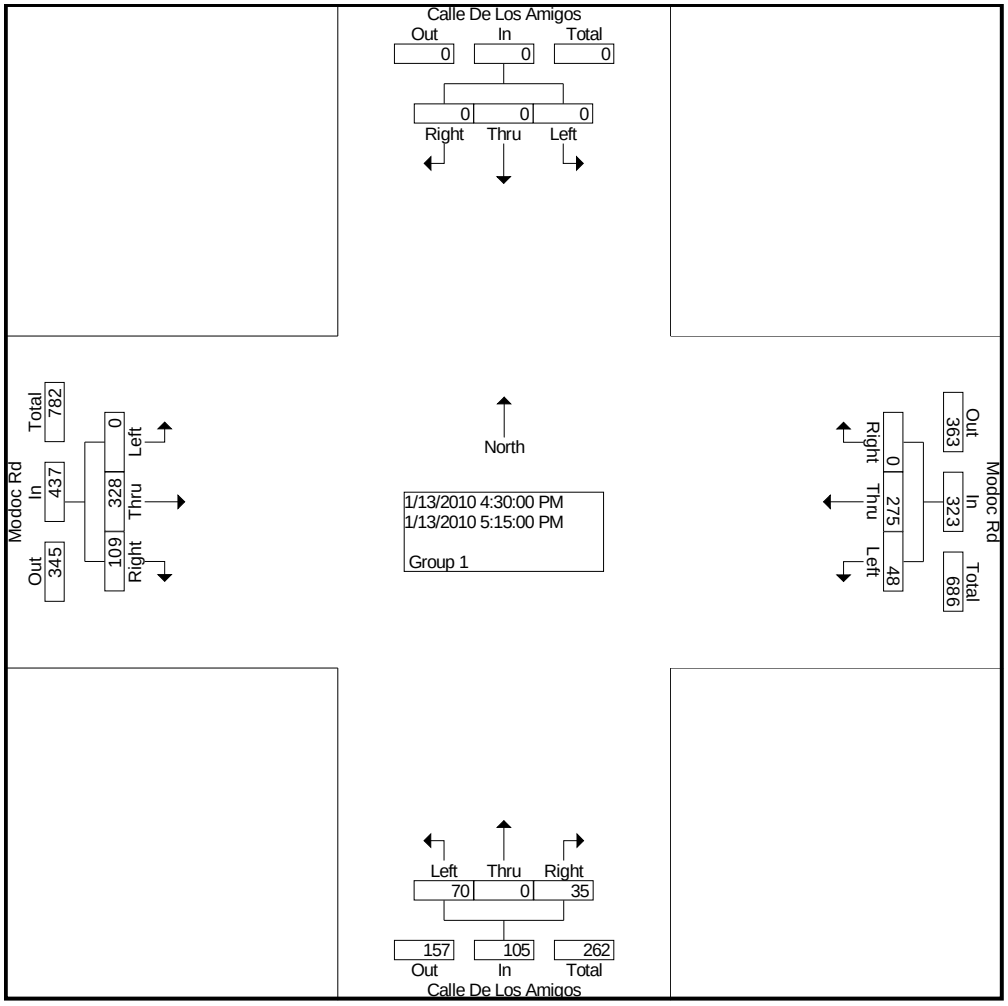
	Calle De Los Amigos Southbound				Modoc Rd Westbound				Calle De Los Amigos Northbound				Modoc Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	0	0	0	0	48	275	0	323	70	0	35	105	0	328	109	437	865
Percent	0.0	0.0	0.0		14.9	85.1	0.0		66.7	0.0	33.3		0.0	75.1	24.9		
05:00 Volume	0	0	0	0	9	68	0	77	18	0	9	27	0	105	32	137	241
Peak Factor																	0.897
High Int.					04:30 PM				04:45 PM				05:00 PM				
Volume	0	0	0	0	11	92	0	103	25	0	12	37	0	105	32	137	
Peak Factor								0.784				0.709				0.797	



City Traffic Counters, LLC.
174 W. Foothhill Blvd #263
Monrovia, CA 91016
626-256-4171

File Name : ViaModoc
Site Code : 00000000
Start Date : 1/13/2010
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Groups Printed- Group 1

	Via Senda Southbound			Modoc Rd Westbound			Via Senda Northbound			Modoc Rd Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	0	0	19	11	0	7	0	9	0	9	10	65
07:15 AM	0	0	0	27	35	0	4	0	18	0	14	11	109
07:30 AM	0	0	0	55	25	0	4	0	26	0	23	11	144
07:45 AM	0	0	0	51	53	0	6	0	42	0	41	31	224
Total	0	0	0	152	124	0	21	0	95	0	87	63	542
08:00 AM	0	0	0	63	27	0	10	0	36	0	33	19	188
08:15 AM	0	0	0	32	23	0	11	0	25	0	19	20	130
08:30 AM	0	0	0	29	28	0	10	0	33	0	23	24	147
08:45 AM	0	0	0	46	24	0	5	0	35	0	20	15	145
Total	0	0	0	170	102	0	36	0	129	0	95	78	610
04:00 PM	0	0	0	45	34	0	28	0	40	0	39	15	201
04:15 PM	0	0	0	40	40	0	18	0	50	0	46	24	218
04:30 PM	0	0	0	47	58	0	22	0	49	0	49	15	240
04:45 PM	0	0	0	55	36	0	26	0	48	0	35	20	220
Total	0	0	0	187	168	0	94	0	187	0	169	74	879
05:00 PM	0	0	0	27	33	0	25	0	63	0	51	10	209
05:15 PM	0	0	0	48	52	0	25	0	46	0	53	25	249
05:30 PM	0	0	0	41	44	0	23	0	42	0	47	22	219
05:45 PM	0	0	0	34	36	0	16	0	46	0	36	19	187
Total	0	0	0	150	165	0	89	0	197	0	187	76	864
Grand Total	0	0	0	659	559	0	240	0	608	0	538	291	2895
Apprch %	0.0	0.0	0.0	54.1	45.9	0.0	28.3	0.0	71.7	0.0	64.9	35.1	
Total %	0.0	0.0	0.0	22.8	19.3	0.0	8.3	0.0	21.0	0.0	18.6	10.1	

City Traffic Counters, LLC.
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File Name : ViaModoc
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Start Date : 1/13/2010
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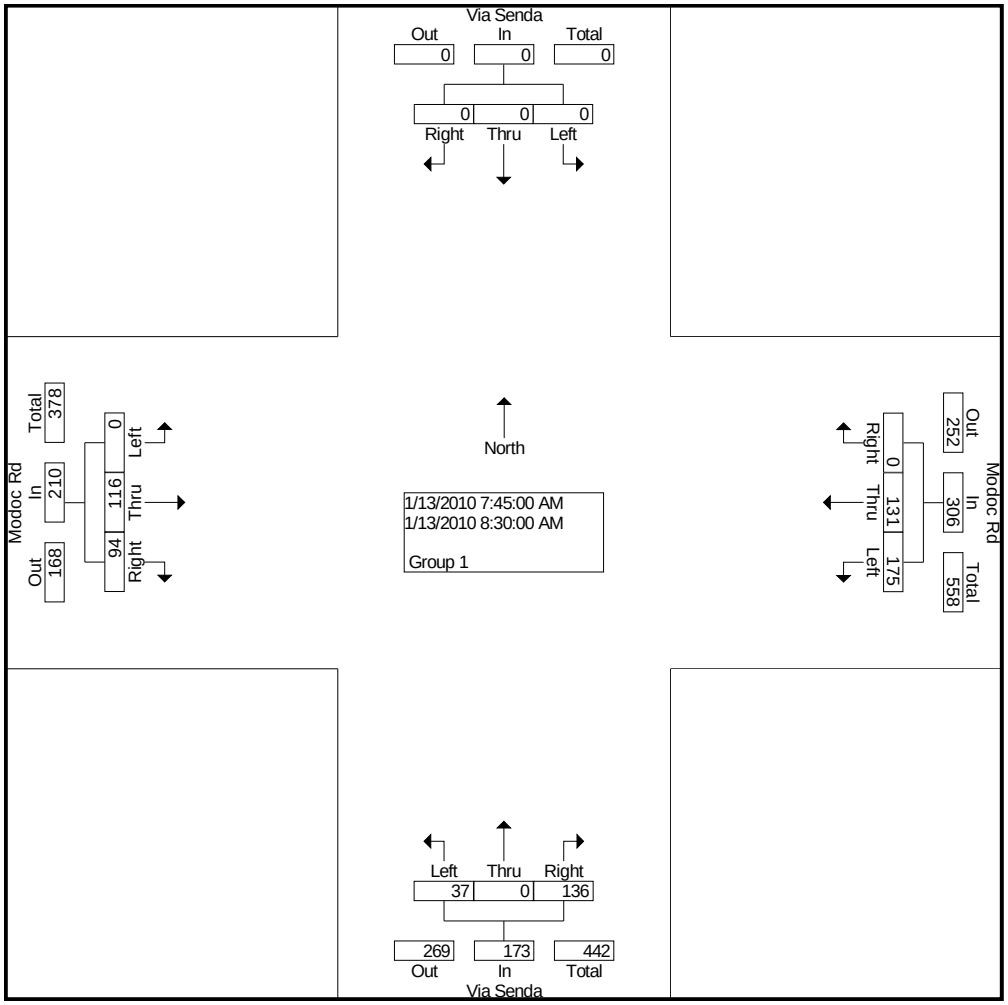
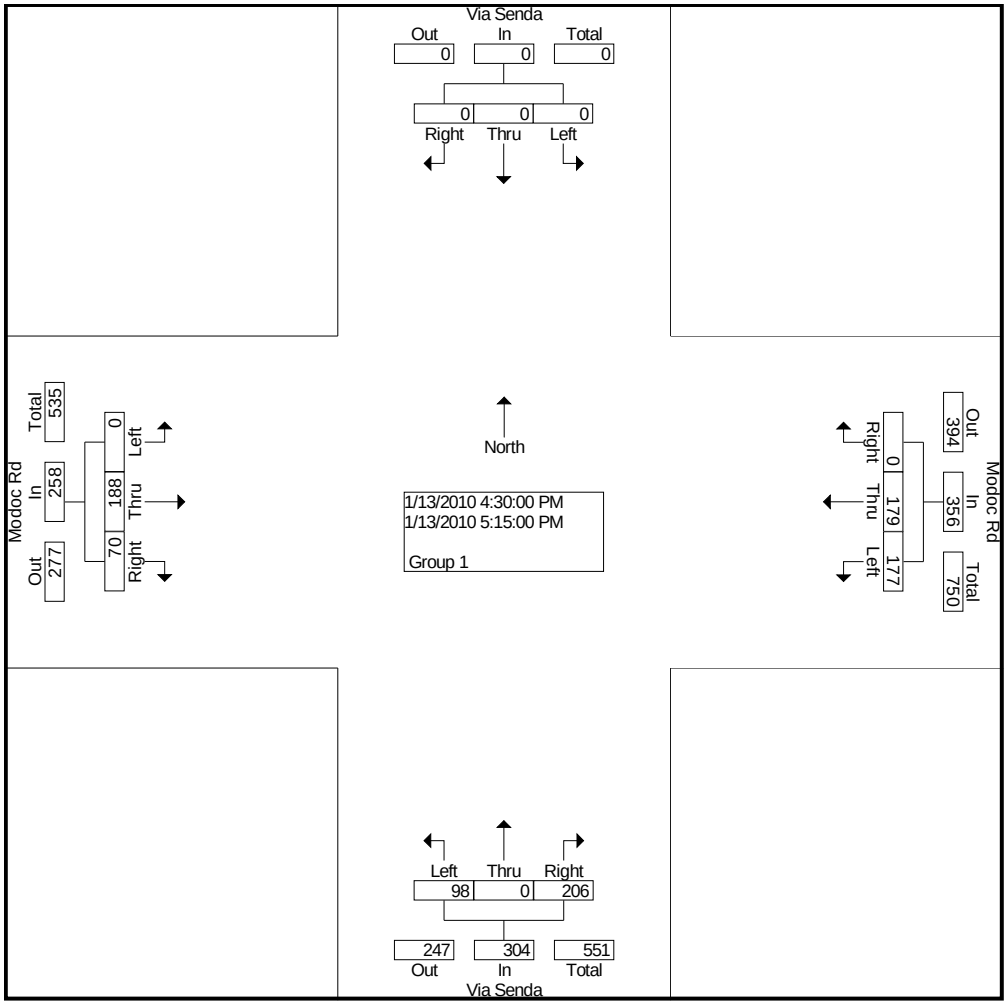
	Via Senda Southbound				Modoc Rd Westbound				Via Senda Northbound				Modoc Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	0	0	0	0	175	131	0	306	37	0	136	173	0	116	94	210	689
Percent	0.0	0.0	0.0		57.2	42.8	0.0		21.4	0.0	78.6		0.0	55.2	44.8		
07:45 Volume	0	0	0	0	51	53	0	104	6	0	42	48	0	41	31	72	224
Peak Factor																	0.769
High Int.	6:45:00 AM				07:45 AM				07:45 AM				07:45 AM				
Volume	0	0	0	0	51	53	0	104	6	0	42	48	0	41	31	72	
Peak Factor								0.736				0.901				0.729	



City Traffic Counters, LLC.
174 W. Foothhill Blvd #263
Monrovia, CA 91016
626-256-4171

File Name : ViaModoc
Site Code : 00000000
Start Date : 1/13/2010

	Via Senda Southbound				Modoc Rd Westbound				Via Senda Northbound				Modoc Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	0	0	0	0	177	179	0	356	98	0	206	304	0	188	70	258	918
Percent	0.0	0.0	0.0		49.7	50.3	0.0		32.2	0.0	67.8		0.0	72.9	27.1		
05:15 Volume	0	0	0	0	48	52	0	100	25	0	46	71	0	53	25	78	249
Peak Factor																	0.922
High Int.					04:30 PM				05:00 PM				05:15 PM				
Volume	0	0	0	0	47	58	0	105	25	0	63	88	0	53	25	78	
Peak Factor								0.848				0.864				0.827	



City Traffic Counters, LLC.
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Monrovia, CA 91016
626-256-4171

File Name : ViaPalmas
Site Code : 00000000
Start Date : 1/13/2010
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Groups Printed- 1 - Unshifted

	Via Senda Southbound			Las Palmas Dr Westbound			Via Senda Northbound			Las Palmas Dr Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	26	0	3	0	31	16	0	0	0	1	13	0	90
07:15 AM	29	0	9	0	46	20	0	0	0	1	43	0	148
07:30 AM	51	0	15	0	56	31	0	0	0	0	53	0	206
07:45 AM	66	0	16	0	128	32	0	0	0	15	92	0	349
Total	172	0	43	0	261	99	0	0	0	17	201	0	793
08:00 AM	74	0	9	0	82	43	0	0	0	4	82	0	294
08:15 AM	49	0	5	0	66	29	0	0	0	6	66	0	221
08:30 AM	48	0	4	0	61	42	0	0	0	1	43	0	199
08:45 AM	52	0	10	0	52	33	0	0	0	7	59	0	213
Total	223	0	28	0	261	147	0	0	0	18	250	0	927
04:00 PM	50	0	11	0	56	58	0	0	0	11	83	0	269
04:15 PM	58	0	8	0	57	59	0	0	0	9	53	0	244
04:30 PM	52	0	10	0	58	64	0	0	0	7	63	0	254
04:45 PM	69	0	6	0	65	67	0	0	0	7	63	0	277
Total	229	0	35	0	236	248	0	0	0	34	262	0	1044
05:00 PM	35	0	4	0	67	81	0	0	0	6	66	0	259
05:15 PM	66	0	9	0	65	65	0	0	0	6	80	0	291
05:30 PM	56	0	8	0	74	57	0	0	0	8	65	0	268
05:45 PM	48	0	5	0	54	61	0	0	0	2	47	0	217
Total	205	0	26	0	260	264	0	0	0	22	258	0	1035
Grand Total	829	0	132	0	1018	758	0	0	0	91	971	0	3799
Apprch %	86.3	0.0	13.7	0.0	57.3	42.7	0.0	0.0	0.0	8.6	91.4	0.0	
Total %	21.8	0.0	3.5	0.0	26.8	20.0	0.0	0.0	0.0	2.4	25.6	0.0	

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File Name : ViaPalmas
Site Code : 00000000
Start Date : 1/13/2010
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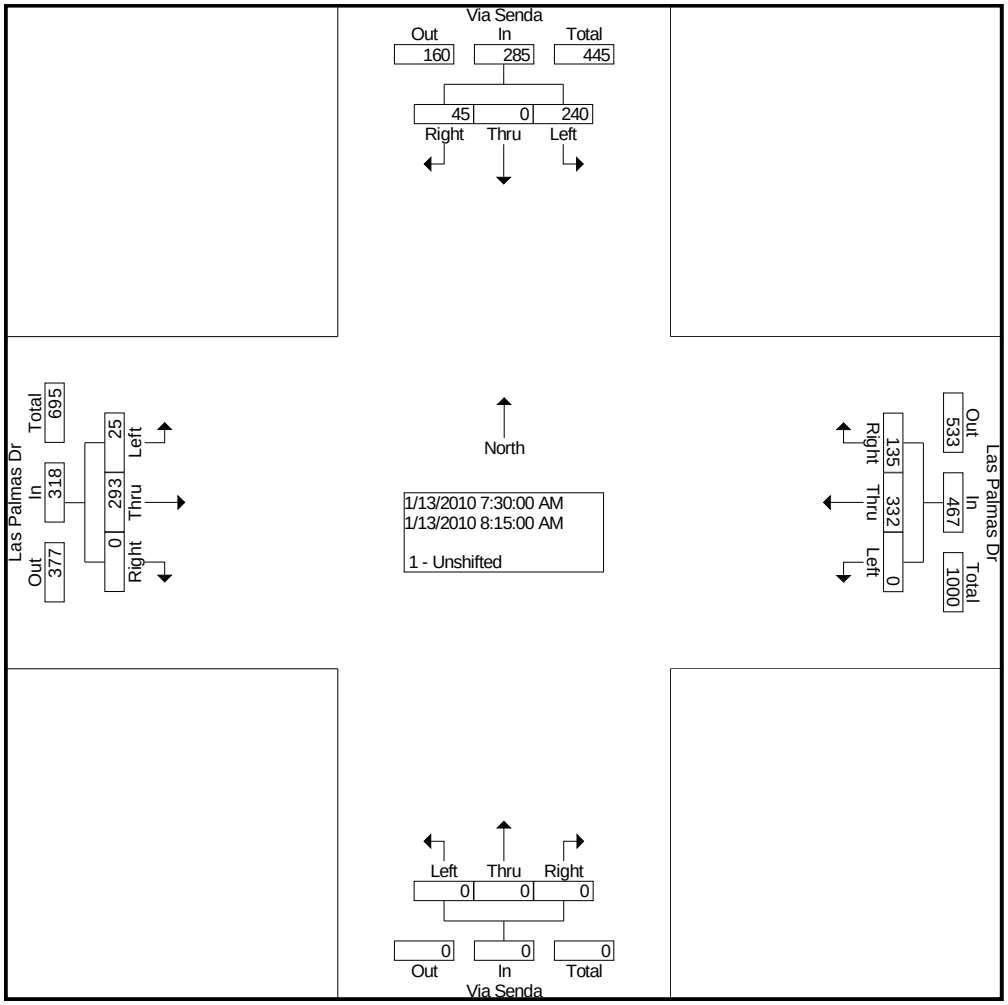
	Via Senda Southbound				Las Palmas Dr Westbound				Via Senda Northbound				Las Palmas Dr Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	240	0	45	285	0	332	135	467	0	0	0	0	25	293	0	318	1070
Percent	84.2	0.0	15.8		0.0	71.1	28.9		0.0	0.0	0.0		7.9	92.1	0.0		
07:45 Volume	66	0	16	82	0	128	32	160	0	0	0	0	15	92	0	107	349
Peak Factor																	0.766
High Int.	08:00 AM				07:45 AM				6:45:00 AM				07:45 AM				
Volume	74	0	9	83	0	128	32	160	0	0	0	0	15	92	0	107	
Peak Factor				0.858				0.730								0.743	



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626-256-4171

File Name : ViaPalmas
Site Code : 00000000
Start Date : 1/13/2010
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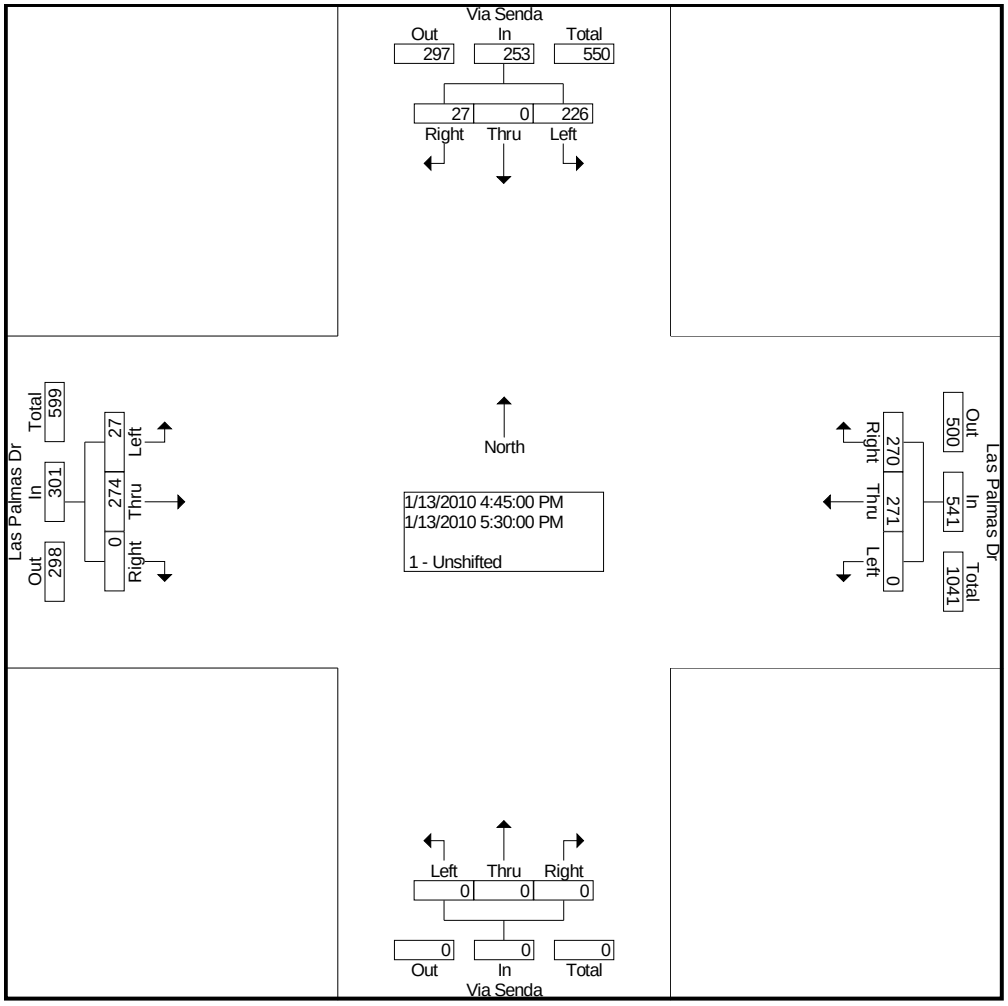
	Via Senda Southbound				Las Palmas Dr Westbound				Via Senda Northbound				Las Palmas Dr Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	226	0	27	253	0	271	270	541	0	0	0	0	27	274	0	301	1095
Percent	89.3	0.0	10.7		0.0	50.1	49.9		0.0	0.0	0.0		9.0	91.0	0.0		
05:15 Volume	66	0	9	75	0	65	65	130	0	0	0	0	6	80	0	86	291
Peak Factor																	0.941
High Int.	04:45 PM				05:00 PM								05:15 PM				
Volume	69	0	6	75	0	67	81	148	0	0	0	0	6	80	0	86	
Peak Factor				0.843				0.914								0.875	



Project Title: PLAN SANTA BARBARA
Intersection: #49: La Cumbre Road & US 101 SB Ramps
Description: EXISTING CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.324 *
	TH	1.00	385	1,600	0.241	N-S(2):	0.241
	LT	2.00	449	2,560	0.175 *	E-W(1):	0.145
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.181 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.505
Northbound	RT	1.00	239	1,600	0.149 *	Lost Time:	0.100
	TH	2.00	422	3,200	0.132	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	110	1,600	0.069	ICU:	0.605
	TH	0.02	5	35	0.145		
	LT	1.98	458	2,532	0.181 *	LOS:	B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.332 *
	TH	1.00	385	1,600	0.241	N-S(2):	0.241
	LT	2.00	599	2,560	0.234 *	E-W(1):	0.189
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.236 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.568
Northbound	RT	1.00	144	1,600	0.090	Lost Time:	0.100
	TH	2.00	314	3,200	0.098 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	1.00	75	1,600	0.047	ICU:	0.668
	TH	0.00	1	5	0.189		
	LT	2.00	604	2,556	0.236 *	LOS:	B

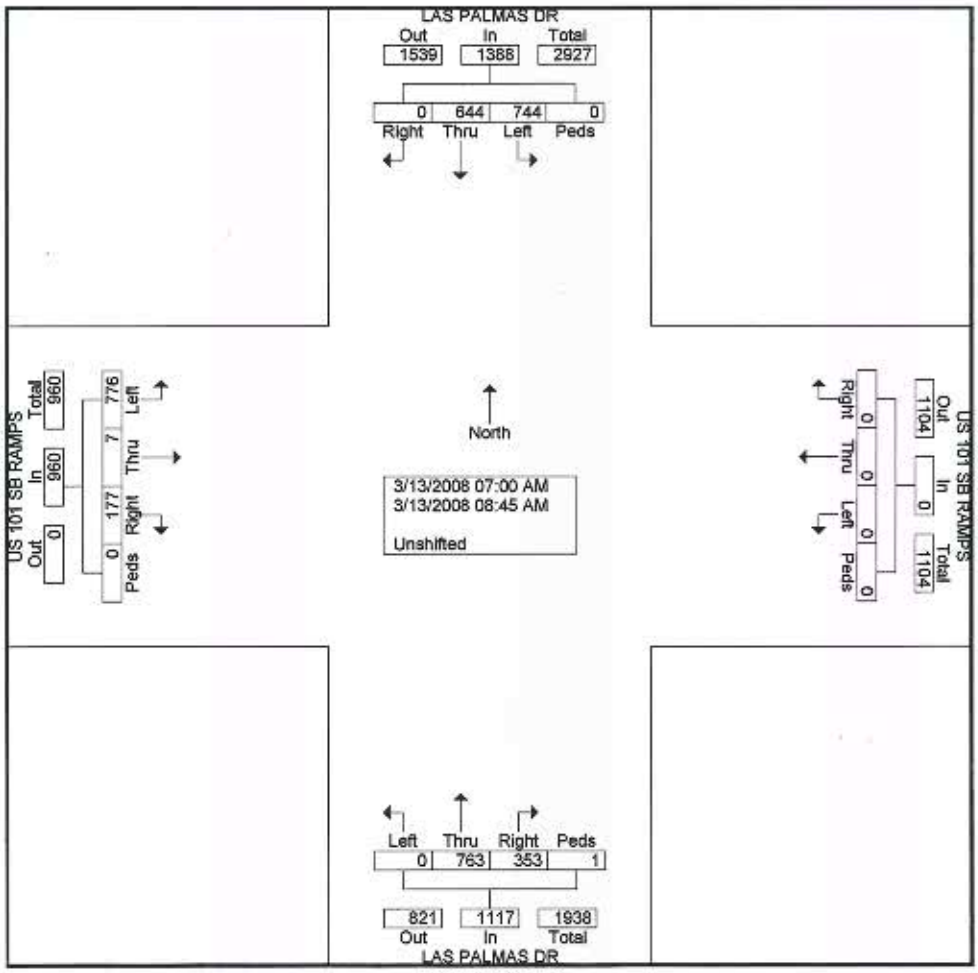
* - Denotes critical movement

DRAFT

File Name : #49 LASPALMAS&US101SBRAMPS_AM
Site Code : 00000000
Start Date : 3/13/2008
Page No : 1

