
Doubletree Resort Development Plan/ Coastal Development Permit Modifications

Final Supplemental Environmental Impact Report

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Doubletree Resort Development Plan/ Coastal Development Permit Modifications SEIR

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EXECUTIVE SUMMARY

This section summarizes the characteristics of the proposed project, alternatives, environmental impacts, mitigation measures, and residual impacts associated with the proposed project.

PROJECT SYNOPSIS

Project Applicant

Park Plaza and Red Lion California Partnership, Ltd.
633 E. Cabrillo Boulevard
Santa Barbara, CA 93103

Project Description

The proposed project involves intensifying the use of the conference center and parking resources at the Santa Barbara Doubletree Resort. The proposed project does not involve any physical change, but instead entails several proposed modifications to the operational conditions in the approved Development Plan and Coastal Development Permit for the Doubletree Resort. The requested modifications relate to conference center capacity and timing of events, van/shuttle service and parking requirements, and water use limitations. The most significant of the requests are to increase the allowable number of non-hotel guests attending Hotel conferences from 500 persons to 1,200 persons and to allow for six annual events with no limitation on non-hotel guests. These and all of the other modifications requested are described in detail in Section 2.0, *Project Description*.

Text revised per Comment 5B

PROJECT ALTERNATIVES

Three alternatives to the proposed project were selected for consideration, as described below.

1. The **"No Project"** alternative assumes no changes in the conditions from the existing project approval. This alternative would not generate any additional traffic and therefore not generate impacts.
2. The **"No Peak Hour Starts or Stops"** alternative would allow all of the requested changes except that conference center events would not be permitted to start or end within the P.M. peak hour.
3. The **"Reduced Limitation on Non-Hotel Guests"** alternative envisions events that are of a lesser magnitude than what would be expected under the proposed project. Non-hotel guests would be limited to between 504 and 1,080 persons under this alternative.

The No Project Alternative is considered environmentally superior overall, since no change in environmental conditions would occur. Among the other development alternatives, the "No Peak Hour Starts or Stops" alternative is considered environmentally superior since it would avoid all of the project's significant traffic impacts. The "Reduced Limitation on Non-Hotel

Guests" alternative would reduce both traffic and air quality impacts as compared to the proposed project, but would not avoid all significant traffic impacts.

The alternatives are discussed in further detail in Section 6.0, *Alternatives*.

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table ES-1 lists the environmental impacts of the proposed project, proposed mitigation measures, and residual impacts. Impacts are categorized by classes. Class I impacts are defined as significant, unavoidable adverse impacts, which require a statement of overriding considerations pursuant to Section 15093 of the *CEQA Guidelines* if the project is approved. Class II impacts are significant adverse impacts that can be feasibly mitigated to less than significant levels and which require findings to be made under Section 15091 of the *CEQA Guidelines*. Class III impacts are adverse, but less than significant.

**Table ES-1 Summary of Environmental Impacts,
Mitigation Measures, and Residual Impacts**

Impact	Mitigation Measures	Significance After Mitigation
CLASS I: Unavoidably Significant		
TRANSPORTATION AND CIRCULATION		