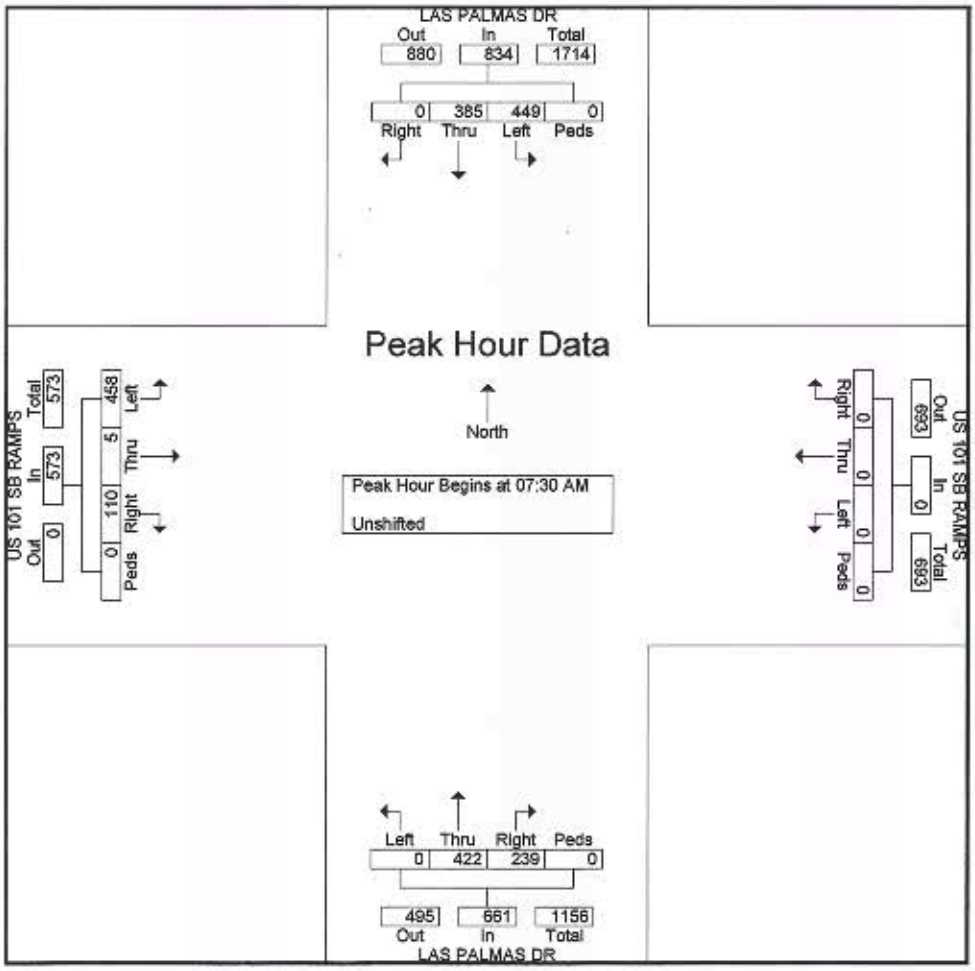
Groups Printed- Unshifted

	LAS PALMAS DR Southbound				US 101 SB RAMPS Westbound				LAS PALMAS DR Northbound				US 101 SB RAMPS Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00 AM	48	47	0	0	0	0	0	0	0	80	13	0	63	1	12	0	264
07:15 AM	64	67	0	0	0	0	0	0	0	77	22	1	65	0	20	0	316
07:30 AM	115	93	0	0	0	0	0	0	0	80	36	0	67	0	28	0	419
07:45 AM	120	95	0	0	0	0	0	0	0	160	80	0	146	1	21	0	623
Total	347	302	0	0	0	0	0	0	0	397	151	1	341	2	81	0	1622
08:00 AM	75	100	0	0	0	0	0	0	0	91	73	0	122	2	44	0	507
08:15 AM	139	97	0	0	0	0	0	0	0	91	50	0	123	2	17	0	519
08:30 AM	110	59	0	0	0	0	0	0	0	92	36	0	85	1	19	0	402
08:45 AM	73	86	0	0	0	0	0	0	0	92	43	0	105	0	16	0	415
Total	397	342	0	0	0	0	0	0	0	366	202	0	435	5	96	0	1843
Grand Total	744	644	0	0	0	0	0	0	0	763	353	1	776	7	177	0	3465
Apprch %	53.6	46.4	0	0	0	0	0	0	0	68.3	31.6	0.1	80.8	0.7	18.4	0	
Total %	21.5	18.6	0	0	0	0	0	0	0	22	10.2	0	22.4	0.2	5.1	0	



File Name : #49 LASPALMAS&US101SBRAMPS_AM
Site Code : 00000000
Start Date : 3/13/2008
Page No : 2

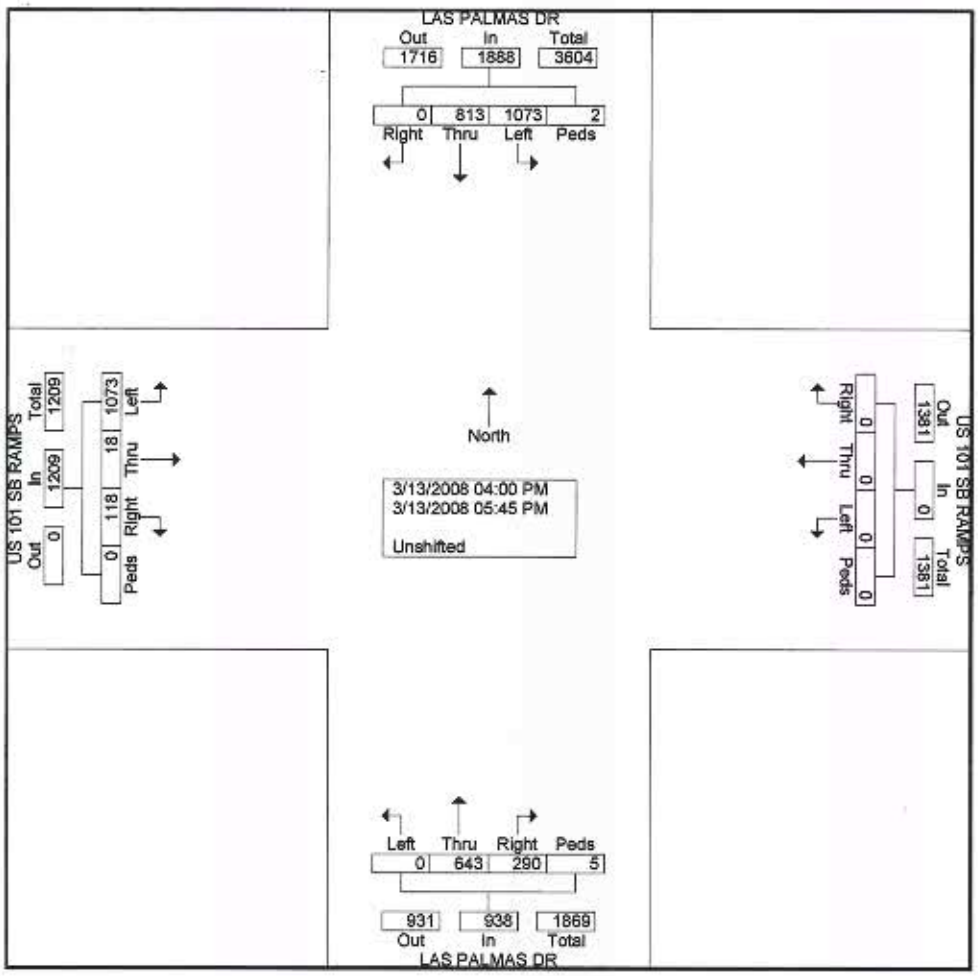
	LAS PALMAS DR Southbound					US 101 SB RAMPS Westbound					LAS PALMAS DR Northbound					US 101 SB RAMPS Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	115	93	0	0	208	0	0	0	0	0	0	80	36	0	116	67	0	28	0	95	419
07:45 AM	120	95	0	0	215	0	0	0	0	0	0	**160**	**80**	**0**	**240**	**146**	**1**	**21**	**0**	**168**	**623**
08:00 AM	75	**100**	0	0	175	0	0	0	0	0	0	91	73	0	164	122	**2**	**44**	**0**	**168**	**507**
08:15 AM	**139**	**97**	**0**	**0**	**236**																
Total Volume	449	385	0	0	834	0	0	0	0	0	0	422	239	0	661	458	5	110	0	573	2068
% App. Total	53.8	46.2	0	0		0	0	0	0		0	63.8	36.2	0		79.9	0.9	19.2	0		
PHF	.808	.963	.000	.000	.883	.000	.000	.000	.000	.000	.000	.659	.747	.000	.689	.784	.625	.625	.000	.853	.830



File Name : #49 LASPALMAS&US101SBRAMPS_PM
Site Code : 00000000
Start Date : 3/13/2008
Page No : 1

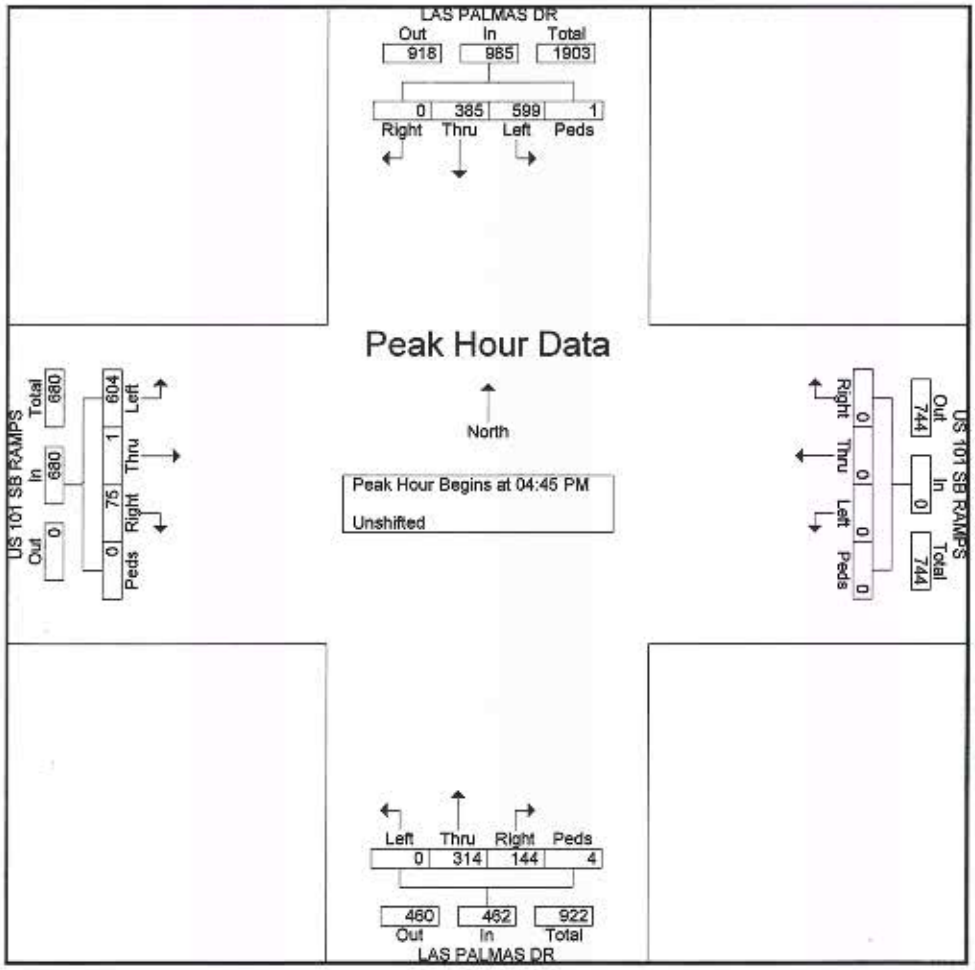
Groups Printed- Unshifted

	LAS PALMAS DR Southbound				US 101 SB RAMPS Westbound				LAS PALMAS DR Northbound				US 101 SB RAMPS Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
04:00 PM	118	98	0	0	0	0	0	0	0	97	56	0	108	16	8	0	501
04:15 PM	131	125	0	0	0	0	0	0	0	81	36	0	119	0	12	0	504
04:30 PM	120	101	0	1	0	0	0	0	0	76	31	0	115	1	8	0	453
04:45 PM	163	100	0	0	0	0	0	0	0	72	29	3	158	0	14	0	539
Total	532	424	0	1	0	0	0	0	0	326	152	3	500	17	42	0	1997
05:00 PM	158	118	0	0	0	0	0	0	0	73	41	0	162	0	14	0	566
05:15 PM	147	93	0	0	0	0	0	0	0	88	36	0	152	1	25	0	542
05:30 PM	131	74	0	1	0	0	0	0	0	81	38	1	132	0	22	0	480
05:45 PM	105	104	0	0	0	0	0	0	0	75	23	1	127	0	15	0	450
Total	541	389	0	1	0	0	0	0	0	317	138	2	573	1	76	0	2038
Grand Total	1073	813	0	2	0	0	0	0	0	643	290	5	1073	18	118	0	4035
Apprch %	56.8	43.1	0	0.1	0	0	0	0	0	68.6	30.9	0.5	88.8	1.5	9.8	0	
Total %	26.6	20.1	0	0	0	0	0	0	0	15.9	7.2	0.1	26.6	0.4	2.9	0	



File Name : #49 LASPALMAS&US101SBRAMPS_PM
Site Code : 00000000
Start Date : 3/13/2008
Page No : 2

	LAS PALMAS DR Southbound					US 101 SB RAMPS Westbound					LAS PALMAS DR Northbound					US 101 SB RAMPS Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	163	100	0	0	263	0	0	0	0	0	0	72	29	3	104	158	0	14	0	172	539
05:00 PM	158	118			276								41	0	114	162	0	14	0	176	566
05:15 PM	147	93	0	0	240	0	0	0	0	0	0	88	36	0	124	152	1	25	0	178	542
05:30 PM	131	74	0	1	206	0	0	0	0	0	0	81	38	1	120	132	0	22	0	154	480
Total Volume																					
% App. Total	60.8	39.1	0	0.1		0	0	0	0		0	68	31.2	0.9		88.8	0.1	11	0		
PHF	.919	.816	.000	.250	.892	.000	.000	.000	.000	.000	.000	.892	.878	.333	.931	.932	.250	.750	.000	.955	.939



File Name : #49 LASPALMAS&US101SBRAMPS_AM
Site Code : 00000000
Start Date : 3/13/2008
Page No : 3
NB

File Name : #49 LASPALMAS&US101SBRAMPS_AM
Site Code : 00000000
Start Date : 3/13/2008
Page No : 4

SB

File Name : #49 LASPALMAS&US101SBRAMPS_AM
Site Code : 00000000
Start Date : 3/13/2008
Page No : 5

WB

File Name : #49 LASPALMAS&US101SBRAMPS_AM
Site Code : 00000000
Start Date : 3/13/2008
Page No : 6

APPENDIX B

LEVEL OF SERVICE WORKSHEETS

EXISTING CONDITIONS
LOS WORKSHEETS

WEEKDAY AM PEAK HOUR

Valle Verde Home Project
Existing
AM Peak Hour

Scenario Report

Scenario:	Existing AM
Command:	Existing AM
Volume:	Existing AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	none
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing AM

Valle Verde Home Project
Existing
AM Peak Hour

Turning Movement Report
none

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#6 Calle de los Amigos at Modoc Rd													
Base	96	0	45	0	0	0	0	194	52	19	306	0	712
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	96	0	45	0	0	0	0	194	52	19	306	0	712
#7 Via Senda at Modoc Rd													
Base	37	0	136	0	0	0	0	116	94	175	131	0	689
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	37	0	136	0	0	0	0	116	94	175	131	0	689
#8 Via Senda at Las Palmas Dr													
Base	0	0	0	237	0	34	26	283	0	0	337	146	1063
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	237	0	34	26	283	0	0	337	146	1063
#9 Las Palmas/S La Cumbre Rd at US-101 SB Ramps													
Base	0	422	239	449	385	0	458	5	110	0	0	0	2068
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	422	239	449	385	0	458	5	110	0	0	0	2068

Valle Verde Home Project
Existing
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 6 Calle de los Amigos at Modoc R	B	12.8	0.000	B	12.8	0.000	+ 0.000 D/V
# 7 Via Senda at Modoc Rd	A	9.6	0.405	A	9.6	0.405	+ 0.000 V/C
# 8 Via Senda at Las Palmas Dr	B	12.9	0.540	B	12.9	0.540	+ 0.000 V/C
# 9 Las Palmas/S La Cumbre Rd at	B	xxxxx	0.606	B	xxxxx	0.606	+ 0.000 V/C

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Valle Verde Home Project
Existing
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 Calle de los Amigos at Modoc Rd

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: B[12.8]

Street Name:	Calle de los Amigos						Modoc Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	96	0	45	0	0	0	0	194	52	19	306	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	0	45	0	0	0	0	194	52	19	306	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	0	45	0	0	0	0	194	52	19	306	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	96	0	45	0	0	0	0	194	52	19	306	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	564	xxxx	220	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	246	xxxx	xxxxx
Potent Cap.:	490	xxxx	825	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1332	xxxx	xxxxx
Move Cap.:	485	xxxx	825	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1332	xxxx	xxxxx
Volume/Cap:	0.20	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.7	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	14.2	xxxx	9.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	B	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	12.8			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

Note: Queue reported is the number of cars per lane.

Valle Verde Home Project
Existing
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #7 Via Senda at Modoc Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.405
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.6
Optimal Cycle: 0 Level Of Service: A

Street Name:	Via Senda						Modoc Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	37	0	136	0	0	0	0	116	94	175	131	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	0	136	0	0	0	0	116	94	175	131	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	0	136	0	0	0	0	116	94	175	131	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	0	136	0	0	0	0	116	94	175	131	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	0	136	0	0	0	0	116	94	175	131	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.00	0.79	0.00	0.00	0.00	0.00	0.55	0.45	0.57	0.43	0.00
Final Sat.:	156	0	574	0	0	0	0	437	354	432	324	0
Capacity Analysis Module:												
Vol/Sat:	0.24	xxxx	0.24	xxxx	xxxx	xxxx	xxxx	0.27	0.27	0.40	0.40	xxxx
Crit Moves:	****							****		****		
Delay/Veh:	8.8	0.0	8.8	0.0	0.0	0.0	0.0	8.9	8.9	10.6	10.6	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	0.0	8.8	0.0	0.0	0.0	0.0	8.9	8.9	10.6	10.6	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	B	B	*
ApproachDel:	8.8			xxxxxx				8.9		10.6		
Delay Adj:	1.00			xxxxx				1.00		1.00		
ApprAdjDel:	8.8			xxxxxx				8.9		10.6		
LOS by Appr:	A			*				A		B		
AllWayAvgQ:	0.3	0.3	0.3	0.0	0.0	0.0	0.3	0.3	0.3	0.6	0.6	0.6

Note: Queue reported is the number of cars per lane.

Valle Verde Home Project
Existing
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #8 Via Senda at Las Palmas Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.540
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.9
Optimal Cycle: 0 Level Of Service: B

Street Name:	Via Senda						Las Palmas Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	237	0	34	26	283	0	0	337	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	237	0	34	26	283	0	0	337	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	237	0	34	26	283	0	0	337	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	237	0	34	26	283	0	0	337	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	237	0	34	26	283	0	0	337	146
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.87	0.00	0.13	0.08	0.92	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	521	0	75	55	594	0	0	624	710
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.46	xxxx	0.46	0.48	0.48	xxxx	xxxx	0.54	0.21
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	13.0	0.0	13.0	12.9	12.9	0.0	0.0	14.5	8.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.0	0.0	13.0	12.9	12.9	0.0	0.0	14.5	8.9
LOS by Move:	*	*	*	B	*	B	B	B	*	*	B	A
ApproachDel:	xxxxxx			13.0			12.9			12.8		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			13.0			12.9			12.8		
LOS by Appr:	*			B			B			B		
AllWayAvgQ:	0.0	0.0	0.0	0.7	0.7	0.7	0.8	0.8	0.8	0.0	1.1	0.2

Note: Queue reported is the number of cars per lane.

Valle Verde Home Project
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #9 Las Palmas/S La Cumbre Rd at US-101 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.606
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	2 0	1 0	0	1 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	422	239	449	385	0	458	5	110	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	422	239	449	385	0	458	5	110	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	422	239	449	385	0	458	5	110	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	422	239	449	385	0	458	5	110	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	422	239	449	385	0	458	5	110	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	1.00	0.00	1.98	0.02	1.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	2560	1600	0	2532	35	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.15	0.18	0.24	0.00	0.18	0.14	0.07	0.00	0.00	0.00
Crit Moves:			****	****			****					

Valle Verde Home Project
Existing
AM Peak Hour

Scenario Report

Scenario:	Existing AM
Command:	Existing AM
Volume:	Existing AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	none
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing AM

Valle Verde Home Project
Existing
AM Peak Hour

Turning Movement Report
none

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#6 Calle de los Amigos at Modoc Rd													
Base	96	0	45	0	0	0	0	194	52	19	306	0	712
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	96	0	45	0	0	0	0	194	52	19	306	0	712
#7 Via Senda at Modoc Rd													
Base	37	0	136	0	0	0	0	116	94	175	131	0	689
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	37	0	136	0	0	0	0	116	94	175	131	0	689
#8 Via Senda at Las Palmas Dr													
Base	0	0	0	237	0	34	26	283	0	0	337	146	1063
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	237	0	34	26	283	0	0	337	146	1063
#9 Las Palmas/S La Cumbre Rd at US-101 SB Ramps													
Base	0	422	239	449	385	0	458	5	110	0	0	0	2068
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	422	239	449	385	0	458	5	110	0	0	0	2068

Valle Verde Home Project
Existing
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 6 Calle de los Amigos at Modoc R	B	12.8	0.000	B	12.8	0.000	+ 0.000 D/V
# 7 Via Senda at Modoc Rd	A	9.6	0.405	A	9.6	0.405	+ 0.000 V/C
# 8 Via Senda at Las Palmas Dr	B	12.9	0.540	B	12.9	0.540	+ 0.000 V/C
# 9 Las Palmas/S La Cumbre Rd at	C	26.1	0.534	C	26.1	0.534	+ 0.000 D/V

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Valle Verde Home Project
Existing
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 Calle de los Amigos at Modoc Rd

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: B[12.8]

Street Name:	Calle de los Amigos									Modoc Rd								
Approach:	North Bound					South Bound					East Bound					West Bound		
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0
Volume Module:																				
Base Vol:	96		0		45	0		0		0	0		194		52	19		306		0
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	96		0		45	0		0		0	0		194		52	19		306		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	96		0		45	0		0		0	0		194		52	19		306		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	96		0		45	0		0		0	0		194		52	19		306		0
Critical Gap Module:																				
Critical Gp:	6.4	xxxx			6.2	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx			
FollowUpTim:	3.5	xxxx			3.3	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx			
Capacity Module:																				
Cnflict Vol:	564	xxxx			220	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx			246	xxxx	xxxxx			
Potent Cap.:	490	xxxx			825	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx			1332	xxxx	xxxxx			
Move Cap.:	485	xxxx			825	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx			1332	xxxx	xxxxx			
Volume/Cap:	0.20	xxxx			0.05	xxxx	xxxx	xxxx		xxxx	xxxx	xxxx			0.01	xxxx	xxxx			
Level Of Service Module:																				
2Way95thQ:	0.7	xxxx			0.2	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx			0.0	xxxx	xxxxx			
Control Del:	14.2	xxxx			9.6	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			7.7	xxxx	xxxxx			
LOS by Move:	B	*			A	*	*	*		*	*	*			A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx			xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx			xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx			xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			
Shared LOS:	*	*			*	*	*	*		*	*	*			*	*	*			
ApproachDel:			12.8					xxxxxx					xxxxxx					xxxxxx		
ApproachLOS:			B					*					*					*		

Note: Queue reported is the number of cars per lane.

Valle Verde Home Project
Existing
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #7 Via Senda at Modoc Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.405
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.6
Optimal Cycle: 0 Level Of Service: A

Street Name:	Via Senda						Modoc Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	37	0	136	0	0	0	0	116	94	175	131	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	0	136	0	0	0	0	116	94	175	131	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	0	136	0	0	0	0	116	94	175	131	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	0	136	0	0	0	0	116	94	175	131	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	0	136	0	0	0	0	116	94	175	131	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.00	0.79	0.00	0.00	0.00	0.00	0.55	0.45	0.57	0.43	0.00
Final Sat.:	156	0	574	0	0	0	0	437	354	432	324	0
Capacity Analysis Module:												
Vol/Sat:	0.24	xxxx	0.24	xxxx	xxxx	xxxx	xxxx	0.27	0.27	0.40	0.40	xxxx
Crit Moves:	****							****		****		
Delay/Veh:	8.8	0.0	8.8	0.0	0.0	0.0	0.0	8.9	8.9	10.6	10.6	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	0.0	8.8	0.0	0.0	0.0	0.0	8.9	8.9	10.6	10.6	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	B	B	*
ApproachDel:	8.8			xxxxxx				8.9		10.6		
Delay Adj:	1.00			xxxxx				1.00		1.00		
ApprAdjDel:	8.8			xxxxxx				8.9		10.6		
LOS by Appr:	A			*				A		B		
AllWayAvgQ:	0.3	0.3	0.3	0.0	0.0	0.0	0.3	0.3	0.3	0.6	0.6	0.6

Note: Queue reported is the number of cars per lane.

Valle Verde Home Project
Existing
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #8 Via Senda at Las Palmas Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.540
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.9
Optimal Cycle: 0 Level Of Service: B

Street Name:	Via Senda						Las Palmas Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	237	0	34	26	283	0	0	337	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	237	0	34	26	283	0	0	337	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	237	0	34	26	283	0	0	337	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	237	0	34	26	283	0	0	337	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	237	0	34	26	283	0	0	337	146
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.87	0.00	0.13	0.08	0.92	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	521	0	75	55	594	0	0	624	710
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.46	xxxx	0.46	0.48	0.48	xxxx	xxxx	0.54	0.21
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	13.0	0.0	13.0	12.9	12.9	0.0	0.0	14.5	8.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.0	0.0	13.0	12.9	12.9	0.0	0.0	14.5	8.9
LOS by Move:	*	*	*	B	*	B	B	B	*	*	B	A
ApproachDel:	xxxxxx			13.0			12.9			12.8		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			13.0			12.9			12.8		
LOS by Appr:	*			B			B			B		
AllWayAvgQ:	0.0	0.0	0.0	0.7	0.7	0.7	0.8	0.8	0.8	0.0	1.1	0.2

Note: Queue reported is the number of cars per lane.

Valle Verde Home Project
Existing
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Las Palmas/S La Cumbre Rd at US-101 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.534
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.1
Optimal Cycle:	39	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	2 0	1 0	0	1 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	422	239	449	385	0	458	5	110	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	422	239	449	385	0	458	5	110	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	422	239	449	385	0	458	5	110	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	422	239	449	385	0	458	5	110	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	422	239	449	385	0	458	5	110	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.74	1.00	1.00	0.70	0.88	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	1.00	0.00	1.98	0.02	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	2801	1900	0	2652	29	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.15	0.16	0.20	0.00	0.17	0.17	0.07	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green/Cycle:	0.00	0.28	0.28	0.30	0.58	0.00	0.32	0.32	0.32	0.00	0.00	0.00
Volume/Cap:	0.00	0.42	0.53	0.53	0.35	0.00	0.53	0.53	0.21	0.00	0.00	0.00
Delay/Veh:	0.0	29.9	31.9	29.9	11.4	0.0	28.3	28.3	24.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	29.9	31.9	29.9	11.4	0.0	28.3	28.3	24.8	0.0	0.0	0.0
LOS by Move:	A	C	C	C	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	6	7	6	6	0	6	8	2	0	0	0

Note: Queue reported is the number of cars per lane.

EXISTING CONDITIONS
LOS WORKSHEETS

WEEKDAY PM PEAK HOUR

Valle Verde Home Project
Existing
PM Peak Hour

Scenario Report

Scenario:	Existing PM
Command:	Existing PM
Volume:	Existing PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	none
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing PM

Valle Verde Home Project
Existing
PM Peak Hour

Turning Movement Report
none

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#6 Calle de los Amigos at Modoc Rd													
Base	70	0	35	0	0	0	0	328	109	48	275	0	865
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	0	35	0	0	0	0	328	109	48	275	0	865
#7 Via Senda at Modoc Rd													
Base	98	0	206	0	0	0	0	188	70	177	179	0	918
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	98	0	206	0	0	0	0	188	70	177	179	0	918
#8 Via Senda at Las Palmas Dr													
Base	0	0	0	226	0	27	27	274	0	0	271	270	1095
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	226	0	27	27	274	0	0	271	270	1095
#9 Las Palmas/S La Cumbre Rd at US-101 SB Ramps													
Base	0	314	144	599	385	0	604	1	75	0	0	0	2122
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	314	144	599	385	0	604	1	75	0	0	0	2122

Valle Verde Home Project
Existing
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 6 Calle de los Amigos at Modoc R	B	14.9	0.000	B	14.9	0.000	+ 0.000 D/V
# 7 Via Senda at Modoc Rd	B	11.9	0.522	B	11.9	0.522	+ 0.000 V/C
# 8 Via Senda at Las Palmas Dr	B	11.9	0.460	B	11.9	0.460	+ 0.000 V/C
# 9 Las Palmas/S La Cumbre Rd at	B	xxxxx	0.668	B	xxxxx	0.668	+ 0.000 V/C

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Valle Verde Home Project
Existing
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 Calle de los Amigos at Modoc Rd

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[14.9]

Street Name:	Calle de los Amigos						Modoc Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	70	0	35	0	0	0	0	328	109	48	275	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	0	35	0	0	0	0	328	109	48	275	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	0	35	0	0	0	0	328	109	48	275	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	70	0	35	0	0	0	0	328	109	48	275	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	754	xxxx	383	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	437	xxxx	xxxxx
Potent Cap.:	380	xxxx	669	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1134	xxxx	xxxxx
Move Cap.:	368	xxxx	669	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1134	xxxx	xxxxx
Volume/Cap:	0.19	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.7	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	17.1	xxxx	10.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx
LOS by Move:	C	*	B	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	14.9			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

Note: Queue reported is the number of cars per lane.

Valle Verde Home Project
Existing
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #7 Via Senda at Modoc Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.522
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.9
Optimal Cycle: 0 Level Of Service: B

Street Name:	Via Senda						Modoc Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	98	0	206	0	0	0	0	188	70	177	179	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	0	206	0	0	0	0	188	70	177	179	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	0	206	0	0	0	0	188	70	177	179	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	0	206	0	0	0	0	188	70	177	179	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	0	206	0	0	0	0	188	70	177	179	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.32	0.00	0.68	0.00	0.00	0.00	0.00	0.73	0.27	0.50	0.50	0.00
Final Sat.:	219	0	461	0	0	0	0	502	187	339	343	0
Capacity Analysis Module:												
Vol/Sat:	0.45	xxxx	0.45	xxxx	xxxx	xxxx	xxxx	0.37	0.37	0.52	0.52	xxxx
Crit Moves:	****							****		****		
Delay/Veh:	11.5	0.0	11.5	0.0	0.0	0.0	0.0	10.7	10.7	13.2	13.2	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.5	0.0	11.5	0.0	0.0	0.0	0.0	10.7	10.7	13.2	13.2	0.0
LOS by Move:	B	*	B	*	*	*	*	B	B	B	B	*
ApproachDel:	11.5			xxxxxx			10.7			13.2		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	11.5			xxxxxx			10.7			13.2		
LOS by Appr:	B			*			B			B		
AllWayAvgQ:	0.7	0.7	0.7	0.0	0.0	0.0	0.5	0.5	0.5	1.0	1.0	1.0

Note: Queue reported is the number of cars per lane.

Valle Verde Home Project
Existing
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #8 Via Senda at Las Palmas Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.460
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.9
Optimal Cycle: 0 Level Of Service: B

Street Name:	Via Senda						Las Palmas Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	226	0	27	27	274	0	0	271	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	226	0	27	27	274	0	0	271	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	226	0	27	27	274	0	0	271	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	226	0	27	27	274	0	0	271	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	226	0	27	27	274	0	0	271	270
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.89	0.00	0.11	0.09	0.91	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	531	0	63	59	596	0	0	633	722
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.43	xxxx	0.43	0.46	0.46	xxxx	xxxx	0.43	0.37
Crit Moves:						****		****			****	
Delay/Veh:	0.0	0.0	0.0	12.6	0.0	12.6	12.6	12.6	0.0	0.0	12.2	10.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.6	0.0	12.6	12.6	12.6	0.0	0.0	12.2	10.4
LOS by Move:	*	*	*	B	*	B	B	B	*	*	B	B
ApproachDel:	xxxxxx			12.6			12.6			11.3		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			12.6			12.6			11.3		
LOS by Appr:	*			B			B			B		
AllWayAvgQ:	0.0	0.0	0.0	0.6	0.6	0.6	0.8	0.8	0.8	0.0	0.7	0.6

Note: Queue reported is the number of cars per lane.

Valle Verde Home Project
Existing
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #9 Las Palmas/S La Cumbre Rd at US-101 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.668
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	2 0	1 0	0	1 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	314	144	599	385	0	604	1	75	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	314	144	599	385	0	604	1	75	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	314	144	599	385	0	604	1	75	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	314	144	599	385	0	604	1	75	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	314	144	599	385	0	604	1	75	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	1.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	2560	1600	0	2556	5	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.09	0.23	0.24	0.00	0.24	0.19	0.05	0.00	0.00	0.00
Crit Moves:		****		****			****					

Valle Verde Home Project
Existing
PM Peak Hour

Scenario Report

Scenario:	Existing PM
Command:	Existing PM
Volume:	Existing PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	none
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing PM

Valle Verde Home Project
Existing
PM Peak Hour

Turning Movement Report
none

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#6 Calle de los Amigos at Modoc Rd													
Base	70	0	35	0	0	0	0	328	109	48	275	0	865
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	0	35	0	0	0	0	328	109	48	275	0	865
#7 Via Senda at Modoc Rd													
Base	98	0	206	0	0	0	0	188	70	177	179	0	918
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	98	0	206	0	0	0	0	188	70	177	179	0	918
#8 Via Senda at Las Palmas Dr													
Base	0	0	0	226	0	27	27	274	0	0	271	270	1095
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	226	0	27	27	274	0	0	271	270	1095
#9 Las Palmas/S La Cumbre Rd at US-101 SB Ramps													
Base	0	314	144	599	385	0	604	1	75	0	0	0	2122
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	314	144	599	385	0	604	1	75	0	0	0	2122

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to MMA, LONG BEACH, CA

Valle Verde Home Project
Existing
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 6 Calle de los Amigos at Modoc R	B	14.9	0.000	B	14.9	0.000	+ 0.000 D/V
# 7 Via Senda at Modoc Rd	B	11.9	0.522	B	11.9	0.522	+ 0.000 V/C
# 8 Via Senda at Las Palmas Dr	B	11.9	0.460	B	11.9	0.460	+ 0.000 V/C
# 9 Las Palmas/S La Cumbre Rd at	C	27.3	0.589	C	27.3	0.589	+ 0.000 D/V

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to MMA, LONG BEACH, CA

Valle Verde Home Project
Existing
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 Calle de los Amigos at Modoc Rd

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[14.9]

Street Name:	Calle de los Amigos						Modoc Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	70	0	35	0	0	0	0	328	109	48	275	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	0	35	0	0	0	0	328	109	48	275	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	0	35	0	0	0	0	328	109	48	275	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	70	0	35	0	0	0	0	328	109	48	275	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	754	xxxx	383	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	437	xxxx	xxxxx
Potent Cap.:	380	xxxx	669	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1134	xxxx	xxxxx
Move Cap.:	368	xxxx	669	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1134	xxxx	xxxxx
Volume/Cap:	0.19	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.7	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	17.1	xxxx	10.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx
LOS by Move:	C	*	B	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	14.9			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

Note: Queue reported is the number of cars per lane.

Valle Verde Home Project
Existing
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #7 Via Senda at Modoc Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.522
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.9
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Via Senda						Modoc Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	98	0	206	0	0	0	0	188	70	177	179	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	0	206	0	0	0	0	188	70	177	179	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	0	206	0	0	0	0	188	70	177	179	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	0	206	0	0	0	0	188	70	177	179	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	0	206	0	0	0	0	188	70	177	179	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.32	0.00	0.68	0.00	0.00	0.00	0.00	0.73	0.27	0.50	0.50	0.00
Final Sat.:	219	0	461	0	0	0	0	502	187	339	343	0
Capacity Analysis Module:												
Vol/Sat:	0.45	xxxx	0.45	xxxx	xxxx	xxxx	xxxx	0.37	0.37	0.52	0.52	xxxx
Crit Moves:	****							****		****		
Delay/Veh:	11.5	0.0	11.5	0.0	0.0	0.0	0.0	10.7	10.7	13.2	13.2	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.5	0.0	11.5	0.0	0.0	0.0	0.0	10.7	10.7	13.2	13.2	0.0
LOS by Move:	B	*	B	*	*	*	*	B	B	B	B	*
ApproachDel:	11.5			xxxxxx			10.7			13.2		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	11.5			xxxxxx			10.7			13.2		
LOS by Appr:	B			*			B			B		
AllWayAvgQ:	0.7	0.7	0.7	0.0	0.0	0.0	0.5	0.5	0.5	1.0	1.0	1.0

Note: Queue reported is the number of cars per lane.

Valle Verde Home Project
Existing
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #8 Via Senda at Las Palmas Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.460
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 11.9
Optimal Cycle: 0 Level Of Service: B

Street Name:	Via Senda						Las Palmas Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	226	0	27	27	274	0	0	271	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	226	0	27	27	274	0	0	271	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	226	0	27	27	274	0	0	271	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	226	0	27	27	274	0	0	271	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	226	0	27	27	274	0	0	271	270
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.89	0.00	0.11	0.09	0.91	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	531	0	63	59	596	0	0	633	722
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.43	xxxx	0.43	0.46	0.46	xxxx	xxxx	0.43	0.37
Crit Moves:						****		****			****	
Delay/Veh:	0.0	0.0	0.0	12.6	0.0	12.6	12.6	12.6	0.0	0.0	12.2	10.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.6	0.0	12.6	12.6	12.6	0.0	0.0	12.2	10.4
LOS by Move:	*	*	*	B	*	B	B	B	*	*	B	B
ApproachDel:	xxxxxx			12.6			12.6			11.3		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			12.6			12.6			11.3		
LOS by Appr:	*			B			B			B		
AllWayAvgQ:	0.0	0.0	0.0	0.6	0.6	0.6	0.8	0.8	0.8	0.0	0.7	0.6

Note: Queue reported is the number of cars per lane.

Valle Verde Home Project
Existing
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Las Palmas/S La Cumbre Rd at US-101 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.589
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	27.3
Optimal Cycle:	43	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	2 0	1 0	0	1 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	314	144	599	385	0	604	1	75	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	314	144	599	385	0	604	1	75	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	314	144	599	385	0	604	1	75	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	314	144	599	385	0	604	1	75	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	314	144	599	385	0	604	1	75	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.74	1.00	1.00	0.69	0.87	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	1.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	2801	1900	0	2632	4	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.21	0.20	0.00	0.23	0.23	0.05	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.15	0.15	0.36	0.51	0.00	0.39	0.39	0.39	0.00	0.00	0.00
Volume/Cap:	0.00	0.59	0.60	0.59	0.40	0.00	0.59	0.59	0.12	0.00	0.00	0.00
Delay/Veh:	0.0	41.5	44.2	26.7	15.3	0.0	25.1	25.1	19.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	41.5	44.2	26.7	15.3	0.0	25.1	25.1	19.6	0.0	0.0	0.0
LOS by Move:	A	D	D	C	B	A	C	C	B	A	A	A
HCM2kAvgQ:	0	6	5	8	7	0	8	10	1	0	0	0

Note: Queue reported is the number of cars per lane.

FUTURE WITHOUT PROJECT
LOS WORKSHEETS

WEEKDAY AM PEAK HOUR

Valle Verde Home Project
Existing + Ambient
AM Peak Hour

Scenario Report

Scenario:	E+A AM
Command:	E+A AM
Volume:	E+A AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	none
Paths:	Default Path
Routes:	Default Route
Configuration:	E+A AM

Valle Verde Home Project
Existing + Ambient
AM Peak Hour

Turning Movement Report
none

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#6 Calle de los Amigos at Modoc Rd													
Base	98	0	46	0	0	0	0	198	53	19	312	0	726
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	98	0	46	0	0	0	0	198	53	19	312	0	726
#7 Via Senda at Modoc Rd													
Base	38	0	139	0	0	0	0	118	96	179	134	0	703
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	38	0	139	0	0	0	0	118	96	179	134	0	703
#8 Via Senda at Las Palmas Dr													
Base	0	0	0	242	0	35	27	289	0	0	344	149	1084
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	242	0	35	27	289	0	0	344	149	1084
#9 Las Palmas/S La Cumbre Rd at US-101 SB Ramps													
Base	0	430	244	458	393	0	467	5	112	0	0	0	2109
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	430	244	458	393	0	467	5	112	0	0	0	2109

Valle Verde Home Project
Existing + Ambient
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 6 Calle de los Amigos at Modoc R	B	12.9	0.000	B	12.9	0.000	+ 0.000 D/V
# 7 Via Senda at Modoc Rd	A	9.7	0.415	A	9.7	0.415	+ 0.000 V/C
# 8 Via Senda at Las Palmas Dr	B	13.2	0.554	B	13.2	0.554	+ 0.000 V/C
# 9 Las Palmas/S La Cumbre Rd at	B	xxxxx	0.616	B	xxxxx	0.616	+ 0.000 V/C

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Valle Verde Home Project
Existing + Ambient
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Calle de los Amigos at Modoc Rd

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: B[12.9]

Street Name:	Calle de los Amigos									Modoc Rd								
Approach:	North Bound					South Bound				East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0
Volume Module:																				
Base Vol:	96		0		45	0		0		0	0		194		52	19		306		0
Growth Adj:	1.02	1.02		1.02		1.02	1.02		1.02		1.02	1.02		1.02		1.02	1.02		1.02	
Initial Bse:	98		0		46	0		0		0	0		198		53	19		312		0
Added Vol:	0		0		0	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	98		0		46	0		0		0	0		198		53	19		312		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	98		0		46	0		0		0	0		198		53	19		312		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	98		0		46	0		0		0	0		198		53	19		312		0
Critical Gap Module:																				
Critical Gp:	6.4	xxxx		6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx						
FollowUpTim:	3.5	xxxx		3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx						
Capacity Module:																				
Cnflict Vol:	575	xxxx		224	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		251	xxxx	xxxxx						
Potent Cap.:	483	xxxx		820	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1326	xxxx	xxxxx						
Move Cap.:	478	xxxx		820	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1326	xxxx	xxxxx						
Volume/Cap:	0.21	xxxx		0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.01	xxxx	xxxx						
Level Of Service Module:																				
2Way95thQ:	0.8	xxxx		0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx						
Control Del:	14.5	xxxx		9.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		7.8	xxxx	xxxxx						
LOS by Move:	B	*		A	*	*	*	*	*	*		A	*	*						
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*		*		*	*	*			*	*	*			*	*	*		
ApproachDel:			12.9					xxxxxx					xxxxxx					xxxxxx		
ApproachLOS:			B					*					*					*		

Note: Queue reported is the number of cars per lane.

Valle Verde Home Project
Existing + Ambient
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 Via Senda at Modoc Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.415
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.7
Optimal Cycle: 0 Level Of Service: A

Street Name:	Via Senda						Modoc Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	37	0	136	0	0	0	0	116	94	175	131	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	38	0	139	0	0	0	0	118	96	179	134	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	0	139	0	0	0	0	118	96	179	134	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	0	139	0	0	0	0	118	96	179	134	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	0	139	0	0	0	0	118	96	179	134	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	0	139	0	0	0	0	118	96	179	134	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.00	0.79	0.00	0.00	0.00	0.00	0.55	0.45	0.57	0.43	0.00
Final Sat.:	155	0	571	0	0	0	0	436	353	430	322	0
Capacity Analysis Module:												
Vol/Sat:	0.24	xxxx	0.24	xxxx	xxxx	xxxx	xxxx	0.27	0.27	0.41	0.41	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	8.9	0.0	8.9	0.0	0.0	0.0	0.0	8.9	8.9	10.8	10.8	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.9	0.0	8.9	0.0	0.0	0.0	0.0	8.9	8.9	10.8	10.8	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	B	B	*
ApproachDel:	8.9			xxxxxx				8.9			10.8	
Delay Adj:	1.00			xxxxx				1.00			1.00	
ApprAdjDel:	8.9			xxxxxx				8.9			10.8	
LOS by Appr:	A			*				A			B	
AllWayAvgQ:	0.3	0.3	0.3	0.0	0.0	0.0	0.3	0.3	0.3	0.7	0.7	0.7

Note: Queue reported is the number of cars per lane.

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Valle Verde Home Project
Existing + Ambient
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Via Senda at Las Palmas Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.554
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.2
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Via Senda						Las Palmas Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	237	0	34	26	283	0	0	337	146
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	242	0	35	27	289	0	0	344	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	242	0	35	27	289	0	0	344	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	242	0	35	27	289	0	0	344	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	242	0	35	27	289	0	0	344	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	242	0	35	27	289	0	0	344	149
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.87	0.00	0.13	0.08	0.92	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	518	0	74	54	590	0	0	620	705
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.47	xxxx	0.47	0.49	0.49	xxxx	xxxx	0.55	0.21
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	13.3	0.0	13.3	13.2	13.2	0.0	0.0	14.9	9.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.3	0.0	13.3	13.2	13.2	0.0	0.0	14.9	9.0
LOS by Move:	*	*	*	B	*	B	B	B	*	*	B	A
ApproachDel:	xxxxxx			13.3			13.2			13.1		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			13.3			13.2			13.1		
LOS by Appr:	*			B			B			B		
AllWayAvgQ:	0.0	0.0	0.0	0.7	0.7	0.7	0.9	0.9	0.9	0.0	1.1	0.3

Note: Queue reported is the number of cars per lane.

Valle Verde Home Project
Existing + Ambient
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Las Positas/S La Cumbre Rd at US-101 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.616
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	2 0	1 0	0	1 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	422	239	449	385	0	458	5	110	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	430	244	458	393	0	467	5	112	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	430	244	458	393	0	467	5	112	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	430	244	458	393	0	467	5	112	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	430	244	458	393	0	467	5	112	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	430	244	458	393	0	467	5	112	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	1.00	0.00	1.98	0.02	1.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	2560	1600	0	2532	35	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.15	0.18	0.25	0.00	0.18	0.15	0.07	0.00	0.00	0.00
Crit Moves:			****	****			****					

Valle Verde Home Project
Existing + Ambient
AM Peak Hour

Scenario Report

Scenario:	E+A AM
Command:	E+A AM
Volume:	E+A AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	none
Paths:	Default Path
Routes:	Default Route
Configuration:	E+A AM

Valle Verde Home Project
Existing + Ambient
AM Peak Hour

Turning Movement Report
none

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#6 Calle de los Amigos at Modoc Rd													
Base	98	0	46	0	0	0	0	198	53	19	312	0	726
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	98	0	46	0	0	0	0	198	53	19	312	0	726
#7 Via Senda at Modoc Rd													
Base	38	0	139	0	0	0	0	118	96	179	134	0	703
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	38	0	139	0	0	0	0	118	96	179	134	0	703
#8 Via Senda at Las Palmas Dr													
Base	0	0	0	242	0	35	27	289	0	0	344	149	1084
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	242	0	35	27	289	0	0	344	149	1084
#9 Las Palmas/S La Cumbre Rd at US-101 SB Ramps													
Base	0	430	244	458	393	0	467	5	112	0	0	0	2109
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	430	244	458	393	0	467	5	112	0	0	0	2109

Valle Verde Home Project
Existing + Ambient
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 6 Calle de los Amigos at Modoc R	B	12.9	0.000	B	12.9	0.000	+ 0.000 D/V
# 7 Via Senda at Modoc Rd	A	9.7	0.415	A	9.7	0.415	+ 0.000 V/C
# 8 Via Senda at Las Palmas Dr	B	13.2	0.554	B	13.2	0.554	+ 0.000 V/C
# 9 Las Palmas/S La Cumbre Rd at	C	26.2	0.545	C	26.2	0.545	+ 0.000 D/V

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Valle Verde Home Project
Existing + Ambient
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Calle de los Amigos at Modoc Rd

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: B[12.9]

Street Name:	Calle de los Amigos									Modoc Rd								
Approach:	North Bound					South Bound				East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0
Volume Module:																				
Base Vol:	96		0		45	0		0		0	0		194		52	19		306		0
Growth Adj:	1.02	1.02		1.02		1.02	1.02		1.02		1.02	1.02		1.02		1.02	1.02		1.02	
Initial Bse:	98		0		46	0		0		0	0		198		53	19		312		0
Added Vol:	0		0		0	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	98		0		46	0		0		0	0		198		53	19		312		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	98		0		46	0		0		0	0		198		53	19		312		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	98		0		46	0		0		0	0		198		53	19		312		0
Critical Gap Module:																				
Critical Gp:	6.4	xxxx		6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx						
FollowUpTim:	3.5	xxxx		3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx						
Capacity Module:																				
Cnflict Vol:	575	xxxx		224	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		251	xxxx	xxxxx						
Potent Cap.:	483	xxxx		820	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1326	xxxx	xxxxx						
Move Cap.:	478	xxxx		820	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1326	xxxx	xxxxx						
Volume/Cap:	0.21	xxxx		0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.01	xxxx	xxxx						
Level Of Service Module:																				
2Way95thQ:	0.8	xxxx		0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx						
Control Del:	14.5	xxxx		9.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		7.8	xxxx	xxxxx						
LOS by Move:	B	*		A	*	*	*	*	*	*		A	*	*						
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*		*		*	*	*			*	*	*			*	*	*		
ApproachDel:			12.9					xxxxxx					xxxxxx					xxxxxx		
ApproachLOS:			B					*					*					*		

Note: Queue reported is the number of cars per lane.

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Valle Verde Home Project
Existing + Ambient
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 Via Senda at Modoc Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.415
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 9.7
Optimal Cycle: 0 Level Of Service: A

Street Name:	Via Senda						Modoc Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	37	0	136	0	0	0	0	116	94	175	131	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	38	0	139	0	0	0	0	118	96	179	134	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	0	139	0	0	0	0	118	96	179	134	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	0	139	0	0	0	0	118	96	179	134	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	0	139	0	0	0	0	118	96	179	134	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	0	139	0	0	0	0	118	96	179	134	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.00	0.79	0.00	0.00	0.00	0.00	0.55	0.45	0.57	0.43	0.00
Final Sat.:	155	0	571	0	0	0	0	436	353	430	322	0
Capacity Analysis Module:												
Vol/Sat:	0.24	xxxx	0.24	xxxx	xxxx	xxxx	xxxx	0.27	0.27	0.41	0.41	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	8.9	0.0	8.9	0.0	0.0	0.0	0.0	8.9	8.9	10.8	10.8	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.9	0.0	8.9	0.0	0.0	0.0	0.0	8.9	8.9	10.8	10.8	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	B	B	*
ApproachDel:	8.9			xxxxxx				8.9			10.8	
Delay Adj:	1.00			xxxxx				1.00			1.00	
ApprAdjDel:	8.9			xxxxxx				8.9			10.8	
LOS by Appr:	A			*				A			B	
AllWayAvgQ:	0.3	0.3	0.3	0.0	0.0	0.0	0.3	0.3	0.3	0.7	0.7	0.7

Valle Verde Home Project
Existing + Ambient
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Via Senda at Las Palmas Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.554
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.2
Optimal Cycle: 0 Level Of Service: B

Street Name:	Via Senda						Las Palmas Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	237	0	34	26	283	0	0	337	146
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	242	0	35	27	289	0	0	344	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	242	0	35	27	289	0	0	344	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	242	0	35	27	289	0	0	344	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	242	0	35	27	289	0	0	344	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	242	0	35	27	289	0	0	344	149
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.87	0.00	0.13	0.08	0.92	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	518	0	74	54	590	0	0	620	705
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.47	xxxx	0.47	0.49	0.49	xxxx	xxxx	0.55	0.21
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	13.3	0.0	13.3	13.2	13.2	0.0	0.0	14.9	9.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.3	0.0	13.3	13.2	13.2	0.0	0.0	14.9	9.0
LOS by Move:	*	*	*	B	*	B	B	B	*	*	B	A
ApproachDel:	xxxxxx			13.3			13.2			13.1		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			13.3			13.2			13.1		
LOS by Appr:	*			B			B			B		
AllWayAvgQ:	0.0	0.0	0.0	0.7	0.7	0.7	0.9	0.9	0.9	0.0	1.1	0.3

Valle Verde Home Project
Existing + Ambient
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Las Palmas/S La Cumbre Rd at US-101 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.545
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.2
Optimal Cycle:	39	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	2 0	1 0	0	1 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	422	239	449	385	0	458	5	110	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	430	244	458	393	0	467	5	112	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	430	244	458	393	0	467	5	112	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	430	244	458	393	0	467	5	112	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	430	244	458	393	0	467	5	112	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	430	244	458	393	0	467	5	112	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.74	1.00	1.00	0.70	0.88	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	1.00	0.00	1.98	0.02	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	2801	1900	0	2652	29	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.15	0.16	0.21	0.00	0.18	0.18	0.07	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green/Cycle:	0.00	0.28	0.28	0.30	0.58	0.00	0.32	0.32	0.32	0.00	0.00	0.00
Volume/Cap:	0.00	0.43	0.55	0.55	0.36	0.00	0.55	0.55	0.21	0.00	0.00	0.00
Delay/Veh:	0.0	30.0	32.2	30.0	11.5	0.0	28.5	28.5	24.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	30.0	32.2	30.0	11.5	0.0	28.5	28.5	24.8	0.0	0.0	0.0
LOS by Move:	A	C	C	C	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	6	7	7	6	0	7	8	3	0	0	0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0215 (c) 2008 Dowling Assoc. Licensed to MMA, LONG BEACH, CA

FUTURE WITHOUT PROJECT
LOS WORKSHEETS

WEEKDAY PM PEAK HOUR

Valle Verde Home Project
Existing + Ambient
PM Peak Hour

Scenario Report

Scenario:	E+A PM
Command:	E+A PM
Volume:	E+A PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	none
Paths:	Default Path
Routes:	Default Route
Configuration:	E+A PM

Valle Verde Home Project
Existing + Ambient
PM Peak Hour

Turning Movement Report
none

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#6 Calle de los Amigos at Modoc Rd													
Base	71	0	36	0	0	0	0	335	111	49	281	0	882
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	71	0	36	0	0	0	0	335	111	49	281	0	882
#7 Via Senda at Modoc Rd													
Base	100	0	210	0	0	0	0	192	71	181	183	0	936
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	100	0	210	0	0	0	0	192	71	181	183	0	936
#8 Via Senda at Las Palmas Dr													
Base	0	0	0	231	0	28	28	279	0	0	276	275	1117
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	231	0	28	28	279	0	0	276	275	1117
#9 Las Palmas/S La Cumbre Rd at US-101 SB Ramps													
Base	0	320	147	611	393	0	616	1	77	0	0	0	2164
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	320	147	611	393	0	616	1	77	0	0	0	2164

Valle Verde Home Project
Existing + Ambient
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 6 Calle de los Amigos at Modoc R	C	15.2	0.000	C	15.2	0.000	+ 0.000 D/V
# 7 Via Senda at Modoc Rd	B	12.2	0.535	B	12.2	0.535	+ 0.000 V/C
# 8 Via Senda at Las Palmas Dr	B	12.2	0.471	B	12.2	0.471	+ 0.000 V/C
# 9 Las Palmas/S La Cumbre Rd at	B	xxxxx	0.680	B	xxxxx	0.680	+ 0.000 V/C

Valle Verde Home Project
Existing + Ambient
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Calle de los Amigos at Modoc Rd

Average Crit Del (sec/veh): 2.3 Worst Case Level Of Service: C[15.2]

Street Name:	Calle de los Amigos									Modoc Rd								
Approach:	North Bound					South Bound				East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0
Volume Module:																				
Base Vol:	70		0		35	0		0		0	0		328		109	48		275		0
Growth Adj:	1.02	1.02		1.02		1.02	1.02		1.02		1.02	1.02		1.02		1.02	1.02		1.02	
Initial Bse:	71		0		36	0		0		0	0		335		111	49		281		0
Added Vol:	0		0		0	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	71		0		36	0		0		0	0		335		111	49		281		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	71		0		36	0		0		0	0		335		111	49		281		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	71		0		36	0		0		0	0		335		111	49		281		0
Critical Gap Module:																				
Critical Gp:	6.4	xxxx		6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						4.1	xxxx	xxxxx		
FollowUpTim:	3.5	xxxx		3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	769	xxxx		390	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						446	xxxx	xxxxx		
Potent Cap.:	372	xxxx		663	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						1125	xxxx	xxxxx		
Move Cap.:	360	xxxx		663	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						1125	xxxx	xxxxx		
Volume/Cap:	0.20	xxxx		0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx						0.04	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	0.7	xxxx		0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						0.1	xxxx	xxxxx		
Control Del:	17.5	xxxx		10.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						8.3	xxxx	xxxxx		
LOS by Move:	C	*		B	*	*	*	*	*	*						A	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*	*		*		*	*		*		*	*		*		*	*		*	
ApproachDel:			15.2					xxxxxx					xxxxxx					xxxxxx		
ApproachLOS:			C					*					*					*		

Note: Queue reported is the number of cars per lane.

Valle Verde Home Project
Existing + Ambient
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 Via Senda at Modoc Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.535
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.2
Optimal Cycle: 0 Level Of Service: B

Street Name:	Via Senda						Modoc Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	98	0	206	0	0	0	0	188	70	177	179	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	100	0	210	0	0	0	0	192	71	181	183	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	0	210	0	0	0	0	192	71	181	183	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	0	210	0	0	0	0	192	71	181	183	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	0	210	0	0	0	0	192	71	181	183	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	0	210	0	0	0	0	192	71	181	183	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.32	0.00	0.68	0.00	0.00	0.00	0.00	0.73	0.27	0.50	0.50	0.00
Final Sat.:	218	0	458	0	0	0	0	499	186	337	341	0
Capacity Analysis Module:												
Vol/Sat:	0.46	xxxx	0.46	xxxx	xxxx	xxxx	xxxx	0.38	0.38	0.54	0.54	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	11.8	0.0	11.8	0.0	0.0	0.0	0.0	10.9	10.9	13.5	13.5	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.8	0.0	11.8	0.0	0.0	0.0	0.0	10.9	10.9	13.5	13.5	0.0
LOS by Move:	B	*	B	*	*	*	*	B	B	B	B	*
ApproachDel:	11.8			xxxxxx			10.9			13.5		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	11.8			xxxxxx			10.9			13.5		
LOS by Appr:	B			*			B			B		
AllWayAvgQ:	0.7	0.7	0.7	0.0	0.0	0.0	0.5	0.5	0.5	1.0	1.0	1.0

Note: Queue reported is the number of cars per lane.

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Valle Verde Home Project
Existing + Ambient
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Via Senda at Las Palmas Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.2
Optimal Cycle: 0 Level Of Service: B

Street Name:	Via Senda						Las Palmas Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	226	0	27	27	274	0	0	271	270
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	231	0	28	28	279	0	0	276	275
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	231	0	28	28	279	0	0	276	275
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	231	0	28	28	279	0	0	276	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	231	0	28	28	279	0	0	276	275
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	231	0	28	28	279	0	0	276	275
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.89	0.00	0.11	0.09	0.91	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	528	0	63	58	593	0	0	629	718
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.44	xxxx	0.44	0.47	0.47	xxxx	xxxx	0.44	0.38
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	12.8	0.0	12.8	12.8	12.8	0.0	0.0	12.5	10.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.8	0.0	12.8	12.8	12.8	0.0	0.0	12.5	10.5
LOS by Move:	*	*	*	B	*	B	B	B	*	*	B	B
ApproachDel:	xxxxxx			12.8			12.8			11.5		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			12.8			12.8			11.5		
LOS by Appr:	*			B			B			B		
AllWayAvgQ:	0.0	0.0	0.0	0.7	0.7	0.7	0.8	0.8	0.8	0.0	0.7	0.6

Note: Queue reported is the number of cars per lane.

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Valle Verde Home Project
Existing + Ambient
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Las Positas/S La Cumbre Rd at US-101 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.680
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	0	1	2 0 1	0	0	1 1 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0	314	144	599	385	0	604	1	75	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	320	147	611	393	0	616	1	77	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	320	147	611	393	0	616	1	77	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	320	147	611	393	0	616	1	77	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	320	147	611	393	0	616	1	77	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	320	147	611	393	0	616	1	77	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	1.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	2560	1600	0	2556	5	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.09	0.24	0.25	0.00	0.24	0.19	0.05	0.00	0.00	0.00
Crit Moves:		****		****			****					

Valle Verde Home Project
Existing + Ambient
PM Peak Hour

Scenario Report

Scenario:	E+A PM
Command:	E+A PM
Volume:	E+A PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	none
Paths:	Default Path
Routes:	Default Route
Configuration:	E+A PM

Valle Verde Home Project
Existing + Ambient
PM Peak Hour

Turning Movement Report
none

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#6 Calle de los Amigos at Modoc Rd													
Base	71	0	36	0	0	0	0	335	111	49	281	0	882
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	71	0	36	0	0	0	0	335	111	49	281	0	882
#7 Via Senda at Modoc Rd													
Base	100	0	210	0	0	0	0	192	71	181	183	0	936
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	100	0	210	0	0	0	0	192	71	181	183	0	936
#8 Via Senda at Las Palmas Dr													
Base	0	0	0	231	0	28	28	279	0	0	276	275	1117
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	231	0	28	28	279	0	0	276	275	1117
#9 Las Palmas/S La Cumbre Rd at US-101 SB Ramps													
Base	0	320	147	611	393	0	616	1	77	0	0	0	2164
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	320	147	611	393	0	616	1	77	0	0	0	2164

Valle Verde Home Project
Existing + Ambient
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 6 Calle de los Amigos at Modoc R	C	15.2	0.000	C	15.2	0.000	+ 0.000 D/V
# 7 Via Senda at Modoc Rd	B	12.2	0.535	B	12.2	0.535	+ 0.000 V/C
# 8 Via Senda at Las Palmas Dr	B	12.2	0.471	B	12.2	0.471	+ 0.000 V/C
# 9 Las Palmas/S La Cumbre Rd at	C	27.5	0.601	C	27.5	0.601	+ 0.000 D/V

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Valle Verde Home Project
Existing + Ambient
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Calle de los Amigos at Modoc Rd

Average Crit Del (sec/veh): 2.3 Worst Case Level Of Service: C[15.2]

Street Name:	Calle de los Amigos									Modoc Rd								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0
Volume Module:																				
Base Vol:	70		0		35	0		0		0	0		328		109	48		275		0
Growth Adj:	1.02	1.02		1.02		1.02	1.02		1.02		1.02	1.02		1.02		1.02	1.02		1.02	
Initial Bse:	71		0		36	0		0		0	0		335		111	49		281		0
Added Vol:	0		0		0	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	71		0		36	0		0		0	0		335		111	49		281		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	71		0		36	0		0		0	0		335		111	49		281		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	71		0		36	0		0		0	0		335		111	49		281		0
Critical Gap Module:																				
Critical Gp:	6.4	xxxx			6.2	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx			
FollowUpTim:	3.5	xxxx			3.3	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx			
Capacity Module:																				
Cnflict Vol:	769	xxxx			390	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx			446	xxxx	xxxxx			
Potent Cap.:	372	xxxx			663	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx			1125	xxxx	xxxxx			
Move Cap.:	360	xxxx			663	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx			1125	xxxx	xxxxx			
Volume/Cap:	0.20	xxxx			0.05	xxxx	xxxx	xxxx		xxxx	xxxx	xxxx			0.04	xxxx	xxxx			
Level Of Service Module:																				
2Way95thQ:	0.7	xxxx			0.2	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx			0.1	xxxx	xxxxx			
Control Del:	17.5	xxxx			10.7	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			8.3	xxxx	xxxxx			
LOS by Move:	C		*		B	*	*	*		*	*	*			A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx			xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx			xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx			xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			
Shared LOS:	*		*		*	*		*		*	*		*		*	*		*		
ApproachDel:			15.2					xxxxxx					xxxxxx					xxxxxx		
ApproachLOS:			C					*					*					*		

Note: Queue reported is the number of cars per lane.

Valle Verde Home Project
Existing + Ambient
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 Via Senda at Modoc Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.535
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.2
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Via Senda						Modoc Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	98	0	206	0	0	0	0	188	70	177	179	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	100	0	210	0	0	0	0	192	71	181	183	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	0	210	0	0	0	0	192	71	181	183	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	0	210	0	0	0	0	192	71	181	183	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	0	210	0	0	0	0	192	71	181	183	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	0	210	0	0	0	0	192	71	181	183	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.32	0.00	0.68	0.00	0.00	0.00	0.00	0.73	0.27	0.50	0.50	0.00
Final Sat.:	218	0	458	0	0	0	0	499	186	337	341	0
Capacity Analysis Module:												
Vol/Sat:	0.46	xxxx	0.46	xxxx	xxxx	xxxx	xxxx	0.38	0.38	0.54	0.54	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	11.8	0.0	11.8	0.0	0.0	0.0	0.0	10.9	10.9	13.5	13.5	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.8	0.0	11.8	0.0	0.0	0.0	0.0	10.9	10.9	13.5	13.5	0.0
LOS by Move:	B	*	B	*	*	*	*	B	B	B	B	*
ApproachDel:	11.8			xxxxxx			10.9			13.5		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	11.8			xxxxxx			10.9			13.5		
LOS by Appr:	B			*			B			B		
AllWayAvgQ:	0.7	0.7	0.7	0.0	0.0	0.0	0.5	0.5	0.5	1.0	1.0	1.0

Note: Queue reported is the number of cars per lane.

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Valle Verde Home Project
Existing + Ambient
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Via Senda at Las Palmas Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.2
Optimal Cycle: 0 Level Of Service: B

Street Name:	Via Senda						Las Palmas Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	226	0	27	27	274	0	0	271	270
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	231	0	28	28	279	0	0	276	275
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	231	0	28	28	279	0	0	276	275
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	231	0	28	28	279	0	0	276	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	231	0	28	28	279	0	0	276	275
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	231	0	28	28	279	0	0	276	275
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.89	0.00	0.11	0.09	0.91	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	528	0	63	58	593	0	0	629	718
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.44	xxxx	0.44	0.47	0.47	xxxx	xxxx	0.44	0.38
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	12.8	0.0	12.8	12.8	12.8	0.0	0.0	12.5	10.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.8	0.0	12.8	12.8	12.8	0.0	0.0	12.5	10.5
LOS by Move:	*	*	*	B	*	B	B	B	*	*	B	B
ApproachDel:	xxxxxx			12.8			12.8			11.5		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			12.8			12.8			11.5		
LOS by Appr:	*			B			B			B		
AllWayAvgQ:	0.0	0.0	0.0	0.7	0.7	0.7	0.8	0.8	0.8	0.0	0.7	0.6

Note: Queue reported is the number of cars per lane.

Valle Verde Home Project
Existing + Ambient
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Las Positas/S La Cumbre Rd at US-101 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.601
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	27.5
Optimal Cycle:	44	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	2 0	1 0	0	1 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	314	144	599	385	0	604	1	75	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	320	147	611	393	0	616	1	77	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	320	147	611	393	0	616	1	77	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	320	147	611	393	0	616	1	77	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	320	147	611	393	0	616	1	77	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	320	147	611	393	0	616	1	77	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.74	1.00	1.00	0.69	0.87	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	1.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	2801	1900	0	2632	4	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.22	0.21	0.00	0.23	0.23	0.05	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.15	0.15	0.36	0.51	0.00	0.39	0.39	0.39	0.00	0.00	0.00
Volume/Cap:	0.00	0.60	0.62	0.60	0.40	0.00	0.60	0.60	0.12	0.00	0.00	0.00
Delay/Veh:	0.0	41.8	44.7	27.0	15.4	0.0	25.3	25.3	19.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	41.8	44.7	27.0	15.4	0.0	25.3	25.3	19.7	0.0	0.0	0.0
LOS by Move:	A	D	D	C	B	A	C	C	B	A	A	A
HCM2kAvgQ:	0	6	5	9	7	0	8	10	2	0	0	0

Note: Queue reported is the number of cars per lane.

FUTURE WITHOUT PROJECT – CUP BUILDOUT
LOS WORKSHEETS

WEEKDAY AM PEAK HOUR

Valle Verde Home Project
Existing+Ambient+Project (CUP Buildout)
AM Peak Hour

Scenario Report

Scenario:	E+A+P Alt2 AM
Command:	E+A+P Alt2 AM
Volume:	E+A AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	AM Peak
Trip Distribution:	Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	E+A+P Alt2 AM

Valle Verde Home Project
Existing+Ambient+Project (CUP Buildout)
AM Peak Hour

Trip Generation Report

Forecast for AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
102	Project (Val	1.00	Residential	3.00	3.00	3	3	6	100.0
	Zone 102 Subtotal					3	3	6	100.0
TOTAL						3	3	6	100.0

Trip Distribution Report

Percent Of Trips Distribution

To Gates

Zone	1	2	3	4	5	7	8	10
102	5.0	5.0	40.0	30.0	5.0	0.0	10.0	5.0

Valle Verde Home Project
Existing+Ambient+Project (CUP Buildout)
AM Peak Hour

Turning Movement Report
AM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#6 Calle de los Amigos at Modoc Rd													
Base	98	0	46	0	0	0	0	198	53	19	312	0	726
Added	1	0	1	0	0	0	0	0	1	1	0	0	4
Total	99	0	47	0	0	0	0	198	54	20	312	0	730
#7 Via Senda at Modoc Rd													
Base	38	0	139	0	0	0	0	118	96	179	134	0	703
Added	0	0	1	0	0	0	0	0	0	1	0	0	2
Total	38	0	140	0	0	0	0	118	96	180	134	0	705
#8 Via Senda at Las Palmas Dr													
Base	0	0	0	242	0	35	27	289	0	0	344	149	1084
Added	0	0	0	1	0	0	0	0	0	0	0	1	2
Total	0	0	0	243	0	35	27	289	0	0	344	150	1086
#9 Las Palmas/S La Cumbre Rd at US-101 SB Ramps													
Base	0	430	244	458	393	0	467	5	112	0	0	0	2109
Added	0	1	0	0	0	0	0	0	1	0	0	0	2
Total	0	431	244	458	393	0	467	5	113	0	0	0	2111

Valle Verde Home Project
Existing+Ambient+Project (CUP Buildout)
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 6 Calle de los Amigos at Modoc R	B	12.9	0.000	B	13.0	0.000	+ 0.040 D/V
# 7 Via Senda at Modoc Rd	A	9.7	0.415	A	9.8	0.416	+ 0.002 V/C
# 8 Via Senda at Las Palmas Dr	B	13.2	0.554	B	13.2	0.555	+ 0.000 V/C
# 9 Las Palmas/S La Cumbre Rd at	B	xxxxx	0.616	B	xxxxx	0.616	+ 0.000 V/C

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Valle Verde Home Project
Existing+Ambient+Project (CUP Buildout)
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Calle de los Amigos at Modoc Rd

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: B[13.0]

Street Name:	Calle de los Amigos									Modoc Rd								
Approach:	North Bound					South Bound					East Bound					West Bound		
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0
Volume Module:																				
Base Vol:	96		0		45	0		0		0	0		194		52	19		306		0
Growth Adj:	1.02	1.02		1.02		1.02	1.02		1.02		1.02	1.02		1.02		1.02	1.02		1.02	
Initial Bse:	98		0		46	0		0		0	0		198		53	19		312		0
Added Vol:	1		0		1	0		0		0	0		0		1	1		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	99		0		47	0		0		0	0		198		54	20		312		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	99		0		47	0		0		0	0		198		54	20		312		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	99		0		47	0		0		0	0		198		54	20		312		0
Critical Gap Module:																				
Critical Gp:	6.4	xxxx			6.2	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	3.5	xxxx			3.3	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	578	xxxx			225	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			252	xxxx	xxxxx		
Potent Cap.:	481	xxxx			820	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			1325	xxxx	xxxxx		
Move Cap.:	476	xxxx			820	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			1325	xxxx	xxxxx		
Volume/Cap:	0.21	xxxx			0.06	xxxx	xxxx	xxxx			xxxx	xxxx	xxxx			0.02	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	0.8	xxxx			0.2	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			0.0	xxxx	xxxxx		
Control Del:	14.5	xxxx			9.7	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			7.8	xxxx	xxxxx		
LOS by Move:	B	*			A	*	*	*			*	*	*			A	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx			xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx			xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx			xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*			*	*	*	*			*	*	*			*	*	*		
ApproachDel:			13.0					xxxxxx					xxxxxx					xxxxxx		
ApproachLOS:			B					*					*					*		

Note: Queue reported is the number of cars per lane.

Valle Verde Home Project
Existing+Ambient+Project (CUP Buildout)
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 Via Senda at Modoc Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.416
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.8
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Via Senda						Modoc Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	37	0	136	0	0	0	0	116	94	175	131	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	38	0	139	0	0	0	0	118	96	179	134	0
Added Vol:	0	0	1	0	0	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	0	140	0	0	0	0	118	96	180	134	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	0	140	0	0	0	0	118	96	180	134	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	0	140	0	0	0	0	118	96	180	134	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	0	140	0	0	0	0	118	96	180	134	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.00	0.79	0.00	0.00	0.00	0.00	0.55	0.45	0.57	0.43	0.00
Final Sat.:	154	0	571	0	0	0	0	435	353	431	321	0
Capacity Analysis Module:												
Vol/Sat:	0.24	xxxx	0.24	xxxx	xxxx	xxxx	xxxx	0.27	0.27	0.42	0.42	xxxx
Crit Moves:	****								****		****	
Delay/Veh:	8.9	0.0	8.9	0.0	0.0	0.0	0.0	9.0	9.0	10.8	10.8	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.9	0.0	8.9	0.0	0.0	0.0	0.0	9.0	9.0	10.8	10.8	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	B	B	*
ApproachDel:	8.9			xxxxxx			9.0			10.8		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	8.9			xxxxxx			9.0			10.8		
LOS by Appr:	A			*			A			B		
AllWayAvgQ:	0.3	0.3	0.3	0.0	0.0	0.0	0.3	0.3	0.3	0.7	0.7	0.7

Note: Queue reported is the number of cars per lane.

Valle Verde Home Project
Existing+Ambient+Project (CUP Buildout)
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Via Senda at Las Palmas Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.555
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.2
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Via Senda						Las Palmas Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	237	0	34	26	283	0	0	337	146
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	242	0	35	27	289	0	0	344	149
Added Vol:	0	0	0	1	0	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	243	0	35	27	289	0	0	344	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	243	0	35	27	289	0	0	344	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	243	0	35	27	289	0	0	344	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	243	0	35	27	289	0	0	344	150
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.87	0.00	0.13	0.08	0.92	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	518	0	74	54	590	0	0	620	704
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.47	xxxx	0.47	0.49	0.49	xxxx	xxxx	0.55	0.21
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	13.3	0.0	13.3	13.3	13.3	0.0	0.0	14.9	9.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.3	0.0	13.3	13.3	13.3	0.0	0.0	14.9	9.0
LOS by Move:	*	*	*	B	*	B	B	B	*	*	B	A
ApproachDel:	xxxxxx			13.3			13.3			13.1		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			13.3			13.3			13.1		
LOS by Appr:	*			B			B			B		
AllWayAvgQ:	0.0	0.0	0.0	0.7	0.7	0.7	0.9	0.9	0.9	0.0	1.1	0.3

Note: Queue reported is the number of cars per lane.

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Valle Verde Home Project
Existing+Ambient+Project (CUP Buildout)
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Las Palmas/S La Cumbre Rd at US-101 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.616
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	2 0	1 0	0	1 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	422	239	449	385	0	458	5	110	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	430	244	458	393	0	467	5	112	0	0	0
Added Vol:	0	1	0	0	0	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	431	244	458	393	0	467	5	113	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	431	244	458	393	0	467	5	113	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	431	244	458	393	0	467	5	113	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	431	244	458	393	0	467	5	113	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	1.00	0.00	1.98	0.02	1.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	2560	1600	0	2532	35	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.15	0.18	0.25	0.00	0.18	0.15	0.07	0.00	0.00	0.00
Crit Moves:			****	****			****					

Valle Verde Home Project
Existing+Ambient+Project (CUP Buildout)
AM Peak Hour

Scenario Report

Scenario:	E+A+P Alt2 AM
Command:	E+A+P Alt2 AM
Volume:	E+A AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	AM Peak
Trip Distribution:	Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	E+A+P Alt2 AM

Valle Verde Home Project
Existing+Ambient+Project (CUP Buildout)
AM Peak Hour

Trip Generation Report

Forecast for AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
102	Project (Val	1.00	Residential	3.00	3.00	3	3	6	100.0
	Zone 102 Subtotal					3	3	6	100.0
TOTAL						3	3	6	100.0

Trip Distribution Report

Percent Of Trips Distribution

To Gates

Zone	1	2	3	4	5	7	8	10
102	5.0	5.0	40.0	30.0	5.0	0.0	10.0	5.0

Valle Verde Home Project
Existing+Ambient+Project (CUP Buildout)
AM Peak Hour

Turning Movement Report
AM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#6 Calle de los Amigos at Modoc Rd													
Base	98	0	46	0	0	0	0	198	53	19	312	0	726
Added	1	0	1	0	0	0	0	0	1	1	0	0	4
Total	99	0	47	0	0	0	0	198	54	20	312	0	730
#7 Via Senda at Modoc Rd													
Base	38	0	139	0	0	0	0	118	96	179	134	0	703
Added	0	0	1	0	0	0	0	0	0	1	0	0	2
Total	38	0	140	0	0	0	0	118	96	180	134	0	705
#8 Via Senda at Las Palmas Dr													
Base	0	0	0	242	0	35	27	289	0	0	344	149	1084
Added	0	0	0	1	0	0	0	0	0	0	0	1	2
Total	0	0	0	243	0	35	27	289	0	0	344	150	1086
#9 Las Palmas/S La Cumbre Rd at US-101 SB Ramps													
Base	0	430	244	458	393	0	467	5	112	0	0	0	2109
Added	0	1	0	0	0	0	0	0	1	0	0	0	2
Total	0	431	244	458	393	0	467	5	113	0	0	0	2111

Valle Verde Home Project
Existing+Ambient+Project (CUP Buildout)
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 6 Calle de los Amigos at Modoc R	B	12.9	0.000	B	13.0	0.000	+ 0.040 D/V
# 7 Via Senda at Modoc Rd	A	9.7	0.415	A	9.8	0.416	+ 0.002 V/C
# 8 Via Senda at Las Palmas Dr	B	13.2	0.554	B	13.2	0.555	+ 0.000 V/C
# 9 Las Palmas/S La Cumbre Rd at	C	26.2	0.545	C	26.2	0.545	+ 0.004 D/V

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Valle Verde Home Project
Existing+Ambient+Project (CUP Buildout)
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Calle de los Amigos at Modoc Rd

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: B[13.0]

Street Name:	Calle de los Amigos									Modoc Rd								
Approach:	North Bound					South Bound					East Bound					West Bound		
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0
Volume Module:																				
Base Vol:	96		0		45	0		0		0	0		194		52	19		306		0
Growth Adj:	1.02	1.02		1.02		1.02	1.02		1.02		1.02	1.02		1.02		1.02	1.02		1.02	
Initial Bse:	98		0		46	0		0		0	0		198		53	19		312		0
Added Vol:	1		0		1	0		0		0	0		0		1	1		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	99		0		47	0		0		0	0		198		54	20		312		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	99		0		47	0		0		0	0		198		54	20		312		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	99		0		47	0		0		0	0		198		54	20		312		0
Critical Gap Module:																				
Critical Gp:	6.4	xxxx			6.2	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	3.5	xxxx			3.3	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	578	xxxx			225	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			252	xxxx	xxxxx		
Potent Cap.:	481	xxxx			820	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			1325	xxxx	xxxxx		
Move Cap.:	476	xxxx			820	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			1325	xxxx	xxxxx		
Volume/Cap:	0.21	xxxx			0.06	xxxx	xxxx	xxxx			xxxx	xxxx	xxxx			0.02	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	0.8	xxxx			0.2	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			0.0	xxxx	xxxxx		
Control Del:	14.5	xxxx			9.7	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			7.8	xxxx	xxxxx		
LOS by Move:	B	*			A	*	*	*			*	*	*			A	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			*	*	*			*	*	*		
ApproachDel:	13.0					xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:	B					*					*					*				

Note: Queue reported is the number of cars per lane.

Valle Verde Home Project
Existing+Ambient+Project (CUP Buildout)
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 Via Senda at Modoc Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.416
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.8
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Via Senda						Modoc Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	37	0	136	0	0	0	0	116	94	175	131	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	38	0	139	0	0	0	0	118	96	179	134	0
Added Vol:	0	0	1	0	0	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	0	140	0	0	0	0	118	96	180	134	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	0	140	0	0	0	0	118	96	180	134	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	0	140	0	0	0	0	118	96	180	134	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	0	140	0	0	0	0	118	96	180	134	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.00	0.79	0.00	0.00	0.00	0.00	0.55	0.45	0.57	0.43	0.00
Final Sat.:	154	0	571	0	0	0	0	435	353	431	321	0
Capacity Analysis Module:												
Vol/Sat:	0.24	xxxx	0.24	xxxx	xxxx	xxxx	xxxx	0.27	0.27	0.42	0.42	xxxx
Crit Moves:	****								****		****	
Delay/Veh:	8.9	0.0	8.9	0.0	0.0	0.0	0.0	9.0	9.0	10.8	10.8	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.9	0.0	8.9	0.0	0.0	0.0	0.0	9.0	9.0	10.8	10.8	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	B	B	*
ApproachDel:	8.9			xxxxxx			9.0			10.8		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	8.9			xxxxxx			9.0			10.8		
LOS by Appr:	A			*			A			B		
AllWayAvgQ:	0.3	0.3	0.3	0.0	0.0	0.0	0.3	0.3	0.3	0.7	0.7	0.7

Note: Queue reported is the number of cars per lane.

Valle Verde Home Project
Existing+Ambient+Project (CUP Buildout)
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Via Senda at Las Palmas Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.555
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.2
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Via Senda						Las Palmas Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	237	0	34	26	283	0	0	337	146
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	242	0	35	27	289	0	0	344	149
Added Vol:	0	0	0	1	0	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	243	0	35	27	289	0	0	344	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	243	0	35	27	289	0	0	344	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	243	0	35	27	289	0	0	344	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	243	0	35	27	289	0	0	344	150
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.87	0.00	0.13	0.08	0.92	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	518	0	74	54	590	0	0	620	704
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.47	xxxx	0.47	0.49	0.49	xxxx	xxxx	0.55	0.21
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	13.3	0.0	13.3	13.3	13.3	0.0	0.0	14.9	9.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.3	0.0	13.3	13.3	13.3	0.0	0.0	14.9	9.0
LOS by Move:	*	*	*	B	*	B	B	B	*	*	B	A
ApproachDel:	xxxxxx			13.3			13.3			13.1		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			13.3			13.3			13.1		
LOS by Appr:	*			B			B			B		
AllWayAvgQ:	0.0	0.0	0.0	0.7	0.7	0.7	0.9	0.9	0.9	0.0	1.1	0.3

Note: Queue reported is the number of cars per lane.

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Valle Verde Home Project
Existing+Ambient+Project (CUP Buildout)
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Las Palmas/S La Cumbre Rd at US-101 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.545
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.2
Optimal Cycle:	39	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	2 0	1 0	0	1 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	422	239	449	385	0	458	5	110	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	430	244	458	393	0	467	5	112	0	0	0
Added Vol:	0	1	0	0	0	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	431	244	458	393	0	467	5	113	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	431	244	458	393	0	467	5	113	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	431	244	458	393	0	467	5	113	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	431	244	458	393	0	467	5	113	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.74	1.00	1.00	0.70	0.88	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	1.00	0.00	1.98	0.02	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	2801	1900	0	2652	29	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.15	0.16	0.21	0.00	0.18	0.18	0.07	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green/Cycle:	0.00	0.28	0.28	0.30	0.58	0.00	0.32	0.32	0.32	0.00	0.00	0.00
Volume/Cap:	0.00	0.43	0.55	0.55	0.36	0.00	0.55	0.55	0.22	0.00	0.00	0.00
Delay/Veh:	0.0	30.0	32.2	30.0	11.5	0.0	28.5	28.5	24.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	30.0	32.2	30.0	11.5	0.0	28.5	28.5	24.8	0.0	0.0	0.0
LOS by Move:	A	C	C	C	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	6	7	7	6	0	7	8	3	0	0	0

Note: Queue reported is the number of cars per lane.

FUTURE WITHOUT PROJECT – CUP BUILDOUT
LOS WORKSHEETS

WEEKDAY PM PEAK HOUR

Valle Verde Home Project
Existing+Ambient+Project (CUP Buildout)
PM Peak Hour

Scenario Report

Scenario:	E+A+P Alt2 PM
Command:	E+A+P Alt2 PM
Volume:	E+A PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	PM Peak
Trip Distribution:	Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	E+A+P Alt2 PM

Valle Verde Home Project
Existing+Ambient+Project (CUP Buildout)
PM Peak Hour

Trip Generation Report

Forecast for PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
102	Project (Val	1.00	Residential	6.00	6.00	6	6	12	100.0
	Zone 102 Subtotal					6	6	12	100.0
TOTAL						6	6	12	100.0

Trip Distribution Report

Percent Of Trips Distribution

To Gates

Zone	1	2	3	4	5	7	8	10
102	5.0	5.0	40.0	30.0	5.0	0.0	10.0	5.0

Valle Verde Home Project
Existing+Ambient+Project (CUP Buildout)
PM Peak Hour

Turning Movement Report
PM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#6 Calle de los Amigos at Modoc Rd													
Base	71	0	36	0	0	0	0	335	111	49	281	0	882
Added	3	0	1	0	0	0	0	0	3	1	0	0	8
Total	74	0	37	0	0	0	0	335	114	50	281	0	890
#7 Via Senda at Modoc Rd													
Base	100	0	210	0	0	0	0	192	71	181	183	0	936
Added	0	0	3	0	0	0	0	0	0	3	0	0	6
Total	100	0	213	0	0	0	0	192	71	184	183	0	942
#8 Via Senda at Las Palmas Dr													
Base	0	0	0	231	0	28	28	279	0	0	276	275	1117
Added	0	0	0	3	0	0	0	0	0	0	0	3	6
Total	0	0	0	234	0	28	28	279	0	0	276	278	1123
#9 Las Palmas/S La Cumbre Rd at US-101 SB Ramps													
Base	0	320	147	611	393	0	616	1	77	0	0	0	2164
Added	0	3	0	0	0	0	0	0	2	0	0	0	5
Total	0	323	147	611	393	0	616	1	79	0	0	0	2169

Valle Verde Home Project
Existing+Ambient+Project (CUP Buildout)
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 6 Calle de los Amigos at Modoc R	C	15.2	0.000	C	15.4	0.000	+ 0.172 D/V
# 7 Via Senda at Modoc Rd	B	12.2	0.535	B	12.3	0.541	+ 0.005 V/C
# 8 Via Senda at Las Palmas Dr	B	12.2	0.471	B	12.2	0.473	+ 0.002 V/C
# 9 Las Palmas/S La Cumbre Rd at	B	xxxxx	0.680	B	xxxxx	0.681	+ 0.001 V/C

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Valle Verde Home Project
Existing+Ambient+Project (CUP Buildout)
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Calle de los Amigos at Modoc Rd

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: C[15.4]

Street Name:	Calle de los Amigos									Modoc Rd		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	70	0	35	0	0	0	0	328	109	48	275	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	71	0	36	0	0	0	0	335	111	49	281	0
Added Vol:	3	0	1	0	0	0	0	0	3	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	0	37	0	0	0	0	335	114	50	281	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	0	37	0	0	0	0	335	114	50	281	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	74	0	37	0	0	0	0	335	114	50	281	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	772	xxxx	392	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	449	xxxx	xxxxx
Potent Cap.:	371	xxxx	661	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1122	xxxx	xxxxx
Move Cap.:	358	xxxx	661	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1122	xxxx	xxxxx
Volume/Cap:	0.21	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.8	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	17.7	xxxx	10.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	C	*	B	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	15.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

Note: Queue reported is the number of cars per lane.

Valle Verde Home Project
Existing+Ambient+Project (CUP Buildout)
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 Via Senda at Modoc Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.541
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.3
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Via Senda						Modoc Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	98	0	206	0	0	0	0	188	70	177	179	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	100	0	210	0	0	0	0	192	71	181	183	0
Added Vol:	0	0	3	0	0	0	0	0	0	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	0	213	0	0	0	0	192	71	184	183	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	0	213	0	0	0	0	192	71	184	183	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	0	213	0	0	0	0	192	71	184	183	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	0	213	0	0	0	0	192	71	184	183	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.32	0.00	0.68	0.00	0.00	0.00	0.00	0.73	0.27	0.50	0.50	0.00
Final Sat.:	216	0	460	0	0	0	0	497	185	340	338	0
Capacity Analysis Module:												
Vol/Sat:	0.46	xxxx	0.46	xxxx	xxxx	xxxx	xxxx	0.39	0.39	0.54	0.54	xxxx
Crit Moves:			****					****		****		
Delay/Veh:	11.9	0.0	11.9	0.0	0.0	0.0	0.0	10.9	10.9	13.7	13.7	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.9	0.0	11.9	0.0	0.0	0.0	0.0	10.9	10.9	13.7	13.7	0.0
LOS by Move:	B	*	B	*	*	*	*	B	B	B	B	*
ApproachDel:	11.9			xxxxxx			10.9			13.7		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	11.9			xxxxxx			10.9			13.7		
LOS by Appr:	B			*			B			B		
AllWayAvgQ:	0.7	0.7	0.7	0.0	0.0	0.0	0.5	0.5	0.5	1.0	1.0	1.0

Note: Queue reported is the number of cars per lane.

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Valle Verde Home Project
Existing+Ambient+Project (CUP Buildout)
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Via Senda at Las Palmas Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.473
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.2
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Via Senda						Las Palmas Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	226	0	27	27	274	0	0	271	270
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	231	0	28	28	279	0	0	276	275
Added Vol:	0	0	0	3	0	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	234	0	28	28	279	0	0	276	278
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	234	0	28	28	279	0	0	276	278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	234	0	28	28	279	0	0	276	278
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	234	0	28	28	279	0	0	276	278
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.89	0.00	0.11	0.09	0.91	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	529	0	62	58	591	0	0	628	716
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.44	xxxx	0.44	0.47	0.47	xxxx	xxxx	0.44	0.39
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	12.9	0.0	12.9	12.9	12.9	0.0	0.0	12.5	10.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.9	0.0	12.9	12.9	12.9	0.0	0.0	12.5	10.6
LOS by Move:	*	*	*	B	*	B	B	B	*	*	B	B
ApproachDel:	xxxxxx			12.9			12.9			11.6		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			12.9			12.9			11.6		
LOS by Appr:	*			B			B			B		
AllWayAvgQ:	0.0	0.0	0.0	0.7	0.7	0.7	0.8	0.8	0.8	0.0	0.7	0.6

Note: Queue reported is the number of cars per lane.

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Valle Verde Home Project
Existing+Ambient+Project (CUP Buildout)
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Las Palmas/S La Cumbre Rd at US-101 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.681
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	2 0	1 0	0	1 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	314	144	599	385	0	604	1	75	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	320	147	611	393	0	616	1	77	0	0	0
Added Vol:	0	3	0	0	0	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	323	147	611	393	0	616	1	79	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	323	147	611	393	0	616	1	79	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	323	147	611	393	0	616	1	79	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	323	147	611	393	0	616	1	79	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	1.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	2560	1600	0	2556	5	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.09	0.24	0.25	0.00	0.24	0.19	0.05	0.00	0.00	0.00
Crit Moves:		****		****			****					

Valle Verde Home Project
Existing+Ambient+Project (CUP Buildout)
PM Peak Hour

Scenario Report

Scenario:	E+A+P Alt2 PM
Command:	E+A+P Alt2 PM
Volume:	E+A PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	PM Peak
Trip Distribution:	Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	E+A+P Alt2 PM

Valle Verde Home Project
Existing+Ambient+Project (CUP Buildout)
PM Peak Hour

Trip Generation Report

Forecast for PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
102	Project (Val	1.00	Residential	6.00	6.00	6	6	12	100.0
	Zone 102 Subtotal					6	6	12	100.0
TOTAL						6	6	12	100.0

Trip Distribution Report

Percent Of Trips Distribution

To Gates

Zone	1	2	3	4	5	7	8	10
102	5.0	5.0	40.0	30.0	5.0	0.0	10.0	5.0

Valle Verde Home Project
Existing+Ambient+Project (CUP Buildout)
PM Peak Hour

Turning Movement Report
PM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#6 Calle de los Amigos at Modoc Rd													
Base	71	0	36	0	0	0	0	335	111	49	281	0	882
Added	3	0	1	0	0	0	0	0	3	1	0	0	8
Total	74	0	37	0	0	0	0	335	114	50	281	0	890
#7 Via Senda at Modoc Rd													
Base	100	0	210	0	0	0	0	192	71	181	183	0	936
Added	0	0	3	0	0	0	0	0	0	3	0	0	6
Total	100	0	213	0	0	0	0	192	71	184	183	0	942
#8 Via Senda at Las Palmas Dr													
Base	0	0	0	231	0	28	28	279	0	0	276	275	1117
Added	0	0	0	3	0	0	0	0	0	0	0	3	6
Total	0	0	0	234	0	28	28	279	0	0	276	278	1123
#9 Las Palmas/S La Cumbre Rd at US-101 SB Ramps													
Base	0	320	147	611	393	0	616	1	77	0	0	0	2164
Added	0	3	0	0	0	0	0	0	2	0	0	0	5
Total	0	323	147	611	393	0	616	1	79	0	0	0	2169

Valle Verde Home Project
Existing+Ambient+Project (CUP Buildout)
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 6 Calle de los Amigos at Modoc R	C	15.2	0.000	C	15.4	0.000	+ 0.172 D/V
# 7 Via Senda at Modoc Rd	B	12.2	0.535	B	12.3	0.541	+ 0.005 V/C
# 8 Via Senda at Las Palmas Dr	B	12.2	0.471	B	12.2	0.473	+ 0.002 V/C
# 9 Las Palmas/S La Cumbre Rd at	C	27.5	0.601	C	27.5	0.602	+ 0.007 D/V

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Valle Verde Home Project
Existing+Ambient+Project (CUP Buildout)
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Calle de los Amigos at Modoc Rd

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: C[15.4]

Street Name:	Calle de los Amigos									Modoc Rd		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	70	0	35	0	0	0	0	328	109	48	275	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	71	0	36	0	0	0	0	335	111	49	281	0
Added Vol:	3	0	1	0	0	0	0	0	3	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	0	37	0	0	0	0	335	114	50	281	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	0	37	0	0	0	0	335	114	50	281	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	74	0	37	0	0	0	0	335	114	50	281	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	772	xxxx	392	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	449	xxxx	xxxxx
Potent Cap.:	371	xxxx	661	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1122	xxxx	xxxxx
Move Cap.:	358	xxxx	661	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1122	xxxx	xxxxx
Volume/Cap:	0.21	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.8	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	17.7	xxxx	10.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	C	*	B	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	15.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

Note: Queue reported is the number of cars per lane.

Valle Verde Home Project
Existing+Ambient+Project (CUP Buildout)
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 Via Senda at Modoc Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.541
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.3
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Via Senda						Modoc Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	98	0	206	0	0	0	0	188	70	177	179	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	100	0	210	0	0	0	0	192	71	181	183	0
Added Vol:	0	0	3	0	0	0	0	0	0	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	0	213	0	0	0	0	192	71	184	183	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	0	213	0	0	0	0	192	71	184	183	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	0	213	0	0	0	0	192	71	184	183	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	0	213	0	0	0	0	192	71	184	183	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.32	0.00	0.68	0.00	0.00	0.00	0.00	0.73	0.27	0.50	0.50	0.00
Final Sat.:	216	0	460	0	0	0	0	497	185	340	338	0
Capacity Analysis Module:												
Vol/Sat:	0.46	xxxx	0.46	xxxx	xxxx	xxxx	xxxx	0.39	0.39	0.54	0.54	xxxx
Crit Moves:			****					****		****		
Delay/Veh:	11.9	0.0	11.9	0.0	0.0	0.0	0.0	10.9	10.9	13.7	13.7	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.9	0.0	11.9	0.0	0.0	0.0	0.0	10.9	10.9	13.7	13.7	0.0
LOS by Move:	B	*	B	*	*	*	*	B	B	B	B	*
ApproachDel:	11.9			xxxxxx			10.9			13.7		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	11.9			xxxxxx			10.9			13.7		
LOS by Appr:	B			*			B			B		
AllWayAvgQ:	0.7	0.7	0.7	0.0	0.0	0.0	0.5	0.5	0.5	1.0	1.0	1.0

Note: Queue reported is the number of cars per lane.

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Valle Verde Home Project
Existing+Ambient+Project (CUP Buildout)
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Via Senda at Las Palmas Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.473
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.2
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Via Senda						Las Palmas Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	226	0	27	27	274	0	0	271	270
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	231	0	28	28	279	0	0	276	275
Added Vol:	0	0	0	3	0	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	234	0	28	28	279	0	0	276	278
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	234	0	28	28	279	0	0	276	278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	234	0	28	28	279	0	0	276	278
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	234	0	28	28	279	0	0	276	278
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.89	0.00	0.11	0.09	0.91	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	529	0	62	58	591	0	0	628	716
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.44	xxxx	0.44	0.47	0.47	xxxx	xxxx	0.44	0.39
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	12.9	0.0	12.9	12.9	12.9	0.0	0.0	12.5	10.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.9	0.0	12.9	12.9	12.9	0.0	0.0	12.5	10.6
LOS by Move:	*	*	*	B	*	B	B	B	*	*	B	B
ApproachDel:	xxxxxx			12.9			12.9			11.6		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			12.9			12.9			11.6		
LOS by Appr:	*			B			B			B		
AllWayAvgQ:	0.0	0.0	0.0	0.7	0.7	0.7	0.8	0.8	0.8	0.0	0.7	0.6

Note: Queue reported is the number of cars per lane.

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Valle Verde Home Project
Existing+Ambient+Project (CUP Buildout)
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Las Positas/S La Cumbre Rd at US-101 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.602
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	27.5
Optimal Cycle:	44	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	0	1	2 0	1 0	0	1 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	314	144	599	385	0	604	1	75	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	320	147	611	393	0	616	1	77	0	0	0
Added Vol:	0	3	0	0	0	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	323	147	611	393	0	616	1	79	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	323	147	611	393	0	616	1	79	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	323	147	611	393	0	616	1	79	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	323	147	611	393	0	616	1	79	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.74	1.00	1.00	0.69	0.87	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	1.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	2801	1900	0	2632	4	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.22	0.21	0.00	0.23	0.23	0.05	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.15	0.15	0.36	0.51	0.00	0.39	0.39	0.39	0.00	0.00	0.00
Volume/Cap:	0.00	0.60	0.61	0.60	0.40	0.00	0.60	0.60	0.12	0.00	0.00	0.00
Delay/Veh:	0.0	41.7	44.4	27.0	15.3	0.0	25.4	25.4	19.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	41.7	44.4	27.0	15.3	0.0	25.4	25.4	19.7	0.0	0.0	0.0
LOS by Move:	A	D	D	C	B	A	C	C	B	A	A	A
HCM2kAvgQ:	0	6	5	9	7	0	8	10	2	0	0	0

Note: Queue reported is the number of cars per lane.

FUTURE WITH PROJECT
LOS WORKSHEETS

WEEKDAY AM PEAK HOUR

Valle Verde Home Project
Existing+Ambient+Project (Proposed Project)
AM Peak Hour

Scenario Report

Scenario:	E+A+P Alt1 AM
Command:	E+A+P Alt1 AM
Volume:	E+A AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	AM Peak
Trip Distribution:	Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	E+A+P Alt1 AM

Valle Verde Home Project
Existing+Ambient+Project (Proposed Project)
AM Peak Hour

Trip Generation Report

Forecast for AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
101	Project (Val	1.00	Residential	4.00	4.00	4	4	8	100.0
	Zone 101 Subtotal					4	4	8	100.0
TOTAL						4	4	8	100.0

Trip Distribution Report

Percent Of Trips Distribution

Zone	To Gates 1	2	3	4	5	7	8	10
101	5.0	5.0	40.0	30.0	5.0	0.0	10.0	5.0

Valle Verde Home Project
Existing+Ambient+Project (Proposed Project)
AM Peak Hour

Turning Movement Report
AM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#6 Calle de los Amigos at Modoc Rd													
Base	98	0	46	0	0	0	0	198	53	19	312	0	726
Added	2	0	1	0	0	0	0	0	2	1	0	0	6
Total	100	0	47	0	0	0	0	198	55	20	312	0	732
#7 Via Senda at Modoc Rd													
Base	38	0	139	0	0	0	0	118	96	179	134	0	703
Added	0	0	2	0	0	0	0	0	0	2	0	0	4
Total	38	0	141	0	0	0	0	118	96	181	134	0	707
#8 Via Senda at Las Palmas Dr													
Base	0	0	0	242	0	35	27	289	0	0	344	149	1084
Added	0	0	0	2	0	0	0	0	0	0	0	2	4
Total	0	0	0	244	0	35	27	289	0	0	344	151	1088
#9 Las Palmas/S La Cumbre Rd at US-101 SB Ramps													
Base	0	430	244	458	393	0	467	5	112	0	0	0	2109
Added	0	2	0	0	0	0	0	0	2	0	0	0	4
Total	0	432	244	458	393	0	467	5	114	0	0	0	2113

Valle Verde Home Project
Existing+Ambient+Project (Proposed Project)
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 6 Calle de los Amigos at Modoc R	B	12.9	0.000	B	13.0	0.000	+ 0.074 D/V
# 7 Via Senda at Modoc Rd	A	9.7	0.415	A	9.8	0.418	+ 0.003 V/C
# 8 Via Senda at Las Palmas Dr	B	13.2	0.554	B	13.2	0.555	+ 0.001 V/C
# 9 Las Palmas/S La Cumbre Rd at	B	xxxxx	0.616	B	xxxxx	0.616	+ 0.000 V/C

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Valle Verde Home Project
Existing+Ambient+Project (Proposed Project)
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Calle de los Amigos at Modoc Rd

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: B[13.0]

Street Name:	Calle de los Amigos									Modoc Rd		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	96	0	45	0	0	0	0	194	52	19	306	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	98	0	46	0	0	0	0	198	53	19	312	0
Added Vol:	2	0	1	0	0	0	0	0	2	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	0	47	0	0	0	0	198	55	20	312	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	0	47	0	0	0	0	198	55	20	312	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	100	0	47	0	0	0	0	198	55	20	312	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	578	xxxx	225	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	253	xxxx	xxxxx
Potent Cap.:	481	xxxx	819	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1324	xxxx	xxxxx
Move Cap.:	475	xxxx	819	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1324	xxxx	xxxxx
Volume/Cap:	0.21	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.8	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	14.6	xxxx	9.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	B	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	13.0			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

Note: Queue reported is the number of cars per lane.

Valle Verde Home Project
Existing+Ambient+Project (Proposed Project)
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 Via Senda at Modoc Rd

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.418
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): 9.8
Optimal Cycle: 0 | Level Of Service: A

Street Name:	Via Senda						Modoc Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	37	0	136	0	0	0	0	116	94	175	131	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	38	0	139	0	0	0	0	118	96	179	134	0
Added Vol:	0	0	2	0	0	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	0	141	0	0	0	0	118	96	181	134	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	0	141	0	0	0	0	118	96	181	134	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	0	141	0	0	0	0	118	96	181	134	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	0	141	0	0	0	0	118	96	181	134	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.00	0.79	0.00	0.00	0.00	0.00	0.55	0.45	0.57	0.43	0.00
Final Sat.:	153	0	572	0	0	0	0	435	352	432	320	0
Capacity Analysis Module:												
Vol/Sat:	0.25	xxxx	0.25	xxxx	xxxx	xxxx	xxxx	0.27	0.27	0.42	0.42	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	8.9	0.0	8.9	0.0	0.0	0.0	0.0	9.0	9.0	10.8	10.8	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.9	0.0	8.9	0.0	0.0	0.0	0.0	9.0	9.0	10.8	10.8	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	B	B	*
ApproachDel:	8.9			xxxxxx				9.0			10.8	
Delay Adj:	1.00			xxxxx				1.00			1.00	
ApprAdjDel:	8.9			xxxxxx				9.0			10.8	
LOS by Appr:	A			*				A			B	
AllWayAvgQ:	0.3	0.3	0.3	0.0	0.0	0.0	0.3	0.3	0.3	0.7	0.7	0.7

Note: Queue reported is the number of cars per lane.

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Valle Verde Home Project
Existing+Ambient+Project (Proposed Project)
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Via Senda at Las Palmas Dr

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.555
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): 13.2
Optimal Cycle: 0 | Level Of Service: B

Street Name:	Via Senda						Las Palmas Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	237	0	34	26	283	0	0	337	146
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	242	0	35	27	289	0	0	344	149
Added Vol:	0	0	0	2	0	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	244	0	35	27	289	0	0	344	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	244	0	35	27	289	0	0	344	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	244	0	35	27	289	0	0	344	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	244	0	35	27	289	0	0	344	151
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.88	0.00	0.12	0.08	0.92	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	518	0	74	54	589	0	0	619	704
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.47	xxxx	0.47	0.49	0.49	xxxx	xxxx	0.55	0.21
Crit Moves:						****		****			****	
Delay/Veh:	0.0	0.0	0.0	13.4	0.0	13.4	13.3	13.3	0.0	0.0	14.9	9.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.4	0.0	13.4	13.3	13.3	0.0	0.0	14.9	9.0
LOS by Move:	*	*	*	B	*	B	B	B	*	*	B	A
ApproachDel:	xxxxxx			13.4			13.3			13.1		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			13.4			13.3			13.1		
LOS by Appr:	*			B			B			B		
AllWayAvgQ:	0.0	0.0	0.0	0.8	0.8	0.8	0.9	0.9	0.9	0.0	1.1	0.3

Note: Queue reported is the number of cars per lane.

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Valle Verde Home Project
Existing+Ambient+Project (Proposed Project)
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Las Palmas/S La Cumbre Rd at US-101 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.616
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	2 0	1 0	0	1 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	422	239	449	385	0	458	5	110	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	430	244	458	393	0	467	5	112	0	0	0
Added Vol:	0	2	0	0	0	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	432	244	458	393	0	467	5	114	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	432	244	458	393	0	467	5	114	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	432	244	458	393	0	467	5	114	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	432	244	458	393	0	467	5	114	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	1.00	0.00	1.98	0.02	1.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	2560	1600	0	2532	35	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.15	0.18	0.25	0.00	0.18	0.15	0.07	0.00	0.00	0.00
Crit Moves:			****	****			****					

Valle Verde Home Project
Existing+Ambient+Project (Proposed Project)
AM Peak Hour

Scenario Report

Scenario:	E+A+P Alt1 AM
Command:	E+A+P Alt1 AM
Volume:	E+A AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	AM Peak
Trip Distribution:	Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	E+A+P Alt1 AM

Valle Verde Home Project
Existing+Ambient+Project (Proposed Project)
AM Peak Hour

Trip Generation Report

Forecast for AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
101	Project (Val	1.00	Residential	4.00	4.00	4	4	8	100.0
	Zone 101 Subtotal					4	4	8	100.0
TOTAL						4	4	8	100.0

Trip Distribution Report

Percent Of Trips Distribution

To Gates

Zone	1	2	3	4	5	7	8	10
101	5.0	5.0	40.0	30.0	5.0	0.0	10.0	5.0

Valle Verde Home Project
Existing+Ambient+Project (Proposed Project)
AM Peak Hour

Turning Movement Report
AM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#6 Calle de los Amigos at Modoc Rd													
Base	98	0	46	0	0	0	0	198	53	19	312	0	726
Added	2	0	1	0	0	0	0	0	2	1	0	0	6
Total	100	0	47	0	0	0	0	198	55	20	312	0	732
#7 Via Senda at Modoc Rd													
Base	38	0	139	0	0	0	0	118	96	179	134	0	703
Added	0	0	2	0	0	0	0	0	0	2	0	0	4
Total	38	0	141	0	0	0	0	118	96	181	134	0	707
#8 Via Senda at Las Palmas Dr													
Base	0	0	0	242	0	35	27	289	0	0	344	149	1084
Added	0	0	0	2	0	0	0	0	0	0	0	2	4
Total	0	0	0	244	0	35	27	289	0	0	344	151	1088
#9 Las Palmas/S La Cumbre Rd at US-101 SB Ramps													
Base	0	430	244	458	393	0	467	5	112	0	0	0	2109
Added	0	2	0	0	0	0	0	0	2	0	0	0	4
Total	0	432	244	458	393	0	467	5	114	0	0	0	2113

Valle Verde Home Project
Existing+Ambient+Project (Proposed Project)
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 6 Calle de los Amigos at Modoc R	B	12.9	0.000	B	13.0	0.000	+ 0.074 D/V
# 7 Via Senda at Modoc Rd	A	9.7	0.415	A	9.8	0.418	+ 0.003 V/C
# 8 Via Senda at Las Palmas Dr	B	13.2	0.554	B	13.2	0.555	+ 0.001 V/C
# 9 Las Palmas/S La Cumbre Rd at	C	26.2	0.545	C	26.2	0.545	+ 0.009 D/V

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Valle Verde Home Project
Existing+Ambient+Project (Proposed Project)
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Calle de los Amigos at Modoc Rd

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: B[13.0]

Street Name:	Calle de los Amigos									Modoc Rd		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	96	0	45	0	0	0	0	194	52	19	306	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	98	0	46	0	0	0	0	198	53	19	312	0
Added Vol:	2	0	1	0	0	0	0	0	2	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	0	47	0	0	0	0	198	55	20	312	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	0	47	0	0	0	0	198	55	20	312	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	100	0	47	0	0	0	0	198	55	20	312	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	578	xxxx	225	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	253	xxxx	xxxxx
Potent Cap.:	481	xxxx	819	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1324	xxxx	xxxxx
Move Cap.:	475	xxxx	819	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1324	xxxx	xxxxx
Volume/Cap:	0.21	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.8	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	14.6	xxxx	9.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	B	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	13.0			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

Note: Queue reported is the number of cars per lane.

Valle Verde Home Project
Existing+Ambient+Project (Proposed Project)
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 Via Senda at Modoc Rd

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.418
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): 9.8
Optimal Cycle: 0 | Level Of Service: A

Street Name:	Via Senda						Modoc Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	37	0	136	0	0	0	0	116	94	175	131	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	38	0	139	0	0	0	0	118	96	179	134	0
Added Vol:	0	0	2	0	0	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	0	141	0	0	0	0	118	96	181	134	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	0	141	0	0	0	0	118	96	181	134	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	0	141	0	0	0	0	118	96	181	134	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	0	141	0	0	0	0	118	96	181	134	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.00	0.79	0.00	0.00	0.00	0.00	0.55	0.45	0.57	0.43	0.00
Final Sat.:	153	0	572	0	0	0	0	435	352	432	320	0
Capacity Analysis Module:												
Vol/Sat:	0.25	xxxx	0.25	xxxx	xxxx	xxxx	xxxx	0.27	0.27	0.42	0.42	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	8.9	0.0	8.9	0.0	0.0	0.0	0.0	9.0	9.0	10.8	10.8	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.9	0.0	8.9	0.0	0.0	0.0	0.0	9.0	9.0	10.8	10.8	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	B	B	*
ApproachDel:	8.9			xxxxxx				9.0			10.8	
Delay Adj:	1.00			xxxxx				1.00			1.00	
ApprAdjDel:	8.9			xxxxxx				9.0			10.8	
LOS by Appr:	A			*				A			B	
AllWayAvgQ:	0.3	0.3	0.3	0.0	0.0	0.0	0.3	0.3	0.3	0.7	0.7	0.7

Note: Queue reported is the number of cars per lane.

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Valle Verde Home Project
Existing+Ambient+Project (Proposed Project)
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Via Senda at Las Palmas Dr

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.555
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): 13.2
Optimal Cycle: 0 | Level Of Service: B

Street Name:	Via Senda						Las Palmas Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	237	0	34	26	283	0	0	337	146
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	242	0	35	27	289	0	0	344	149
Added Vol:	0	0	0	2	0	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	244	0	35	27	289	0	0	344	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	244	0	35	27	289	0	0	344	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	244	0	35	27	289	0	0	344	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	244	0	35	27	289	0	0	344	151
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.88	0.00	0.12	0.08	0.92	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	518	0	74	54	589	0	0	619	704
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.47	xxxx	0.47	0.49	0.49	xxxx	xxxx	0.55	0.21
Crit Moves:						****		****			****	
Delay/Veh:	0.0	0.0	0.0	13.4	0.0	13.4	13.3	13.3	0.0	0.0	14.9	9.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.4	0.0	13.4	13.3	13.3	0.0	0.0	14.9	9.0
LOS by Move:	*	*	*	B	*	B	B	B	*	*	B	A
ApproachDel:	xxxxxx			13.4			13.3			13.1		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			13.4			13.3			13.1		
LOS by Appr:	*			B			B			B		
AllWayAvgQ:	0.0	0.0	0.0	0.8	0.8	0.8	0.9	0.9	0.9	0.0	1.1	0.3

Note: Queue reported is the number of cars per lane.

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Valle Verde Home Project
Existing+Ambient+Project (Proposed Project)
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Las Palmas/S La Cumbre Rd at US-101 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.545
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.2
Optimal Cycle:	39	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	2 0	1 0	0	1 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	422	239	449	385	0	458	5	110	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	430	244	458	393	0	467	5	112	0	0	0
Added Vol:	0	2	0	0	0	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	432	244	458	393	0	467	5	114	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	432	244	458	393	0	467	5	114	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	432	244	458	393	0	467	5	114	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	432	244	458	393	0	467	5	114	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.74	1.00	1.00	0.70	0.88	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	1.00	0.00	1.98	0.02	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	2801	1900	0	2652	29	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.15	0.16	0.21	0.00	0.18	0.18	0.07	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green/Cycle:	0.00	0.28	0.28	0.30	0.58	0.00	0.32	0.32	0.32	0.00	0.00	0.00
Volume/Cap:	0.00	0.43	0.55	0.55	0.36	0.00	0.55	0.55	0.22	0.00	0.00	0.00
Delay/Veh:	0.0	30.0	32.2	30.0	11.5	0.0	28.5	28.5	24.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	30.0	32.2	30.0	11.5	0.0	28.5	28.5	24.9	0.0	0.0	0.0
LOS by Move:	A	C	C	C	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	6	7	7	6	0	7	8	3	0	0	0

Note: Queue reported is the number of cars per lane.

FUTURE WITH PROJECT
LOS WORKSHEETS

WEEKDAY PM PEAK HOUR

Valle Verde Home Project
Existing+Ambient+Project (Proposed Project)
PM Peak Hour

Scenario Report

Scenario:	E+A+P Alt1 PM
Command:	E+A+P Alt1 PM
Volume:	E+A PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	PM Peak
Trip Distribution:	Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	E+A+P Alt1 PM

Valle Verde Home Project
Existing+Ambient+Project (Proposed Project)
PM Peak Hour

Trip Generation Report

Forecast for PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
101	Project (Val	1.00	Residential	6.00	6.00	6	6	12	100.0
	Zone 101 Subtotal					6	6	12	100.0
TOTAL						6	6	12	100.0

Trip Distribution Report

Percent Of Trips Distribution

To Gates

Zone	1	2	3	4	5	7	8	10
101	5.0	5.0	40.0	30.0	5.0	0.0	10.0	5.0

Valle Verde Home Project
Existing+Ambient+Project (Proposed Project)
PM Peak Hour

Turning Movement Report
PM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#6 Calle de los Amigos at Modoc Rd													
Base	71	0	36	0	0	0	0	335	111	49	281	0	882
Added	3	0	1	0	0	0	0	0	3	1	0	0	8
Total	74	0	37	0	0	0	0	335	114	50	281	0	890
#7 Via Senda at Modoc Rd													
Base	100	0	210	0	0	0	0	192	71	181	183	0	936
Added	0	0	3	0	0	0	0	0	0	3	0	0	6
Total	100	0	213	0	0	0	0	192	71	184	183	0	942
#8 Via Senda at Las Palmas Dr													
Base	0	0	0	231	0	28	28	279	0	0	276	275	1117
Added	0	0	0	3	0	0	0	0	0	0	0	3	6
Total	0	0	0	234	0	28	28	279	0	0	276	278	1123
#9 Las Palmas/S La Cumbre Rd at US-101 SB Ramps													
Base	0	320	147	611	393	0	616	1	77	0	0	0	2164
Added	0	3	0	0	0	0	0	0	2	0	0	0	5
Total	0	323	147	611	393	0	616	1	79	0	0	0	2169

Valle Verde Home Project
Existing+Ambient+Project (Proposed Project)
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 6 Calle de los Amigos at Modoc R	C	15.2	0.000	C	15.4	0.000	+ 0.172 D/V
# 7 Via Senda at Modoc Rd	B	12.2	0.535	B	12.3	0.541	+ 0.005 V/C
# 8 Via Senda at Las Palmas Dr	B	12.2	0.471	B	12.2	0.473	+ 0.002 V/C
# 9 Las Palmas/S La Cumbre Rd at	B	xxxxx	0.680	B	xxxxx	0.681	+ 0.001 V/C

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Valle Verde Home Project
Existing+Ambient+Project (Proposed Project)
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Calle de los Amigos at Modoc Rd

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: C[15.4]

Street Name:	Calle de los Amigos									Modoc Rd		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	70	0	35	0	0	0	0	328	109	48	275	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	71	0	36	0	0	0	0	335	111	49	281	0
Added Vol:	3	0	1	0	0	0	0	0	3	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	0	37	0	0	0	0	335	114	50	281	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	0	37	0	0	0	0	335	114	50	281	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	74	0	37	0	0	0	0	335	114	50	281	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	772	xxxx	392	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	449	xxxx	xxxxx
Potent Cap.:	371	xxxx	661	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1122	xxxx	xxxxx
Move Cap.:	358	xxxx	661	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1122	xxxx	xxxxx
Volume/Cap:	0.21	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.8	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	17.7	xxxx	10.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	C	*	B	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	15.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

Note: Queue reported is the number of cars per lane.

Valle Verde Home Project
Existing+Ambient+Project (Proposed Project)
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 Via Senda at Modoc Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.541
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.3
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Via Senda						Modoc Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	98	0	206	0	0	0	0	188	70	177	179	0
Growth Adj:	1.02 1.02	1.02		1.02 1.02	1.02		1.02 1.02	1.02		1.02 1.02	1.02	
Initial Bse:	100	0	210	0	0	0	0	192	71	181	183	0
Added Vol:	0	0	3	0	0	0	0	0	0	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	0	213	0	0	0	0	192	71	184	183	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	100	0	213	0	0	0	0	192	71	184	183	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	0	213	0	0	0	0	192	71	184	183	0
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	100	0	213	0	0	0	0	192	71	184	183	0
Saturation Flow Module:												
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	0.32 0.00	0.68		0.00 0.00	0.00		0.00 0.73	0.27		0.50 0.50	0.00	
Final Sat.:	216	0	460	0	0	0	0	497	185	340	338	0
Capacity Analysis Module:												
Vol/Sat:	0.46 xxxx	0.46		xxxx xxxx	xxxx		xxxx 0.39	0.39		0.54 0.54	xxxx	
Crit Moves:		****					****			****		
Delay/Veh:	11.9 0.0	11.9		0.0 0.0	0.0		0.0 10.9	10.9		13.7 13.7	0.0	
Delay Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
AdjDel/Veh:	11.9 0.0	11.9		0.0 0.0	0.0		0.0 10.9	10.9		13.7 13.7	0.0	
LOS by Move:	B *	B		* *	*		* B	B		B B	*	
ApproachDel:	11.9			xxxxxx			10.9			13.7		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	11.9			xxxxxx			10.9			13.7		
LOS by Appr:	B			*			B			B		
AllWayAvgQ:	0.7 0.7	0.7		0.0 0.0	0.0		0.5 0.5	0.5		1.0 1.0	1.0	

Note: Queue reported is the number of cars per lane.

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Valle Verde Home Project
Existing+Ambient+Project (Proposed Project)
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Via Senda at Las Palmas Dr

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.473
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): 12.2
Optimal Cycle: 0 | Level Of Service: B

Street Name:	Via Senda						Las Palmas Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	226	0	27	27	274	0	0	271	270
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	231	0	28	28	279	0	0	276	275
Added Vol:	0	0	0	3	0	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	234	0	28	28	279	0	0	276	278
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	234	0	28	28	279	0	0	276	278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	234	0	28	28	279	0	0	276	278
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	234	0	28	28	279	0	0	276	278
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.89	0.00	0.11	0.09	0.91	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	529	0	62	58	591	0	0	628	716
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.44	xxxx	0.44	0.47	0.47	xxxx	xxxx	0.44	0.39
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	12.9	0.0	12.9	12.9	12.9	0.0	0.0	12.5	10.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.9	0.0	12.9	12.9	12.9	0.0	0.0	12.5	10.6
LOS by Move:	*	*	*	B	*	B	B	B	*	*	B	B
ApproachDel:	xxxxxx			12.9			12.9			11.6		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			12.9			12.9			11.6		
LOS by Appr:	*			B			B			B		
AllWayAvgQ:	0.0	0.0	0.0	0.7	0.7	0.7	0.8	0.8	0.8	0.0	0.7	0.6

Note: Queue reported is the number of cars per lane.

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Valle Verde Home Project
Existing+Ambient+Project (Proposed Project)
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Las Palmas/S La Cumbre Rd at US-101 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.681
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	2 0	1 0	0	1 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	314	144	599	385	0	604	1	75	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	320	147	611	393	0	616	1	77	0	0	0
Added Vol:	0	3	0	0	0	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	323	147	611	393	0	616	1	79	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	323	147	611	393	0	616	1	79	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	323	147	611	393	0	616	1	79	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	323	147	611	393	0	616	1	79	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	1.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	2560	1600	0	2556	5	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.09	0.24	0.25	0.00	0.24	0.19	0.05	0.00	0.00	0.00
Crit Moves:		****		****			****					

Valle Verde Home Project
Existing+Ambient+Project (Proposed Project)
PM Peak Hour

Scenario Report

Scenario:	E+A+P Alt1 PM
Command:	E+A+P Alt1 PM
Volume:	E+A PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	PM Peak
Trip Distribution:	Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	E+A+P Alt1 PM

Valle Verde Home Project
Existing+Ambient+Project (Proposed Project)
PM Peak Hour

Trip Generation Report

Forecast for PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
101	Project (Val	1.00	Residential	6.00	6.00	6	6	12	100.0
	Zone 101 Subtotal					6	6	12	100.0
TOTAL						6	6	12	100.0

Trip Distribution Report

Percent Of Trips Distribution

To Gates

Zone	1	2	3	4	5	7	8	10
101	5.0	5.0	40.0	30.0	5.0	0.0	10.0	5.0

Valle Verde Home Project
Existing+Ambient+Project (Proposed Project)
PM Peak Hour

Turning Movement Report
PM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#6 Calle de los Amigos at Modoc Rd													
Base	71	0	36	0	0	0	0	335	111	49	281	0	882
Added	3	0	1	0	0	0	0	0	3	1	0	0	8
Total	74	0	37	0	0	0	0	335	114	50	281	0	890
#7 Via Senda at Modoc Rd													
Base	100	0	210	0	0	0	0	192	71	181	183	0	936
Added	0	0	3	0	0	0	0	0	0	3	0	0	6
Total	100	0	213	0	0	0	0	192	71	184	183	0	942
#8 Via Senda at Las Palmas Dr													
Base	0	0	0	231	0	28	28	279	0	0	276	275	1117
Added	0	0	0	3	0	0	0	0	0	0	0	3	6
Total	0	0	0	234	0	28	28	279	0	0	276	278	1123
#9 Las Palmas/S La Cumbre Rd at US-101 SB Ramps													
Base	0	320	147	611	393	0	616	1	77	0	0	0	2164
Added	0	3	0	0	0	0	0	0	2	0	0	0	5
Total	0	323	147	611	393	0	616	1	79	0	0	0	2169

Valle Verde Home Project
Existing+Ambient+Project (Proposed Project)
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 6 Calle de los Amigos at Modoc R	C	15.2	0.000	C	15.4	0.000	+ 0.172 D/V
# 7 Via Senda at Modoc Rd	B	12.2	0.535	B	12.3	0.541	+ 0.005 V/C
# 8 Via Senda at Las Palmas Dr	B	12.2	0.471	B	12.2	0.473	+ 0.002 V/C
# 9 Las Palmas/S La Cumbre Rd at	C	27.5	0.601	C	27.5	0.602	+ 0.007 D/V

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Valle Verde Home Project
Existing+Ambient+Project (Proposed Project)
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Calle de los Amigos at Modoc Rd

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: C[15.4]

Street Name:	Calle de los Amigos									Modoc Rd		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	70	0	35	0	0	0	0	328	109	48	275	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	71	0	36	0	0	0	0	335	111	49	281	0
Added Vol:	3	0	1	0	0	0	0	0	3	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	0	37	0	0	0	0	335	114	50	281	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	0	37	0	0	0	0	335	114	50	281	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	74	0	37	0	0	0	0	335	114	50	281	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	772	xxxx	392	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	449	xxxx	xxxxx
Potent Cap.:	371	xxxx	661	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1122	xxxx	xxxxx
Move Cap.:	358	xxxx	661	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1122	xxxx	xxxxx
Volume/Cap:	0.21	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.8	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	17.7	xxxx	10.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	C	*	B	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	15.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

Note: Queue reported is the number of cars per lane.

Valle Verde Home Project
Existing+Ambient+Project (Proposed Project)
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 Via Senda at Modoc Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.541
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.3
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Via Senda						Modoc Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	98	0	206	0	0	0	0	188	70	177	179	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	100	0	210	0	0	0	0	192	71	181	183	0
Added Vol:	0	0	3	0	0	0	0	0	0	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	0	213	0	0	0	0	192	71	184	183	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	0	213	0	0	0	0	192	71	184	183	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	0	213	0	0	0	0	192	71	184	183	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	0	213	0	0	0	0	192	71	184	183	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.32	0.00	0.68	0.00	0.00	0.00	0.00	0.73	0.27	0.50	0.50	0.00
Final Sat.:	216	0	460	0	0	0	0	497	185	340	338	0
Capacity Analysis Module:												
Vol/Sat:	0.46	xxxx	0.46	xxxx	xxxx	xxxx	xxxx	0.39	0.39	0.54	0.54	xxxx
Crit Moves:			****					****		****		
Delay/Veh:	11.9	0.0	11.9	0.0	0.0	0.0	0.0	10.9	10.9	13.7	13.7	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.9	0.0	11.9	0.0	0.0	0.0	0.0	10.9	10.9	13.7	13.7	0.0
LOS by Move:	B	*	B	*	*	*	*	B	B	B	B	*
ApproachDel:	11.9			xxxxxx			10.9			13.7		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	11.9			xxxxxx			10.9			13.7		
LOS by Appr:	B			*			B			B		
AllWayAvgQ:	0.7	0.7	0.7	0.0	0.0	0.0	0.5	0.5	0.5	1.0	1.0	1.0

Note: Queue reported is the number of cars per lane.

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Valle Verde Home Project
Existing+Ambient+Project (Proposed Project)
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Via Senda at Las Palmas Dr

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.473
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): 12.2
Optimal Cycle: 0 | Level Of Service: B

Street Name:	Via Senda						Las Palmas Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	226	0	27	27	274	0	0	271	270
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	231	0	28	28	279	0	0	276	275
Added Vol:	0	0	0	3	0	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	234	0	28	28	279	0	0	276	278
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	234	0	28	28	279	0	0	276	278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	234	0	28	28	279	0	0	276	278
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	234	0	28	28	279	0	0	276	278
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.89	0.00	0.11	0.09	0.91	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	529	0	62	58	591	0	0	628	716
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.44	xxxx	0.44	0.47	0.47	xxxx	xxxx	0.44	0.39
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	12.9	0.0	12.9	12.9	12.9	0.0	0.0	12.5	10.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.9	0.0	12.9	12.9	12.9	0.0	0.0	12.5	10.6
LOS by Move:	*	*	*	B	*	B	B	B	*	*	B	B
ApproachDel:	xxxxxx			12.9			12.9			11.6		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			12.9			12.9			11.6		
LOS by Appr:	*			B			B			B		
AllWayAvgQ:	0.0	0.0	0.0	0.7	0.7	0.7	0.8	0.8	0.8	0.0	0.7	0.6

Note: Queue reported is the number of cars per lane.

Valle Verde Home Project
Existing+Ambient+Project (Proposed Project)
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Las Palmas/S La Cumbre Rd at US-101 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.602
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 27.5
Optimal Cycle: 44 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	0	1	2 0 1	0	0	1 1 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0	314	144	599	385	0	604	1	75	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	320	147	611	393	0	616	1	77	0	0	0
Added Vol:	0	3	0	0	0	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	323	147	611	393	0	616	1	79	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	323	147	611	393	0	616	1	79	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	323	147	611	393	0	616	1	79	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	323	147	611	393	0	616	1	79	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.74	1.00	1.00	0.69	0.87	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	1.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	2801	1900	0	2632	4	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.22	0.21	0.00	0.23	0.23	0.05	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.15	0.15	0.36	0.51	0.00	0.39	0.39	0.39	0.00	0.00	0.00
Volume/Cap:	0.00	0.60	0.61	0.60	0.40	0.00	0.60	0.60	0.12	0.00	0.00	0.00
Delay/Veh:	0.0	41.7	44.4	27.0	15.3	0.0	25.4	25.4	19.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	41.7	44.4	27.0	15.3	0.0	25.4	25.4	19.7	0.0	0.0	0.0
LOS by Move:	A	D	D	C	B	A	C	C	B	A	A	A
HCM2kAvgQ:	0	6	5	9	7	0	8	10	2	0	0	0

Note: Queue reported is the number of cars per lane.

CUMULATIVE PROJECT
LOS WORKSHEETS

WEEKDAY AM PEAK HOUR

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (Proposed Project)
AM Peak Hour

Scenario Report

Scenario:	E+A+C+P Alt1 AM
Command:	E+A+C+P Alt1 AM
Volume:	E+A+C+P AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	AM Peak
Trip Distribution:	Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	E+A+C+P Alt1 AM

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (Proposed Project)
AM Peak Hour

Trip Generation Report

Forecast for AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	1235 Veronic	1.00	Residential	9.00	46.00	9	46	55	13.1
	Zone 1 Subtotal					9	46	55	13.1
5	3820 State S	1.00	Office	98.00	13.00	98	13	111	26.5
	Zone 5 Subtotal					98	13	111	26.5
6	900-1100 Las	1.00	Residential	6.00	15.00	6	15	21	5.0
	Zone 6 Subtotal					6	15	21	5.0
12	215 Pesetas	1.00	Medical	24.00	17.00	24	17	41	9.8
	Zone 12 Subtotal					24	17	41	9.8
13	Elings Park	1.00	Park	65.00	4.00	65	4	69	16.5
	Zone 13 Subtotal					65	4	69	16.5
14	Cancer Cente	1.00	Medical Office	89.00	25.00	89	25	114	27.2
	Zone 14 Subtotal					89	25	114	27.2
101	Project (Val	1.00	Residential	4.00	4.00	4	4	8	1.9
	Zone 101 Subtotal					4	4	8	1.9
TOTAL						295	124	419	100.0

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (Proposed Project)
AM Peak Hour

Trip Distribution Report

Percent Of Trips Distribution

	To Gates										
Zone	1	2	3	4	5	6	7	8	9	10	11
1	10.0	5.0	30.0	30.0	5.0	5.0	0.0	15.0	0.0	0.0	0.0
5	0.0	0.0	40.0	30.0	0.0	0.0	2.5	2.5	5.0	15.0	5.0
6	10.0	5.0	30.0	30.0	5.0	5.0	0.0	15.0	0.0	0.0	0.0
12	0.0	0.0	40.0	30.0	0.0	0.0	2.5	2.5	5.0	15.0	5.0
13	10.0	5.0	30.0	30.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0
14	0.0	10.0	35.0	25.0	0.0	0.0	3.0	2.0	10.0	15.0	0.0
101	5.0	5.0	40.0	30.0	5.0	0.0	0.0	10.0	0.0	5.0	0.0

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (Proposed Project)
AM Peak Hour

Turning Movement Report
AM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#6 Calle de los Amigos at Modoc Rd													
Base	98	0	46	0	0	0	0	198	53	19	312	0	726
Added	18	0	1	0	0	0	0	7	2	1	3	0	32
Total	116	0	47	0	0	0	0	205	55	20	315	0	758
#7 Via Senda at Modoc Rd													
Base	38	0	139	0	0	0	0	118	96	179	134	0	703
Added	0	0	5	0	0	0	0	4	0	18	3	0	30
Total	38	0	144	0	0	0	0	122	96	197	137	0	733
#8 Via Senda at Las Palmas Dr													
Base	0	0	0	242	0	35	27	289	0	0	344	149	1084
Added	0	0	0	18	0	0	0	6	0	0	2	5	31
Total	0	0	0	260	0	35	27	295	0	0	346	154	1115
#9 Las Palmas/S La Cumbre Rd at US-101 SB Ramps													
Base	0	430	244	458	393	0	467	5	112	0	0	0	2109
Added	0	24	0	0	2	0	0	0	4	0	0	0	30
PassBy	0	4	0	3	1	0	0	0	0	0	0	0	8
Total	0	458	244	461	396	0	467	5	116	0	0	0	2147

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (Proposed Project)
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 6 Calle de los Amigos at Modoc R	B	12.9	0.000	B	13.6	0.000	+ 0.668 D/V
# 7 Via Senda at Modoc Rd	A	9.7	0.415	B	10.0	0.445	+ 0.030 V/C
# 8 Via Senda at Las Palmas Dr	B	13.2	0.554	B	13.7	0.565	+ 0.011 V/C
# 9 Las Palmas/S La Cumbre Rd at	B	xxxxx	0.616	B	xxxxx	0.617	+ 0.001 V/C

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Valle Verde Home Project
Existing+Ambient+Cumulative+Project (Proposed Project)
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Calle de los Amigos at Modoc Rd

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: B[13.6]

Street Name:	Calle de los Amigos									Modoc Rd		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	96	0	45	0	0	0	0	194	52	19	306	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	98	0	46	0	0	0	0	198	53	19	312	0
Added Vol:	18	0	1	0	0	0	0	7	2	1	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	0	47	0	0	0	0	205	55	20	315	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	0	47	0	0	0	0	205	55	20	315	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	116	0	47	0	0	0	0	205	55	20	315	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	588	xxxx	232	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	260	xxxx	xxxxx
Potent Cap.:	475	xxxx	812	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1316	xxxx	xxxxx
Move Cap.:	469	xxxx	812	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1316	xxxx	xxxxx
Volume/Cap:	0.25	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.0	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	15.2	xxxx	9.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	C	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	13.6			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

Note: Queue reported is the number of cars per lane.

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (Proposed Project)
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 Via Senda at Modoc Rd

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.445
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): 10.0
Optimal Cycle: 0 | Level Of Service: B

Street Name:	Via Senda						Modoc Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	37	0	136	0	0	0	0	116	94	175	131	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	38	0	139	0	0	0	0	118	96	179	134	0
Added Vol:	0	0	5	0	0	0	0	4	0	18	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	0	144	0	0	0	0	122	96	197	137	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	0	144	0	0	0	0	122	96	197	137	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	0	144	0	0	0	0	122	96	197	137	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	0	144	0	0	0	0	122	96	197	137	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	0.01	0.79	0.00	0.00	0.00	0.00	0.56	0.44	0.59	0.41	0.00
Final Sat.:	149	0	568	0	0	0	0	437	342	441	307	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.00	0.25	xxxx	xxxx	xxxx	xxxx	0.28	0.28	0.45	0.45	xxxx
Crit Moves:			****					****			****	
Delay/Veh:	9.1	9.1	9.1	0.0	0.0	0.0	0.0	9.1	9.1	11.2	11.2	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.1	9.1	9.1	0.0	0.0	0.0	0.0	9.1	9.1	11.2	11.2	0.0
LOS by Move:	A	A	A	*	*	*	*	A	A	B	B	*
ApproachDel:	9.1			xxxxxx				9.1			11.2	
Delay Adj:	1.00			xxxxx				1.00			1.00	
ApprAdjDel:	9.1			xxxxxx				9.1			11.2	
LOS by Appr:	A			*				A			B	
AllWayAvgQ:	0.3	0.3	0.3	0.0	0.0	0.0	0.4	0.4	0.4	0.7	0.7	0.7

Note: Queue reported is the number of cars per lane.

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (Proposed Project)
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Via Senda at Las Palmas Dr

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.565
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): 13.7
Optimal Cycle: 0 | Level Of Service: B

Street Name:	Via Senda						Las Palmas Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	237	0	34	26	283	0	0	337	146
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	242	0	35	27	289	0	0	344	149
Added Vol:	0	0	0	18	0	0	0	6	0	0	2	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	260	0	35	27	295	0	0	346	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	260	0	35	27	295	0	0	346	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	260	0	35	27	295	0	0	346	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	260	0	35	27	295	0	0	346	154
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.88	0.01	0.11	0.08	0.92	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	520	0	69	52	582	0	0	612	694
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.50	0.00	0.50	0.51	0.51	xxxx	xxxx	0.57	0.22
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	14.0	14.0	14.0	13.7	13.7	0.0	0.0	15.4	9.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.0	14.0	14.0	13.7	13.7	0.0	0.0	15.4	9.2
LOS by Move:	*	*	*	B	B	B	B	B	*	*	C	A
ApproachDel:	xxxxxx			14.0			13.7			13.4		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			14.0			13.7			13.4		
LOS by Appr:	*			B			B			B		
AllWayAvgQ:	0.0	0.0	0.0	0.8	0.8	0.8	0.9	0.9	0.9	0.0	1.2	0.3

Note: Queue reported is the number of cars per lane.

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Valle Verde Home Project
Existing+Ambient+Cumulative+Project (Proposed Project)
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Las Palmas/S La Cumbre Rd at US-101 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.617
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	2 0	1 0	0	1 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	422	239	449	385	0	458	5	110	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	430	244	458	393	0	467	5	112	0	0	0
Added Vol:	0	24	0	0	2	0	0	0	4	0	0	0
PasserByVol:	0	4	0	3	1	0	0	0	0	0	0	0
Initial Fut:	0	458	244	461	396	0	467	5	116	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	458	244	461	396	0	467	5	116	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	458	244	461	396	0	467	5	116	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	458	244	461	396	0	467	5	116	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	1.00	0.00	1.98	0.02	1.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	2560	1600	0	2532	35	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.15	0.18	0.25	0.00	0.18	0.15	0.07	0.00	0.00	0.00
Crit Moves:			****	****			****					

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (Proposed Project)
AM Peak Hour

Scenario Report

Scenario:	E+A+C+P Alt1 AM
Command:	E+A+C+P Alt1 AM
Volume:	E+A+C+P AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	AM Peak
Trip Distribution:	Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	E+A+C+P Alt1 AM

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (Proposed Project)
AM Peak Hour

Trip Generation Report

Forecast for AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	1235 Veronic	1.00	Residential	9.00	46.00	9	46	55	13.1
	Zone 1 Subtotal					9	46	55	13.1
5	3820 State S	1.00	Office	98.00	13.00	98	13	111	26.5
	Zone 5 Subtotal					98	13	111	26.5
6	900-1100 Las	1.00	Residential	6.00	15.00	6	15	21	5.0
	Zone 6 Subtotal					6	15	21	5.0
12	215 Pesetas	1.00	Medical	24.00	17.00	24	17	41	9.8
	Zone 12 Subtotal					24	17	41	9.8
13	Elings Park	1.00	Park	65.00	4.00	65	4	69	16.5
	Zone 13 Subtotal					65	4	69	16.5
14	Cancer Cente	1.00	Medical Office	89.00	25.00	89	25	114	27.2
	Zone 14 Subtotal					89	25	114	27.2
101	Project (Val	1.00	Residential	4.00	4.00	4	4	8	1.9
	Zone 101 Subtotal					4	4	8	1.9
TOTAL						295	124	419	100.0

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (Proposed Project)
AM Peak Hour

Trip Distribution Report

Percent Of Trips Distribution

	To Gates										
Zone	1	2	3	4	5	6	7	8	9	10	11
1	10.0	5.0	30.0	30.0	5.0	5.0	0.0	15.0	0.0	0.0	0.0
5	0.0	0.0	40.0	30.0	0.0	0.0	2.5	2.5	5.0	15.0	5.0
6	10.0	5.0	30.0	30.0	5.0	5.0	0.0	15.0	0.0	0.0	0.0
12	0.0	0.0	40.0	30.0	0.0	0.0	2.5	2.5	5.0	15.0	5.0
13	10.0	5.0	30.0	30.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0
14	0.0	10.0	35.0	25.0	0.0	0.0	3.0	2.0	10.0	15.0	0.0
101	5.0	5.0	40.0	30.0	5.0	0.0	0.0	10.0	0.0	5.0	0.0

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (Proposed Project)
AM Peak Hour

Turning Movement Report
AM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#6 Calle de los Amigos at Modoc Rd													
Base	98	0	46	0	0	0	0	198	53	19	312	0	726
Added	18	0	1	0	0	0	0	7	2	1	3	0	32
Total	116	0	47	0	0	0	0	205	55	20	315	0	758
#7 Via Senda at Modoc Rd													
Base	38	0	139	0	0	0	0	118	96	179	134	0	703
Added	0	0	5	0	0	0	0	4	0	18	3	0	30
Total	38	0	144	0	0	0	0	122	96	197	137	0	733
#8 Via Senda at Las Palmas Dr													
Base	0	0	0	242	0	35	27	289	0	0	344	149	1084
Added	0	0	0	18	0	0	0	6	0	0	2	5	31
Total	0	0	0	260	0	35	27	295	0	0	346	154	1115
#9 Las Palmas/S La Cumbre Rd at US-101 SB Ramps													
Base	0	430	244	458	393	0	467	5	112	0	0	0	2109
Added	0	24	0	0	2	0	0	0	4	0	0	0	30
PassBy	0	4	0	3	1	0	0	0	0	0	0	0	8
Total	0	458	244	461	396	0	467	5	116	0	0	0	2147

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (Proposed Project)
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 6 Calle de los Amigos at Modoc R	B	12.9	0.000	B	13.6	0.000	+ 0.668 D/V
# 7 Via Senda at Modoc Rd	A	9.7	0.415	B	10.0	0.445	+ 0.030 V/C
# 8 Via Senda at Las Palmas Dr	B	13.2	0.554	B	13.7	0.565	+ 0.011 V/C
# 9 Las Palmas/S La Cumbre Rd at	C	26.2	0.545	C	26.3	0.546	+ 0.114 D/V

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Valle Verde Home Project
Existing+Ambient+Cumulative+Project (Proposed Project)
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Calle de los Amigos at Modoc Rd

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: B[13.6]

Street Name:	Calle de los Amigos									Modoc Rd								
Approach:	North Bound					South Bound					East Bound					West Bound		
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0
Volume Module:																				
Base Vol:	96		0		45	0		0		0	0		194		52	19		306		0
Growth Adj:	1.02	1.02		1.02		1.02	1.02		1.02		1.02	1.02		1.02		1.02	1.02		1.02	
Initial Bse:	98		0		46	0		0		0	0		198		53	19		312		0
Added Vol:	18		0		1	0		0		0	0		7		2	1		3		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	116		0		47	0		0		0	0		205		55	20		315		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	116		0		47	0		0		0	0		205		55	20		315		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	116		0		47	0		0		0	0		205		55	20		315		0
Critical Gap Module:																				
Critical Gp:	6.4	xxxx		6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx						
FollowUpTim:	3.5	xxxx		3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx						
Capacity Module:																				
Cnflict Vol:	588	xxxx		232	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		260	xxxx	xxxxx						
Potent Cap.:	475	xxxx		812	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1316	xxxx	xxxxx						
Move Cap.:	469	xxxx		812	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1316	xxxx	xxxxx						
Volume/Cap:	0.25	xxxx		0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.02	xxxx	xxxx						
Level Of Service Module:																				
2Way95thQ:	1.0	xxxx		0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx						
Control Del:	15.2	xxxx		9.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		7.8	xxxx	xxxxx						
LOS by Move:	C	*		A	*	*	*	*	*	*		A	*	*						
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			*	*	*			*	*	*		
ApproachDel:			13.6					xxxxxx					xxxxxx					xxxxxx		
ApproachLOS:			B					*					*					*		

Note: Queue reported is the number of cars per lane.

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Valle Verde Home Project
Existing+Ambient+Cumulative+Project (Proposed Project)
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 Via Senda at Modoc Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.445
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.0
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Via Senda						Modoc Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	37	0	136	0	0	0	0	116	94	175	131	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	38	0	139	0	0	0	0	118	96	179	134	0
Added Vol:	0	0	5	0	0	0	0	4	0	18	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	0	144	0	0	0	0	122	96	197	137	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	0	144	0	0	0	0	122	96	197	137	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	0	144	0	0	0	0	122	96	197	137	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	0	144	0	0	0	0	122	96	197	137	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	0.01	0.79	0.00	0.00	0.00	0.00	0.56	0.44	0.59	0.41	0.00
Final Sat.:	149	0	568	0	0	0	0	437	342	441	307	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.00	0.25	xxxx	xxxx	xxxx	xxxx	0.28	0.28	0.45	0.45	xxxx
Crit Moves:			****					****			****	
Delay/Veh:	9.1	9.1	9.1	0.0	0.0	0.0	0.0	9.1	9.1	11.2	11.2	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.1	9.1	9.1	0.0	0.0	0.0	0.0	9.1	9.1	11.2	11.2	0.0
LOS by Move:	A	A	A	*	*	*	*	A	A	B	B	*
ApproachDel:	9.1			xxxxxx				9.1			11.2	
Delay Adj:	1.00			xxxxx				1.00			1.00	
ApprAdjDel:	9.1			xxxxxx				9.1			11.2	
LOS by Appr:	A			*				A			B	
AllWayAvgQ:	0.3	0.3	0.3	0.0	0.0	0.0	0.4	0.4	0.4	0.7	0.7	0.7

Note: Queue reported is the number of cars per lane.

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Valle Verde Home Project
Existing+Ambient+Cumulative+Project (Proposed Project)
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Via Senda at Las Palmas Dr

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.565
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): 13.7
Optimal Cycle: 0 | Level Of Service: B

Street Name:	Via Senda						Las Palmas Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	237	0	34	26	283	0	0	337	146
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	242	0	35	27	289	0	0	344	149
Added Vol:	0	0	0	18	0	0	0	6	0	0	2	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	260	0	35	27	295	0	0	346	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	260	0	35	27	295	0	0	346	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	260	0	35	27	295	0	0	346	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	260	0	35	27	295	0	0	346	154
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.88	0.01	0.11	0.08	0.92	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	520	0	69	52	582	0	0	612	694
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.50	0.00	0.50	0.51	0.51	xxxx	xxxx	0.57	0.22
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	14.0	14.0	14.0	13.7	13.7	0.0	0.0	15.4	9.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.0	14.0	14.0	13.7	13.7	0.0	0.0	15.4	9.2
LOS by Move:	*	*	*	B	B	B	B	B	*	*	C	A
ApproachDel:	xxxxxx			14.0			13.7			13.4		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			14.0			13.7			13.4		
LOS by Appr:	*			B			B			B		
AllWayAvgQ:	0.0	0.0	0.0	0.8	0.8	0.8	0.9	0.9	0.9	0.0	1.2	0.3

Note: Queue reported is the number of cars per lane.

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (Proposed Project)
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Las Palmas/S La Cumbre Rd at US-101 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.546
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.3
Optimal Cycle:	39	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	0	1	2 0	1	0 0	1 1	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	422	239	449	385	0	458	5	110	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	430	244	458	393	0	467	5	112	0	0	0
Added Vol:	0	24	0	0	2	0	0	0	4	0	0	0
PasserByVol:	0	4	0	3	1	0	0	0	0	0	0	0
Initial Fut:	0	458	244	461	396	0	467	5	116	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	458	244	461	396	0	467	5	116	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	458	244	461	396	0	467	5	116	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	458	244	461	396	0	467	5	116	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.74	1.00	1.00	0.70	0.88	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	1.00	0.00	1.98	0.02	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	2801	1900	0	2655	29	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.15	0.16	0.21	0.00	0.18	0.18	0.07	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green/Cycle:	0.00	0.28	0.28	0.30	0.58	0.00	0.32	0.32	0.32	0.00	0.00	0.00
Volume/Cap:	0.00	0.46	0.55	0.55	0.36	0.00	0.55	0.55	0.22	0.00	0.00	0.00
Delay/Veh:	0.0	30.3	32.2	30.0	11.5	0.0	28.6	28.6	25.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	30.3	32.2	30.0	11.5	0.0	28.6	28.6	25.0	0.0	0.0	0.0
LOS by Move:	A	C	C	C	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	6	7	7	6	0	7	8	3	0	0	0

Note: Queue reported is the number of cars per lane.

CUMULATIVE PROJECT
LOS WORKSHEETS

WEEKDAY PM PEAK HOUR

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (Proposed Project)
PM Peak Hour

Scenario Report

Scenario:	E+A+C+P Alt1 PM
Command:	E+A+C+P Alt1 PM
Volume:	E+A+C+P PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	PM Peak
Trip Distribution:	Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	E+A+C+P Alt1 PM

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (Proposed Project)
PM Peak Hour

Trip Generation Report

Forecast for PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	1235 Veronic	1.00	Residential	44.00	21.00	44	21	65	11.3
	Zone 1 Subtotal					44	21	65	11.3
5	3820 State S	1.00	Office	18.00	89.00	18	89	107	18.6
	Zone 5 Subtotal					18	89	107	18.6
6	900-1100 Las	1.00	Residential	10.00	17.00	10	17	27	4.7
	Zone 6 Subtotal					10	17	27	4.7
12	215 Pesetas	1.00	Medical	17.00	24.00	17	24	41	7.1
	Zone 12 Subtotal					17	24	41	7.1
13	Elings Park	1.00	Park	76.00	79.00	76	79	155	27.0
	Zone 13 Subtotal					76	79	155	27.0
14	Cancer Cente	1.00	Medical Office	47.00	120.00	47	120	167	29.1
	Zone 14 Subtotal					47	120	167	29.1
101	Project (Val	1.00	Residential	6.00	6.00	6	6	12	2.1
	Zone 101 Subtotal					6	6	12	2.1
TOTAL						218	356	574	100.0

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (Proposed Project)
PM Peak Hour

Trip Distribution Report

Percent Of Trips Distribution

	To Gates										
Zone	1	2	3	4	5	6	7	8	9	10	11
1	10.0	5.0	30.0	30.0	5.0	5.0	0.0	15.0	0.0	0.0	0.0
5	0.0	0.0	40.0	30.0	0.0	0.0	2.5	2.5	5.0	15.0	5.0
6	10.0	5.0	30.0	30.0	5.0	5.0	0.0	15.0	0.0	0.0	0.0
12	0.0	0.0	40.0	30.0	0.0	0.0	2.5	2.5	5.0	15.0	5.0
13	10.0	5.0	30.0	30.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0
14	0.0	10.0	35.0	25.0	0.0	0.0	3.0	2.0	10.0	15.0	0.0
101	5.0	5.0	40.0	30.0	5.0	0.0	0.0	10.0	0.0	5.0	0.0

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (Proposed Project)
PM Peak Hour

Turning Movement Report
PM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#6 Calle de los Amigos at Modoc Rd													
Base	71	0	36	0	0	0	0	335	111	49	281	0	882
Added	10	0	1	0	0	0	0	20	5	1	6	0	43
Total	81	0	37	0	0	0	0	355	116	50	287	0	925
#7 Via Senda at Modoc Rd													
Base	100	0	210	0	0	0	0	192	71	181	183	0	936
Added	0	0	18	0	0	0	0	7	0	10	6	0	41
Total	100	0	228	0	0	0	0	199	71	191	189	0	977
#8 Via Senda at Las Palmas Dr													
Base	0	0	0	231	0	28	28	279	0	0	276	275	1117
Added	0	0	0	10	0	0	0	2	0	0	6	18	36
Total	0	0	0	241	0	28	28	281	0	0	282	293	1153
#9 Las Palmas/S La Cumbre Rd at US-101 SB Ramps													
Base	0	320	147	611	393	0	616	1	77	0	0	0	2164
Added	0	12	0	0	8	0	0	0	16	0	0	0	36
PassBy	0	3	0	21	7	0	0	0	0	0	0	0	31
Total	0	335	147	632	408	0	616	1	93	0	0	0	2231

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (Proposed Project)
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 6 Calle de los Amigos at Modoc R	C	15.2	0.000	C	16.2	0.000	+ 1.019 D/V
# 7 Via Senda at Modoc Rd	B	12.2	0.535	B	12.8	0.567	+ 0.032 V/C
# 8 Via Senda at Las Palmas Dr	B	12.2	0.471	B	12.5	0.481	+ 0.009 V/C
# 9 Las Palmas/S La Cumbre Rd at	B	xxxxx	0.680	B	xxxxx	0.693	+ 0.013 V/C

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Valle Verde Home Project
Existing+Ambient+Cumulative+Project (Proposed Project)
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Calle de los Amigos at Modoc Rd

Average Crit Del (sec/veh): 2.5 Worst Case Level Of Service: C[16.2]

Street Name:	Calle de los Amigos									Modoc Rd								
Approach:	North Bound					South Bound					East Bound					West Bound		
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0
Volume Module:																				
Base Vol:	70		0		35	0		0		0	0		328		109	48		275		0
Growth Adj:	1.02	1.02		1.02		1.02	1.02		1.02		1.02	1.02		1.02		1.02	1.02		1.02	
Initial Bse:	71		0		36	0		0		0	0		335		111	49		281		0
Added Vol:	10		0		1	0		0		0	0		20		5	1		6		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	81		0		37	0		0		0	0		355		116	50		287		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	81		0		37	0		0		0	0		355		116	50		287		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	81		0		37	0		0		0	0		355		116	50		287		0
Critical Gap Module:																				
Critical Gp:	6.4	xxxx			6.2	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx			
FollowUpTim:	3.5	xxxx			3.3	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx			
Capacity Module:																				
Cnflict Vol:	799	xxxx			413	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx			471	xxxx	xxxxx			
Potent Cap.:	357	xxxx			644	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx			1102	xxxx	xxxxx			
Move Cap.:	345	xxxx			644	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx			1102	xxxx	xxxxx			
Volume/Cap:	0.24	xxxx			0.06	xxxx	xxxx	xxxx		xxxx	xxxx	xxxx			0.05	xxxx	xxxx			
Level Of Service Module:																				
2Way95thQ:	0.9	xxxx			0.2	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx			0.1	xxxx	xxxxx			
Control Del:	18.6	xxxx			10.9	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			8.4	xxxx	xxxxx			
LOS by Move:	C		*		B	*	*	*		*	*	*			A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx			xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx			xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx			xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			
Shared LOS:	*		*		*	*		*		*	*		*		*	*		*		
ApproachDel:			16.2					xxxxxx					xxxxxx					xxxxxx		
ApproachLOS:			C					*					*					*		

Note: Queue reported is the number of cars per lane.

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (Proposed Project)
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 Via Senda at Modoc Rd

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.567
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): 12.8
Optimal Cycle: 0 | Level Of Service: B

Street Name:	Via Senda						Modoc Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	98	0	206	0	0	0	0	188	70	177	179	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	100	0	210	0	0	0	0	192	71	181	183	0
Added Vol:	0	0	18	0	0	0	0	7	0	10	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	0	228	0	0	0	0	199	71	191	189	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	0	228	0	0	0	0	199	71	191	189	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	0	228	0	0	0	0	199	71	191	189	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	0	228	0	0	0	0	199	71	191	189	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	0.00	0.70	0.00	0.00	0.00	0.00	0.74	0.26	0.50	0.50	0.00
Final Sat.:	204	0	466	0	0	0	0	494	178	336	333	0
Capacity Analysis Module:												
Vol/Sat:	0.49	xxxx	0.49	xxxx	xxxx	xxxx	xxxx	0.40	0.40	0.57	0.57	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	12.3	0.0	12.3	0.0	0.0	0.0	0.0	11.2	11.2	14.4	14.4	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.3	0.0	12.3	0.0	0.0	0.0	0.0	11.2	11.2	14.4	14.4	0.0
LOS by Move:	B	*	B	*	*	*	*	B	B	B	B	*
ApproachDel:	12.3			xxxxxx			11.2			14.4		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	12.3			xxxxxx			11.2			14.4		
LOS by Appr:	B			*			B			B		
AllWayAvgQ:	0.8	0.8	0.8	0.0	0.0	0.0	0.6	0.6	0.6	1.1	1.1	1.1

Note: Queue reported is the number of cars per lane.

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (Proposed Project)
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Via Senda at Las Palmas Dr

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.481
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): 12.5
Optimal Cycle: 0 | Level Of Service: B

Street Name:	Via Senda						Las Palmas Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	226	0	27	27	274	0	0	271	270
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	231	0	28	28	279	0	0	276	275
Added Vol:	0	0	0	10	0	0	0	2	0	0	6	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	241	0	28	28	281	0	0	282	293
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	241	0	28	28	281	0	0	282	293
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	241	0	28	28	281	0	0	282	293
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	241	0	28	28	281	0	0	282	293
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.90	0.00	0.10	0.09	0.91	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	527	0	60	57	585	0	0	624	712
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.46	xxxx	0.46	0.48	0.48	xxxx	xxxx	0.45	0.41
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	13.2	0.0	13.2	13.1	13.1	0.0	0.0	12.8	11.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.2	0.0	13.2	13.1	13.1	0.0	0.0	12.8	11.0
LOS by Move:	*	*	*	B	*	B	B	B	*	*	B	B
ApproachDel:	xxxxxx			13.2			13.1			11.9		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			13.2			13.1			11.9		
LOS by Appr:	*			B			B			B		
AllWayAvgQ:	0.0	0.0	0.0	0.7	0.7	0.7	0.8	0.8	0.8	0.0	0.8	0.7

Note: Queue reported is the number of cars per lane.

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Valle Verde Home Project
Existing+Ambient+Cumulative+Project (Proposed Project)
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Las Palmas/S La Cumbre Rd at US-101 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.693
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	2 0	1 0	0	1 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	314	144	599	385	0	604	1	75	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	320	147	611	393	0	616	1	77	0	0	0
Added Vol:	0	12	0	0	8	0	0	0	16	0	0	0
PasserByVol:	0	3	0	21	7	0	0	0	0	0	0	0
Initial Fut:	0	335	147	632	408	0	616	1	93	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	335	147	632	408	0	616	1	93	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	335	147	632	408	0	616	1	93	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	335	147	632	408	0	616	1	93	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	1.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	2560	1600	0	2556	5	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.09	0.25	0.25	0.00	0.24	0.19	0.06	0.00	0.00	0.00
Crit Moves:		****		****			****					

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (Proposed Project)
PM Peak Hour

Scenario Report

Scenario:	E+A+C+P Alt1 PM
Command:	E+A+C+P Alt1 PM
Volume:	E+A+C+P PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	PM Peak
Trip Distribution:	Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	E+A+C+P Alt1 PM

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (Proposed Project)
PM Peak Hour

Trip Generation Report

Forecast for PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	1235 Veronic	1.00	Residential	44.00	21.00	44	21	65	11.3
	Zone 1 Subtotal					44	21	65	11.3
5	3820 State S	1.00	Office	18.00	89.00	18	89	107	18.6
	Zone 5 Subtotal					18	89	107	18.6
6	900-1100 Las	1.00	Residential	10.00	17.00	10	17	27	4.7
	Zone 6 Subtotal					10	17	27	4.7
12	215 Pesetas	1.00	Medical	17.00	24.00	17	24	41	7.1
	Zone 12 Subtotal					17	24	41	7.1
13	Elings Park	1.00	Park	76.00	79.00	76	79	155	27.0
	Zone 13 Subtotal					76	79	155	27.0
14	Cancer Cente	1.00	Medical Office	47.00	120.00	47	120	167	29.1
	Zone 14 Subtotal					47	120	167	29.1
101	Project (Val	1.00	Residential	6.00	6.00	6	6	12	2.1
	Zone 101 Subtotal					6	6	12	2.1
TOTAL						218	356	574	100.0

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (Proposed Project)
PM Peak Hour

Trip Distribution Report

Percent Of Trips Distribution

	To Gates										
Zone	1	2	3	4	5	6	7	8	9	10	11
1	10.0	5.0	30.0	30.0	5.0	5.0	0.0	15.0	0.0	0.0	0.0
5	0.0	0.0	40.0	30.0	0.0	0.0	2.5	2.5	5.0	15.0	5.0
6	10.0	5.0	30.0	30.0	5.0	5.0	0.0	15.0	0.0	0.0	0.0
12	0.0	0.0	40.0	30.0	0.0	0.0	2.5	2.5	5.0	15.0	5.0
13	10.0	5.0	30.0	30.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0
14	0.0	10.0	35.0	25.0	0.0	0.0	3.0	2.0	10.0	15.0	0.0
101	5.0	5.0	40.0	30.0	5.0	0.0	0.0	10.0	0.0	5.0	0.0

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (Proposed Project)
PM Peak Hour

Turning Movement Report
PM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#6 Calle de los Amigos at Modoc Rd													
Base	71	0	36	0	0	0	0	335	111	49	281	0	882
Added	10	0	1	0	0	0	0	20	5	1	6	0	43
Total	81	0	37	0	0	0	0	355	116	50	287	0	925
#7 Via Senda at Modoc Rd													
Base	100	0	210	0	0	0	0	192	71	181	183	0	936
Added	0	0	18	0	0	0	0	7	0	10	6	0	41
Total	100	0	228	0	0	0	0	199	71	191	189	0	977
#8 Via Senda at Las Palmas Dr													
Base	0	0	0	231	0	28	28	279	0	0	276	275	1117
Added	0	0	0	10	0	0	0	2	0	0	6	18	36
Total	0	0	0	241	0	28	28	281	0	0	282	293	1153
#9 Las Palmas/S La Cumbre Rd at US-101 SB Ramps													
Base	0	320	147	611	393	0	616	1	77	0	0	0	2164
Added	0	12	0	0	8	0	0	0	16	0	0	0	36
PassBy	0	3	0	21	7	0	0	0	0	0	0	0	31
Total	0	335	147	632	408	0	616	1	93	0	0	0	2231

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (Proposed Project)
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 6 Calle de los Amigos at Modoc R	C	15.2	0.000	C	16.2	0.000	+ 1.019 D/V
# 7 Via Senda at Modoc Rd	B	12.2	0.535	B	12.8	0.567	+ 0.032 V/C
# 8 Via Senda at Las Palmas Dr	B	12.2	0.471	B	12.5	0.481	+ 0.009 V/C
# 9 Las Palmas/S La Cumbre Rd at	C	27.5	0.601	C	27.6	0.613	+ 0.045 D/V

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Valle Verde Home Project
Existing+Ambient+Cumulative+Project (Proposed Project)
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Calle de los Amigos at Modoc Rd

Average Crit Del (sec/veh): 2.5 Worst Case Level Of Service: C[16.2]

Street Name:	Calle de los Amigos									Modoc Rd								
Approach:	North Bound					South Bound					East Bound					West Bound		
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0
Volume Module:																				
Base Vol:	70		0		35	0		0		0	0		328		109	48		275		0
Growth Adj:	1.02	1.02		1.02		1.02	1.02		1.02		1.02	1.02		1.02		1.02	1.02		1.02	
Initial Bse:	71		0		36	0		0		0	0		335		111	49		281		0
Added Vol:	10		0		1	0		0		0	0		20		5	1		6		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	81		0		37	0		0		0	0		355		116	50		287		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	81		0		37	0		0		0	0		355		116	50		287		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	81		0		37	0		0		0	0		355		116	50		287		0
Critical Gap Module:																				
Critical Gp:	6.4	xxxx		6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx						
FollowUpTim:	3.5	xxxx		3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx						
Capacity Module:																				
Cnflict Vol:	799	xxxx		413	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		471	xxxx	xxxxx						
Potent Cap.:	357	xxxx		644	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1102	xxxx	xxxxx						
Move Cap.:	345	xxxx		644	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1102	xxxx	xxxxx						
Volume/Cap:	0.24	xxxx		0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.05	xxxx	xxxx						
Level Of Service Module:																				
2Way95thQ:	0.9	xxxx		0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		0.1	xxxx	xxxxx						
Control Del:	18.6	xxxx		10.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		8.4	xxxx	xxxxx						
LOS by Move:	C	*		B	*	*	*	*	*	*		A	*	*						
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*	*		*		*	*		*		*	*		*		*	*		*	
ApproachDel:			16.2					xxxxxx					xxxxxx					xxxxxx		
ApproachLOS:			C					*					*					*		

Note: Queue reported is the number of cars per lane.

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (Proposed Project)
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 Via Senda at Modoc Rd

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.567
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): 12.8
Optimal Cycle: 0 | Level Of Service: B

Street Name:	Via Senda						Modoc Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	98	0	206	0	0	0	0	188	70	177	179	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	100	0	210	0	0	0	0	192	71	181	183	0
Added Vol:	0	0	18	0	0	0	0	7	0	10	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	0	228	0	0	0	0	199	71	191	189	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	0	228	0	0	0	0	199	71	191	189	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	0	228	0	0	0	0	199	71	191	189	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	0	228	0	0	0	0	199	71	191	189	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	0.00	0.70	0.00	0.00	0.00	0.00	0.74	0.26	0.50	0.50	0.00
Final Sat.:	204	0	466	0	0	0	0	494	178	336	333	0
Capacity Analysis Module:												
Vol/Sat:	0.49	xxxx	0.49	xxxx	xxxx	xxxx	xxxx	0.40	0.40	0.57	0.57	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	12.3	0.0	12.3	0.0	0.0	0.0	0.0	11.2	11.2	14.4	14.4	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.3	0.0	12.3	0.0	0.0	0.0	0.0	11.2	11.2	14.4	14.4	0.0
LOS by Move:	B	*	B	*	*	*	*	B	B	B	B	*
ApproachDel:	12.3			xxxxxx			11.2			14.4		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	12.3			xxxxxx			11.2			14.4		
LOS by Appr:	B			*			B			B		
AllWayAvgQ:	0.8	0.8	0.8	0.0	0.0	0.0	0.6	0.6	0.6	1.1	1.1	1.1

Note: Queue reported is the number of cars per lane.

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (Proposed Project)
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Via Senda at Las Palmas Dr

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.481
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): 12.5
Optimal Cycle: 0 | Level Of Service: B

Street Name:	Via Senda						Las Palmas Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	226	0	27	27	274	0	0	271	270
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	231	0	28	28	279	0	0	276	275
Added Vol:	0	0	0	10	0	0	0	2	0	0	6	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	241	0	28	28	281	0	0	282	293
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	241	0	28	28	281	0	0	282	293
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	241	0	28	28	281	0	0	282	293
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	241	0	28	28	281	0	0	282	293
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.90	0.00	0.10	0.09	0.91	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	527	0	60	57	585	0	0	624	712
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.46	xxxx	0.46	0.48	0.48	xxxx	xxxx	0.45	0.41
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	13.2	0.0	13.2	13.1	13.1	0.0	0.0	12.8	11.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.2	0.0	13.2	13.1	13.1	0.0	0.0	12.8	11.0
LOS by Move:	*	*	*	B	*	B	B	B	*	*	B	B
ApproachDel:	xxxxxx			13.2			13.1			11.9		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			13.2			13.1			11.9		
LOS by Appr:	*			B			B			B		
AllWayAvgQ:	0.0	0.0	0.0	0.7	0.7	0.7	0.8	0.8	0.8	0.0	0.8	0.7

Note: Queue reported is the number of cars per lane.

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Valle Verde Home Project
Existing+Ambient+Cumulative+Project (Proposed Project)
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Las Palmas/S La Cumbre Rd at US-101 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.613
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 27.6
Optimal Cycle: 45 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	2 0	1 0	0	1 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	314	144	599	385	0	604	1	75	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	320	147	611	393	0	616	1	77	0	0	0
Added Vol:	0	12	0	0	8	0	0	0	16	0	0	0
PasserByVol:	0	3	0	21	7	0	0	0	0	0	0	0
Initial Fut:	0	335	147	632	408	0	616	1	93	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	335	147	632	408	0	616	1	93	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	335	147	632	408	0	616	1	93	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	335	147	632	408	0	616	1	93	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.74	1.00	1.00	0.70	0.87	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	1.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	2801	1900	0	2641	4	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.23	0.21	0.00	0.23	0.23	0.06	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.15	0.15	0.37	0.52	0.00	0.38	0.38	0.38	0.00	0.00	0.00
Volume/Cap:	0.00	0.61	0.60	0.61	0.41	0.00	0.61	0.61	0.15	0.00	0.00	0.00
Delay/Veh:	0.0	41.7	43.7	26.9	15.0	0.0	26.2	26.2	20.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	41.7	43.7	26.9	15.0	0.0	26.2	26.2	20.5	0.0	0.0	0.0
LOS by Move:	A	D	D	C	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	6	5	9	8	0	8	10	2	0	0	0

Note: Queue reported is the number of cars per lane.

CUMULATIVE PROJECT WITH CUP BUILDOUT
LOS WORKSHEETS

WEEKDAY AM PEAK HOUR

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (CUP Buildout)
AM Peak Hour

Scenario Report

Scenario:	E+A+C+P Alt2 AM
Command:	E+A+C+P Alt2 AM
Volume:	E+A+C+P AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	AM Peak
Trip Distribution:	Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	E+A+C+P Alt2 AM

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (CUP Buildout)
AM Peak Hour

Trip Generation Report

Forecast for AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	1235 Veronic	1.00	Residential	9.00	46.00	9	46	55	13.2
	Zone 1 Subtotal					9	46	55	13.2
5	3820 State S	1.00	Office	98.00	13.00	98	13	111	26.6
	Zone 5 Subtotal					98	13	111	26.6
6	900-1100 Las	1.00	Residential	6.00	15.00	6	15	21	5.0
	Zone 6 Subtotal					6	15	21	5.0
12	215 Pesetas	1.00	Medical	24.00	17.00	24	17	41	9.8
	Zone 12 Subtotal					24	17	41	9.8
13	Elings Park	1.00	Park	65.00	4.00	65	4	69	16.5
	Zone 13 Subtotal					65	4	69	16.5
14	Cancer Cente	1.00	Medical Office	89.00	25.00	89	25	114	27.3
	Zone 14 Subtotal					89	25	114	27.3
102	Project (Val	1.00	Residential	3.00	3.00	3	3	6	1.4
	Zone 102 Subtotal					3	3	6	1.4
TOTAL						294	123	417	100.0

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (CUP Buildout)
AM Peak Hour

Trip Distribution Report

Percent Of Trips Distribution

	To Gates										
Zone	1	2	3	4	5	6	7	8	9	10	11
1	10.0	5.0	30.0	30.0	5.0	5.0	0.0	15.0	0.0	0.0	0.0
5	0.0	0.0	40.0	30.0	0.0	0.0	2.5	2.5	5.0	15.0	5.0
6	10.0	5.0	30.0	30.0	5.0	5.0	0.0	15.0	0.0	0.0	0.0
12	0.0	0.0	40.0	30.0	0.0	0.0	2.5	2.5	5.0	15.0	5.0
13	10.0	5.0	30.0	30.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0
14	0.0	10.0	35.0	25.0	0.0	0.0	3.0	2.0	10.0	15.0	0.0
102	5.0	5.0	40.0	30.0	5.0	0.0	0.0	10.0	0.0	5.0	0.0

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (CUP Buildout)
AM Peak Hour

Turning Movement Report
AM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#6 Calle de los Amigos at Modoc Rd													
Base	98	0	46	0	0	0	0	198	53	19	312	0	726
Added	18	0	1	0	0	0	0	7	2	1	3	0	32
Total	116	0	47	0	0	0	0	205	55	20	315	0	758
#7 Via Senda at Modoc Rd													
Base	38	0	139	0	0	0	0	118	96	179	134	0	703
Added	0	0	5	0	0	0	0	4	0	17	3	0	29
Total	38	0	144	0	0	0	0	122	96	196	137	0	732
#8 Via Senda at Las Palmas Dr													
Base	0	0	0	242	0	35	27	289	0	0	344	149	1084
Added	0	0	0	17	0	0	0	6	0	0	2	5	30
Total	0	0	0	259	0	35	27	295	0	0	346	154	1114
#9 Las Palmas/S La Cumbre Rd at US-101 SB Ramps													
Base	0	430	244	458	393	0	467	5	112	0	0	0	2109
Added	0	24	0	0	2	0	0	0	4	0	0	0	30
PassBy	0	4	0	3	1	0	0	0	0	0	0	0	8
Total	0	458	244	461	396	0	467	5	116	0	0	0	2147

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (CUP Buildout)
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 6 Calle de los Amigos at Modoc R	B	12.9	0.000	B	13.6	0.000	+ 0.668 D/V
# 7 Via Senda at Modoc Rd	A	9.7	0.415	B	10.0	0.444	+ 0.029 V/C
# 8 Via Senda at Las Palmas Dr	B	13.2	0.554	B	13.6	0.565	+ 0.011 V/C
# 9 Las Palmas/S La Cumbre Rd at	B	xxxxx	0.616	B	xxxxx	0.617	+ 0.001 V/C

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Valle Verde Home Project
Existing+Ambient+Cumulative+Project (CUP Buildout)
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Calle de los Amigos at Modoc Rd

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: B[13.6]

Street Name:	Calle de los Amigos						Modoc Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	96	0	45	0	0	0	0	194	52	19	306	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	98	0	46	0	0	0	0	198	53	19	312	0
Added Vol:	18	0	1	0	0	0	0	7	2	1	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	0	47	0	0	0	0	205	55	20	315	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	0	47	0	0	0	0	205	55	20	315	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	116	0	47	0	0	0	0	205	55	20	315	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	588	xxxx	232	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	260	xxxx	xxxxx
Potent Cap.:	475	xxxx	812	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1316	xxxx	xxxxx
Move Cap.:	469	xxxx	812	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1316	xxxx	xxxxx
Volume/Cap:	0.25	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.0	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	15.2	xxxx	9.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	C	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	13.6			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

Note: Queue reported is the number of cars per lane.

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (CUP Buildout)
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 Via Senda at Modoc Rd

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.444
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): 10.0
Optimal Cycle: 0 | Level Of Service: B

Street Name:	Via Senda						Modoc Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	37	0	136	0	0	0	0	116	94	175	131	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	38	0	139	0	0	0	0	118	96	179	134	0
Added Vol:	0	0	5	0	0	0	0	4	0	17	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	0	144	0	0	0	0	122	96	196	137	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	0	144	0	0	0	0	122	96	196	137	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	0	144	0	0	0	0	122	96	196	137	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	0	144	0	0	0	0	122	96	196	137	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	0.01	0.79	0.00	0.00	0.00	0.00	0.56	0.44	0.59	0.41	0.00
Final Sat.:	149	0	568	0	0	0	0	437	342	441	308	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.00	0.25	xxxx	xxxx	xxxx	xxxx	0.28	0.28	0.44	0.44	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	9.1	9.1	9.1	0.0	0.0	0.0	0.0	9.1	9.1	11.2	11.2	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.1	9.1	9.1	0.0	0.0	0.0	0.0	9.1	9.1	11.2	11.2	0.0
LOS by Move:	A	A	A	*	*	*	*	A	A	B	B	*
ApproachDel:	9.1			xxxxxx				9.1			11.2	
Delay Adj:	1.00			xxxxx				1.00			1.00	
ApprAdjDel:	9.1			xxxxxx				9.1			11.2	
LOS by Appr:	A			*				A			B	
AllWayAvgQ:	0.3	0.3	0.3	0.0	0.0	0.0	0.4	0.4	0.4	0.7	0.7	0.7

Note: Queue reported is the number of cars per lane.

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (CUP Buildout)
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Via Senda at Las Palmas Dr

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.565
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): 13.6
Optimal Cycle: 0 | Level Of Service: B

Street Name:	Via Senda						Las Palmas Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	237	0	34	26	283	0	0	337	146
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	242	0	35	27	289	0	0	344	149
Added Vol:	0	0	0	17	0	0	0	6	0	0	2	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	259	0	35	27	295	0	0	346	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	259	0	35	27	295	0	0	346	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	259	0	35	27	295	0	0	346	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	259	0	35	27	295	0	0	346	154
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.88	0.00	0.12	0.08	0.92	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	520	0	70	52	582	0	0	612	694
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.50	xxxx	0.50	0.51	0.51	xxxx	xxxx	0.56	0.22
Crit Moves:						****		****			****	
Delay/Veh:	0.0	0.0	0.0	14.0	0.0	14.0	13.7	13.7	0.0	0.0	15.3	9.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.0	0.0	14.0	13.7	13.7	0.0	0.0	15.3	9.1
LOS by Move:	*	*	*	B	*	B	B	B	*	*	C	A
ApproachDel:	xxxxxx			14.0			13.7			13.4		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			14.0			13.7			13.4		
LOS by Appr:	*			B			B			B		
AllWayAvgQ:	0.0	0.0	0.0	0.8	0.8	0.8	0.9	0.9	0.9	0.0	1.2	0.3

Note: Queue reported is the number of cars per lane.

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Valle Verde Home Project
Existing+Ambient+Cumulative+Project (CUP Buildout)
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Las Palmas/S La Cumbre Rd at US-101 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.617
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	0	1	2 0 1	0	0	1 1 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0	422	239	449	385	0	458	5	110	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	430	244	458	393	0	467	5	112	0	0	0
Added Vol:	0	24	0	0	2	0	0	0	4	0	0	0
PasserByVol:	0	4	0	3	1	0	0	0	0	0	0	0
Initial Fut:	0	458	244	461	396	0	467	5	116	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	458	244	461	396	0	467	5	116	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	458	244	461	396	0	467	5	116	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	458	244	461	396	0	467	5	116	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	1.00	0.00	1.98	0.02	1.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	2560	1600	0	2532	35	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.15	0.18	0.25	0.00	0.18	0.15	0.07	0.00	0.00	0.00
Crit Moves:			****	****			****					

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (CUP Buildout)
AM Peak Hour

Scenario Report

Scenario:	E+A+C+P Alt2 AM
Command:	E+A+C+P Alt2 AM
Volume:	E+A+C+P AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	AM Peak
Trip Distribution:	Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	E+A+C+P Alt2 AM

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (CUP Buildout)
AM Peak Hour

Trip Generation Report

Forecast for AM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	1235 Veronic	1.00	Residential	9.00	46.00	9	46	55	13.2
	Zone 1 Subtotal					9	46	55	13.2
5	3820 State S	1.00	Office	98.00	13.00	98	13	111	26.6
	Zone 5 Subtotal					98	13	111	26.6
6	900-1100 Las	1.00	Residential	6.00	15.00	6	15	21	5.0
	Zone 6 Subtotal					6	15	21	5.0
12	215 Pesetas	1.00	Medical	24.00	17.00	24	17	41	9.8
	Zone 12 Subtotal					24	17	41	9.8
13	Elings Park	1.00	Park	65.00	4.00	65	4	69	16.5
	Zone 13 Subtotal					65	4	69	16.5
14	Cancer Cente	1.00	Medical Office	89.00	25.00	89	25	114	27.3
	Zone 14 Subtotal					89	25	114	27.3
102	Project (Val	1.00	Residential	3.00	3.00	3	3	6	1.4
	Zone 102 Subtotal					3	3	6	1.4
TOTAL						294	123	417	100.0

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (CUP Buildout)
AM Peak Hour

Trip Distribution Report

Percent Of Trips Distribution

	To Gates										
Zone	1	2	3	4	5	6	7	8	9	10	11
1	10.0	5.0	30.0	30.0	5.0	5.0	0.0	15.0	0.0	0.0	0.0
5	0.0	0.0	40.0	30.0	0.0	0.0	2.5	2.5	5.0	15.0	5.0
6	10.0	5.0	30.0	30.0	5.0	5.0	0.0	15.0	0.0	0.0	0.0
12	0.0	0.0	40.0	30.0	0.0	0.0	2.5	2.5	5.0	15.0	5.0
13	10.0	5.0	30.0	30.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0
14	0.0	10.0	35.0	25.0	0.0	0.0	3.0	2.0	10.0	15.0	0.0
102	5.0	5.0	40.0	30.0	5.0	0.0	0.0	10.0	0.0	5.0	0.0

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (CUP Buildout)
AM Peak Hour

Turning Movement Report
AM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#6 Calle de los Amigos at Modoc Rd													
Base	98	0	46	0	0	0	0	198	53	19	312	0	726
Added	18	0	1	0	0	0	0	7	2	1	3	0	32
Total	116	0	47	0	0	0	0	205	55	20	315	0	758
#7 Via Senda at Modoc Rd													
Base	38	0	139	0	0	0	0	118	96	179	134	0	703
Added	0	0	5	0	0	0	0	4	0	17	3	0	29
Total	38	0	144	0	0	0	0	122	96	196	137	0	732
#8 Via Senda at Las Palmas Dr													
Base	0	0	0	242	0	35	27	289	0	0	344	149	1084
Added	0	0	0	17	0	0	0	6	0	0	2	5	30
Total	0	0	0	259	0	35	27	295	0	0	346	154	1114
#9 Las Palmas/S La Cumbre Rd at US-101 SB Ramps													
Base	0	430	244	458	393	0	467	5	112	0	0	0	2109
Added	0	24	0	0	2	0	0	0	4	0	0	0	30
PassBy	0	4	0	3	1	0	0	0	0	0	0	0	8
Total	0	458	244	461	396	0	467	5	116	0	0	0	2147

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (CUP Buildout)
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 6 Calle de los Amigos at Modoc R	B	12.9	0.000	B	13.6	0.000	+ 0.668 D/V
# 7 Via Senda at Modoc Rd	A	9.7	0.415	B	10.0	0.444	+ 0.029 V/C
# 8 Via Senda at Las Palmas Dr	B	13.2	0.554	B	13.6	0.565	+ 0.011 V/C
# 9 Las Palmas/S La Cumbre Rd at	C	26.2	0.545	C	26.3	0.546	+ 0.114 D/V

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Valle Verde Home Project
Existing+Ambient+Cumulative+Project (CUP Buildout)
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Calle de los Amigos at Modoc Rd

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: B[13.6]

Street Name:	Calle de los Amigos						Modoc Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	96	0	45	0	0	0	0	194	52	19	306	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	98	0	46	0	0	0	0	198	53	19	312	0
Added Vol:	18	0	1	0	0	0	0	7	2	1	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	0	47	0	0	0	0	205	55	20	315	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	0	47	0	0	0	0	205	55	20	315	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	116	0	47	0	0	0	0	205	55	20	315	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	588	xxxx	232	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	260	xxxx	xxxxx
Potent Cap.:	475	xxxx	812	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1316	xxxx	xxxxx
Move Cap.:	469	xxxx	812	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1316	xxxx	xxxxx
Volume/Cap:	0.25	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.0	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	15.2	xxxx	9.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	C	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	13.6			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

Note: Queue reported is the number of cars per lane.

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (CUP Buildout)
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 Via Senda at Modoc Rd

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.444
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): 10.0
Optimal Cycle: 0 | Level Of Service: B

Street Name:	Via Senda						Modoc Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	37	0	136	0	0	0	0	116	94	175	131	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	38	0	139	0	0	0	0	118	96	179	134	0
Added Vol:	0	0	5	0	0	0	0	4	0	17	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	0	144	0	0	0	0	122	96	196	137	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	0	144	0	0	0	0	122	96	196	137	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	0	144	0	0	0	0	122	96	196	137	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	0	144	0	0	0	0	122	96	196	137	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	0.01	0.79	0.00	0.00	0.00	0.00	0.56	0.44	0.59	0.41	0.00
Final Sat.:	149	0	568	0	0	0	0	437	342	441	308	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.00	0.25	xxxx	xxxx	xxxx	xxxx	0.28	0.28	0.44	0.44	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	9.1	9.1	9.1	0.0	0.0	0.0	0.0	9.1	9.1	11.2	11.2	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.1	9.1	9.1	0.0	0.0	0.0	0.0	9.1	9.1	11.2	11.2	0.0
LOS by Move:	A	A	A	*	*	*	*	A	A	B	B	*
ApproachDel:	9.1			xxxxxx				9.1			11.2	
Delay Adj:	1.00			xxxxx				1.00			1.00	
ApprAdjDel:	9.1			xxxxxx				9.1			11.2	
LOS by Appr:	A			*				A			B	
AllWayAvgQ:	0.3	0.3	0.3	0.0	0.0	0.0	0.4	0.4	0.4	0.7	0.7	0.7

Note: Queue reported is the number of cars per lane.

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (CUP Buildout)
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Via Senda at Las Palmas Dr

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.565
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): 13.6
Optimal Cycle: 0 | Level Of Service: B

Street Name:	Via Senda						Las Palmas Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	237	0	34	26	283	0	0	337	146
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	242	0	35	27	289	0	0	344	149
Added Vol:	0	0	0	17	0	0	0	6	0	0	2	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	259	0	35	27	295	0	0	346	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	259	0	35	27	295	0	0	346	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	259	0	35	27	295	0	0	346	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	259	0	35	27	295	0	0	346	154
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.88	0.00	0.12	0.08	0.92	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	520	0	70	52	582	0	0	612	694
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.50	xxxx	0.50	0.51	0.51	xxxx	xxxx	0.56	0.22
Crit Moves:						****		****			****	
Delay/Veh:	0.0	0.0	0.0	14.0	0.0	14.0	13.7	13.7	0.0	0.0	15.3	9.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.0	0.0	14.0	13.7	13.7	0.0	0.0	15.3	9.1
LOS by Move:	*	*	*	B	*	B	B	B	*	*	C	A
ApproachDel:	xxxxxx			14.0			13.7			13.4		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			14.0			13.7			13.4		
LOS by Appr:	*			B			B			B		
AllWayAvgQ:	0.0	0.0	0.0	0.8	0.8	0.8	0.9	0.9	0.9	0.0	1.2	0.3

Note: Queue reported is the number of cars per lane.

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Valle Verde Home Project
Existing+Ambient+Cumulative+Project (CUP Buildout)
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Las Positas/S La Cumbre Rd at US-101 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.546
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.3
Optimal Cycle:	39	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	0	1	2 0	1 0	0	1 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	422	239	449	385	0	458	5	110	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	430	244	458	393	0	467	5	112	0	0	0
Added Vol:	0	24	0	0	2	0	0	0	4	0	0	0
PasserByVol:	0	4	0	3	1	0	0	0	0	0	0	0
Initial Fut:	0	458	244	461	396	0	467	5	116	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	458	244	461	396	0	467	5	116	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	458	244	461	396	0	467	5	116	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	458	244	461	396	0	467	5	116	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.74	1.00	1.00	0.70	0.88	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	1.00	0.00	1.98	0.02	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	2801	1900	0	2655	29	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.15	0.16	0.21	0.00	0.18	0.18	0.07	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green/Cycle:	0.00	0.28	0.28	0.30	0.58	0.00	0.32	0.32	0.32	0.00	0.00	0.00
Volume/Cap:	0.00	0.46	0.55	0.55	0.36	0.00	0.55	0.55	0.22	0.00	0.00	0.00
Delay/Veh:	0.0	30.3	32.2	30.0	11.5	0.0	28.6	28.6	25.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	30.3	32.2	30.0	11.5	0.0	28.6	28.6	25.0	0.0	0.0	0.0
LOS by Move:	A	C	C	C	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	6	7	7	6	0	7	8	3	0	0	0

Note: Queue reported is the number of cars per lane.

CUMULATIVE PROJECT WITH CUP BUILDOUT
LOS WORKSHEETS

WEEKDAY PM PEAK HOUR

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (CUP Buildout)
PM Peak Hour

Scenario Report

Scenario:	E+A+C+P Alt2 PM
Command:	E+A+C+P Alt2 PM
Volume:	E+A+C+P PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	PM Peak
Trip Distribution:	Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	E+A+C+P Alt2 PM

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (CUP Buildout)
PM Peak Hour

Trip Generation Report

Forecast for PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	1235 Veronic	1.00	Residential	44.00	21.00	44	21	65	11.3
	Zone 1 Subtotal					44	21	65	11.3
5	3820 State S	1.00	Office	18.00	89.00	18	89	107	18.6
	Zone 5 Subtotal					18	89	107	18.6
6	900-1100 Las	1.00	Residential	10.00	17.00	10	17	27	4.7
	Zone 6 Subtotal					10	17	27	4.7
12	215 Pesetas	1.00	Medical	17.00	24.00	17	24	41	7.1
	Zone 12 Subtotal					17	24	41	7.1
13	Elings Park	1.00	Park	76.00	79.00	76	79	155	27.0
	Zone 13 Subtotal					76	79	155	27.0
14	Cancer Cente	1.00	Medical Office	47.00	120.00	47	120	167	29.1
	Zone 14 Subtotal					47	120	167	29.1
102	Project (Val	1.00	Residential	6.00	6.00	6	6	12	2.1
	Zone 102 Subtotal					6	6	12	2.1
TOTAL						218	356	574	100.0

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (CUP Buildout)
PM Peak Hour

Trip Distribution Report

Percent Of Trips Distribution

	To Gates										
Zone	1	2	3	4	5	6	7	8	9	10	11
1	10.0	5.0	30.0	30.0	5.0	5.0	0.0	15.0	0.0	0.0	0.0
5	0.0	0.0	40.0	30.0	0.0	0.0	2.5	2.5	5.0	15.0	5.0
6	10.0	5.0	30.0	30.0	5.0	5.0	0.0	15.0	0.0	0.0	0.0
12	0.0	0.0	40.0	30.0	0.0	0.0	2.5	2.5	5.0	15.0	5.0
13	10.0	5.0	30.0	30.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0
14	0.0	10.0	35.0	25.0	0.0	0.0	3.0	2.0	10.0	15.0	0.0
102	5.0	5.0	40.0	30.0	5.0	0.0	0.0	10.0	0.0	5.0	0.0

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (CUP Buildout)
PM Peak Hour

Turning Movement Report
PM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#6 Calle de los Amigos at Modoc Rd													
Base	71	0	36	0	0	0	0	335	111	49	281	0	882
Added	10	0	1	0	0	0	0	20	5	1	6	0	43
Total	81	0	37	0	0	0	0	355	116	50	287	0	925
#7 Via Senda at Modoc Rd													
Base	100	0	210	0	0	0	0	192	71	181	183	0	936
Added	0	0	18	0	0	0	0	7	0	10	6	0	41
Total	100	0	228	0	0	0	0	199	71	191	189	0	977
#8 Via Senda at Las Palmas Dr													
Base	0	0	0	231	0	28	28	279	0	0	276	275	1117
Added	0	0	0	10	0	0	0	2	0	0	6	18	36
Total	0	0	0	241	0	28	28	281	0	0	282	293	1153
#9 Las Palmas/S La Cumbre Rd at US-101 SB Ramps													
Base	0	320	147	611	393	0	616	1	77	0	0	0	2164
Added	0	12	0	0	8	0	0	0	16	0	0	0	36
PassBy	0	3	0	21	7	0	0	0	0	0	0	0	31
Total	0	335	147	632	408	0	616	1	93	0	0	0	2231

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (CUP Buildout)
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 6 Calle de los Amigos at Modoc R	C	15.2	0.000	C	16.2	0.000	+ 1.019 D/V
# 7 Via Senda at Modoc Rd	B	12.2	0.535	B	12.8	0.567	+ 0.032 V/C
# 8 Via Senda at Las Palmas Dr	B	12.2	0.471	B	12.5	0.481	+ 0.009 V/C
# 9 Las Palmas/S La Cumbre Rd at	B	xxxxx	0.680	B	xxxxx	0.693	+ 0.013 V/C

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Valle Verde Home Project
Existing+Ambient+Cumulative+Project (CUP Buildout)
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Calle de los Amigos at Modoc Rd

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: C[16.2]

Street Name:	Calle de los Amigos						Modoc Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	70	0	35	0	0	0	0	328	109	48	275	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	71	0	36	0	0	0	0	335	111	49	281	0
Added Vol:	10	0	1	0	0	0	0	20	5	1	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	0	37	0	0	0	0	355	116	50	287	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	0	37	0	0	0	0	355	116	50	287	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	81	0	37	0	0	0	0	355	116	50	287	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	799	xxxx	413	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	471	xxxx	xxxxx
Potent Cap.:	357	xxxx	644	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1102	xxxx	xxxxx
Move Cap.:	345	xxxx	644	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1102	xxxx	xxxxx
Volume/Cap:	0.24	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.9	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	18.6	xxxx	10.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	C	*	B	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	16.2			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

Note: Queue reported is the number of cars per lane.

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (CUP Buildout)
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 Via Senda at Modoc Rd

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.567
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): 12.8
Optimal Cycle: 0 | Level Of Service: B

Street Name:	Via Senda						Modoc Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	98	0	206	0	0	0	0	188	70	177	179	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	100	0	210	0	0	0	0	192	71	181	183	0
Added Vol:	0	0	18	0	0	0	0	7	0	10	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	0	228	0	0	0	0	199	71	191	189	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	0	228	0	0	0	0	199	71	191	189	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	0	228	0	0	0	0	199	71	191	189	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	0	228	0	0	0	0	199	71	191	189	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	0.00	0.70	0.00	0.00	0.00	0.00	0.74	0.26	0.50	0.50	0.00
Final Sat.:	204	0	466	0	0	0	0	494	178	336	333	0
Capacity Analysis Module:												
Vol/Sat:	0.49	xxxx	0.49	xxxx	xxxx	xxxx	xxxx	0.40	0.40	0.57	0.57	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	12.3	0.0	12.3	0.0	0.0	0.0	0.0	11.2	11.2	14.4	14.4	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.3	0.0	12.3	0.0	0.0	0.0	0.0	11.2	11.2	14.4	14.4	0.0
LOS by Move:	B	*	B	*	*	*	*	B	B	B	B	*
ApproachDel:	12.3			xxxxxx				11.2			14.4	
Delay Adj:	1.00			xxxxx				1.00			1.00	
ApprAdjDel:	12.3			xxxxxx				11.2			14.4	
LOS by Appr:	B			*				B			B	
AllWayAvgQ:	0.8	0.8	0.8	0.0	0.0	0.0	0.6	0.6	0.6	1.1	1.1	1.1

Note: Queue reported is the number of cars per lane.

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Valle Verde Home Project
Existing+Ambient+Cumulative+Project (CUP Buildout)
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Via Senda at Las Palmas Dr

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.481
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): 12.5
Optimal Cycle: 0 | Level Of Service: B

Street Name:	Via Senda						Las Palmas Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	226	0	27	27	274	0	0	271	270
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	231	0	28	28	279	0	0	276	275
Added Vol:	0	0	0	10	0	0	0	2	0	0	6	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	241	0	28	28	281	0	0	282	293
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	241	0	28	28	281	0	0	282	293
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	241	0	28	28	281	0	0	282	293
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	241	0	28	28	281	0	0	282	293
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.90	0.00	0.10	0.09	0.91	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	527	0	60	57	585	0	0	624	712
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.46	xxxx	0.46	0.48	0.48	xxxx	xxxx	0.45	0.41
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	13.2	0.0	13.2	13.1	13.1	0.0	0.0	12.8	11.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.2	0.0	13.2	13.1	13.1	0.0	0.0	12.8	11.0
LOS by Move:	*	*	*	B	*	B	B	B	*	*	B	B
ApproachDel:	xxxxxx			13.2			13.1			11.9		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			13.2			13.1			11.9		
LOS by Appr:	*			B			B			B		
AllWayAvgQ:	0.0	0.0	0.0	0.7	0.7	0.7	0.8	0.8	0.8	0.0	0.8	0.7

Note: Queue reported is the number of cars per lane.

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Valle Verde Home Project
Existing+Ambient+Cumulative+Project (CUP Buildout)
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Las Palmas/S La Cumbre Rd at US-101 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.693
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	0	1	2 0 1	0	0	1 1 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0	314	144	599	385	0	604	1	75	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	320	147	611	393	0	616	1	77	0	0	0
Added Vol:	0	12	0	0	8	0	0	0	16	0	0	0
PasserByVol:	0	3	0	21	7	0	0	0	0	0	0	0
Initial Fut:	0	335	147	632	408	0	616	1	93	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	335	147	632	408	0	616	1	93	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	335	147	632	408	0	616	1	93	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	335	147	632	408	0	616	1	93	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	1.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	2560	1600	0	2556	5	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.09	0.25	0.25	0.00	0.24	0.19	0.06	0.00	0.00	0.00
Crit Moves:		****		****			****					

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (CUP Buildout)
PM Peak Hour

Scenario Report

Scenario:	E+A+C+P Alt2 PM
Command:	E+A+C+P Alt2 PM
Volume:	E+A+C+P PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	PM Peak
Trip Distribution:	Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	E+A+C+P Alt2 PM

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (CUP Buildout)
PM Peak Hour

Trip Generation Report

Forecast for PM Peak

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	1235 Veronic	1.00	Residential	44.00	21.00	44	21	65	11.3
	Zone 1 Subtotal					44	21	65	11.3
5	3820 State S	1.00	Office	18.00	89.00	18	89	107	18.6
	Zone 5 Subtotal					18	89	107	18.6
6	900-1100 Las	1.00	Residential	10.00	17.00	10	17	27	4.7
	Zone 6 Subtotal					10	17	27	4.7
12	215 Pesetas	1.00	Medical	17.00	24.00	17	24	41	7.1
	Zone 12 Subtotal					17	24	41	7.1
13	Elings Park	1.00	Park	76.00	79.00	76	79	155	27.0
	Zone 13 Subtotal					76	79	155	27.0
14	Cancer Cente	1.00	Medical Office	47.00	120.00	47	120	167	29.1
	Zone 14 Subtotal					47	120	167	29.1
102	Project (Val	1.00	Residential	6.00	6.00	6	6	12	2.1
	Zone 102 Subtotal					6	6	12	2.1
TOTAL						218	356	574	100.0

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (CUP Buildout)
PM Peak Hour

Trip Distribution Report

Percent Of Trips Distribution

	To Gates										
Zone	1	2	3	4	5	6	7	8	9	10	11
1	10.0	5.0	30.0	30.0	5.0	5.0	0.0	15.0	0.0	0.0	0.0
5	0.0	0.0	40.0	30.0	0.0	0.0	2.5	2.5	5.0	15.0	5.0
6	10.0	5.0	30.0	30.0	5.0	5.0	0.0	15.0	0.0	0.0	0.0
12	0.0	0.0	40.0	30.0	0.0	0.0	2.5	2.5	5.0	15.0	5.0
13	10.0	5.0	30.0	30.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0
14	0.0	10.0	35.0	25.0	0.0	0.0	3.0	2.0	10.0	15.0	0.0
102	5.0	5.0	40.0	30.0	5.0	0.0	0.0	10.0	0.0	5.0	0.0

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (CUP Buildout)
PM Peak Hour

Turning Movement Report
PM Peak

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#6 Calle de los Amigos at Modoc Rd													
Base	71	0	36	0	0	0	0	335	111	49	281	0	882
Added	10	0	1	0	0	0	0	20	5	1	6	0	43
Total	81	0	37	0	0	0	0	355	116	50	287	0	925
#7 Via Senda at Modoc Rd													
Base	100	0	210	0	0	0	0	192	71	181	183	0	936
Added	0	0	18	0	0	0	0	7	0	10	6	0	41
Total	100	0	228	0	0	0	0	199	71	191	189	0	977
#8 Via Senda at Las Palmas Dr													
Base	0	0	0	231	0	28	28	279	0	0	276	275	1117
Added	0	0	0	10	0	0	0	2	0	0	6	18	36
Total	0	0	0	241	0	28	28	281	0	0	282	293	1153
#9 Las Palmas/S La Cumbre Rd at US-101 SB Ramps													
Base	0	320	147	611	393	0	616	1	77	0	0	0	2164
Added	0	12	0	0	8	0	0	0	16	0	0	0	36
PassBy	0	3	0	21	7	0	0	0	0	0	0	0	31
Total	0	335	147	632	408	0	616	1	93	0	0	0	2231

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (CUP Buildout)
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 6 Calle de los Amigos at Modoc R	C	15.2	0.000	C	16.2	0.000	+ 1.019 D/V
# 7 Via Senda at Modoc Rd	B	12.2	0.535	B	12.8	0.567	+ 0.032 V/C
# 8 Via Senda at Las Palmas Dr	B	12.2	0.471	B	12.5	0.481	+ 0.009 V/C
# 9 Las Palmas/S La Cumbre Rd at	C	27.5	0.601	C	27.6	0.613	+ 0.045 D/V

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Valle Verde Home Project
Existing+Ambient+Cumulative+Project (CUP Buildout)
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Calle de los Amigos at Modoc Rd

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: C[16.2]

Street Name:	Calle de los Amigos						Modoc Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 0 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	70	0	35	0	0	0	0	328	109	48	275	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	71	0	36	0	0	0	0	335	111	49	281	0
Added Vol:	10	0	1	0	0	0	0	20	5	1	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	0	37	0	0	0	0	355	116	50	287	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	0	37	0	0	0	0	355	116	50	287	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	81	0	37	0	0	0	0	355	116	50	287	0
Critical Gap Module:												
Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	799	xxxx	413	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	471	xxxx	xxxxx
Potent Cap.:	357	xxxx	644	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1102	xxxx	xxxxx
Move Cap.:	345	xxxx	644	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1102	xxxx	xxxxx
Volume/Cap:	0.24	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.9	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	18.6	xxxx	10.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	C	*	B	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	16.2			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

Note: Queue reported is the number of cars per lane.

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (CUP Buildout)
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 Via Senda at Modoc Rd

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.567
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): 12.8
Optimal Cycle: 0 | Level Of Service: B

Street Name:	Via Senda						Modoc Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	98	0	206	0	0	0	0	188	70	177	179	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	100	0	210	0	0	0	0	192	71	181	183	0
Added Vol:	0	0	18	0	0	0	0	7	0	10	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	0	228	0	0	0	0	199	71	191	189	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	0	228	0	0	0	0	199	71	191	189	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	0	228	0	0	0	0	199	71	191	189	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	0	228	0	0	0	0	199	71	191	189	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	0.00	0.70	0.00	0.00	0.00	0.00	0.74	0.26	0.50	0.50	0.00
Final Sat.:	204	0	466	0	0	0	0	494	178	336	333	0
Capacity Analysis Module:												
Vol/Sat:	0.49	xxxx	0.49	xxxx	xxxx	xxxx	xxxx	0.40	0.40	0.57	0.57	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	12.3	0.0	12.3	0.0	0.0	0.0	0.0	11.2	11.2	14.4	14.4	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.3	0.0	12.3	0.0	0.0	0.0	0.0	11.2	11.2	14.4	14.4	0.0
LOS by Move:	B	*	B	*	*	*	*	B	B	B	B	*
ApproachDel:	12.3			xxxxxx				11.2			14.4	
Delay Adj:	1.00			xxxxx				1.00			1.00	
ApprAdjDel:	12.3			xxxxxx				11.2			14.4	
LOS by Appr:	B			*				B			B	
AllWayAvgQ:	0.8	0.8	0.8	0.0	0.0	0.0	0.6	0.6	0.6	1.1	1.1	1.1

Note: Queue reported is the number of cars per lane.

Valle Verde Home Project
Existing+Ambient+Cumulative+Project (CUP Buildout)
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Via Senda at Las Palmas Dr

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.481
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): 12.5
Optimal Cycle: 0 | Level Of Service: B

Street Name:	Via Senda						Las Palmas Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	226	0	27	27	274	0	0	271	270
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	231	0	28	28	279	0	0	276	275
Added Vol:	0	0	0	10	0	0	0	2	0	0	6	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	241	0	28	28	281	0	0	282	293
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	241	0	28	28	281	0	0	282	293
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	241	0	28	28	281	0	0	282	293
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	241	0	28	28	281	0	0	282	293
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.90	0.00	0.10	0.09	0.91	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	527	0	60	57	585	0	0	624	712
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.46	xxxx	0.46	0.48	0.48	xxxx	xxxx	0.45	0.41
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	13.2	0.0	13.2	13.1	13.1	0.0	0.0	12.8	11.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.2	0.0	13.2	13.1	13.1	0.0	0.0	12.8	11.0
LOS by Move:	*	*	*	B	*	B	B	B	*	*	B	B
ApproachDel:	xxxxxx			13.2			13.1			11.9		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			13.2			13.1			11.9		
LOS by Appr:	*			B			B			B		
AllWayAvgQ:	0.0	0.0	0.0	0.7	0.7	0.7	0.8	0.8	0.8	0.0	0.8	0.7

Note: Queue reported is the number of cars per lane.

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Valle Verde Home Project
Existing+Ambient+Cumulative+Project (CUP Buildout)
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Las Palmas/S La Cumbre Rd at US-101 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.613
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	27.6
Optimal Cycle:	45	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	0	1	2 0 1	0	0	1 1 0	0	1	0 0 0	0	0
Volume Module:												
Base Vol:	0	314	144	599	385	0	604	1	75	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	320	147	611	393	0	616	1	77	0	0	0
Added Vol:	0	12	0	0	8	0	0	0	16	0	0	0
PasserByVol:	0	3	0	21	7	0	0	0	0	0	0	0
Initial Fut:	0	335	147	632	408	0	616	1	93	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	335	147	632	408	0	616	1	93	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	335	147	632	408	0	616	1	93	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	335	147	632	408	0	616	1	93	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.74	1.00	1.00	0.70	0.87	0.85	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	1.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1615	2801	1900	0	2641	4	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.23	0.21	0.00	0.23	0.23	0.06	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.15	0.15	0.37	0.52	0.00	0.38	0.38	0.38	0.00	0.00	0.00
Volume/Cap:	0.00	0.61	0.60	0.61	0.41	0.00	0.61	0.61	0.15	0.00	0.00	0.00
Delay/Veh:	0.0	41.7	43.7	26.9	15.0	0.0	26.2	26.2	20.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	41.7	43.7	26.9	15.0	0.0	26.2	26.2	20.5	0.0	0.0	0.0
LOS by Move:	A	D	D	C	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	6	5	9	8	0	8	10	2	0	0	0

Note: Queue reported is the number of cars per lane.

APPENDIX C

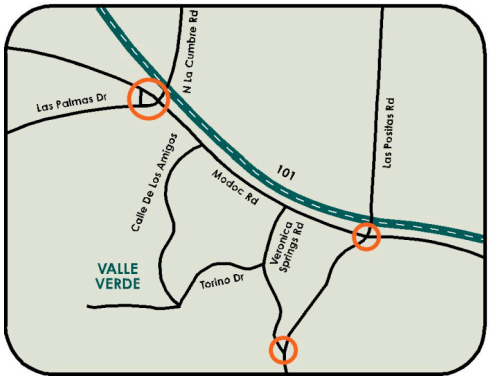
APPLICANT-PROVIDED EMPLOYEE TRAVEL SURVEY

Valle Verde Traffic Survey Results

December 2009

Total Surveys Returned: 180
Total Number of Employees: 212
Confidence Level: 95%
Confidence Interval: +/- 2.84%

* Answer percentages are rounded to nearest value; not all questions were answered.



1. How do you arrive at the Valle Verde campus?
   - 36% La Cumbre Rd. & Modoc Rd.
   - 13% Modoc Rd. (from Goleta, not via Hwy 101)
   - 41% Las Positas Rd. & Modoc Rd.
   - 9% Veronic Springs Rd. & Los Positas Rd.
   - 1% Other

2. When do you generally arrive at the campus?
   - 28% Midnight to 6:59am
   - 36% 7:00am to 9:00am
   - 29% 9:01am to 3:59pm
   - 3% 4:00pm to 6:00pm
   - 0% 6:01pm to 7:00pm
   - 5% 7:01pm to midnight

3. Please indicate the direction you travel when you leave campus:
   - 29% La Cumbre Rd. & Modoc Rd.
   - 17% Modoc Rd. (from Goleta, not via Hwy 101)
   - 39% Las Positas Rd. & Modoc Rd.
   - 10% Veronic Springs Rd. & Los Positas Rd.
   - 1% Other

4. When do you generally leave campus?
   - 3% Midnight to 6:59am
   - 6% 7:00am to 9:00am
   - 36% 9:01am to 3:59pm
   - 25% 4:00pm to 6:00pm
   - 7% 6:01pm to 7:00pm
   - 24% 7:01pm to midnight

5. Do you work weekdays, weekends, or both?
   - 27% Weekdays
   - 2% Weekends
   - 63% Both

6. Do you use alternative trasportation, such as carpooling, bus, bike, etc.?
   - 28% Yes
   - 64% No

   Of the people who use alternative transporation (multiple answers possible):
   - 78% Carpool
   - 25% Bus
   - 10% Bike
   - 8% Walk

APPENDIX D

SANTA BARBARA COUNTY
CONGESTION MANAGEMENT PROGRAM
IMPACT ASSESSMENT GUIDELINES

SBCAG
santa barbara county association of governments

260 North San Antonio Road., Suite B ▪ Santa Barbara, CA ▪ 93110
Phone: 805/961-8900 ▪ Fax: 805/961-8901 ▪ www.sbcag.org

2009

SANTA BARBARA COUNTY CONGESTION MANAGEMENT PROGRAM

APPROVED JUNE 18, 2009

Member Agencies
Buellton ▪ Carpinteria ▪ Goleta ▪ Guadalupe ▪ Lompoc ▪ Santa Barbara ▪ Santa Maria ▪ Solvang ▪ Santa Barbara County

APPENDIX J - CMP IMPACT ASSESSMENT GUIDELINES FOR ENVIRONMENTAL DOCUMENTS

As the Congestion Management Agency for Santa Barbara County, SBCAG is required to review and approve the traffic impact analysis of Negative Declarations and Environmental Impact Reports for the County. This is to ensure that any proposed development would not create additional traffic impacts to the adopted Congestion Management Program regional street network. Should significant impacts be expected, mitigation measures must be taken to avoid deterioration of the system.

The thresholds of significant impact to the CMP network and guidelines for evaluating impacts to the proposed development are provided below. These guidelines should be followed when conducting the traffic impact analysis for Negative Declarations and Environmental Impact Reports. Note that the guidelines only apply to development projects that generate more than 500 average daily trips or 50 P.M. peak hour trips.

THRESHOLDS OF SIGNIFICANT IMPACT TO THE CMP NETWORK

1. For any roadway or intersection operating at LOS A or B, a decrease of two levels of service from project-added traffic.
2. For any roadway or intersection operating at LOS C, project-added traffic that results in LOS D or worse.
3. For intersections on the CMP network with existing congestion, the following table defines the CMP thresholds of significant impact:

Intersection Level of Service	*Project-Added Peak Hour Trips*
D	20
E or F	10

For freeway or highway segments with existing congestion, the following table will define significant impacts:

Highway Level of Service	*Project-Added Peak Hour Trips*
D	100
E or F	50

GUIDELINES FOR EVALUATING CMP IMPACTS FOR NEGATIVE DECLARATIONS AND ENVIRONMENTAL IMPACT REPORTS

1. Identify the designated CMP roadway system in relation to the location of the proposed development.
2. Analyze and compare how the proposed development would impact the identified CMP network (roadways and/or intersections). Use the Intersection Capacity Utilization method for computing intersection volume/capacity and determine LOS.
3. Analyze “Cumulative” and “Cumulative + Project” impacts to the CMP system.
4. Identify any inter-jurisdictional impacts to neighboring jurisdictions.
5. Incorporate analysis to include a demonstration that any identified CMP network impacts are mitigated to an acceptable level of service.
6. Assess the need for a mitigation monitoring program to evaluate effectiveness of project conditions.

The CMP network impacts should be conducted under a separate heading in the environmental document. If the roadways impacted are identical to the CMP network, they should be mentioned. If the project does not result in any significant impacts, the analysis should simply state that there are no significant impacts to the CMP network.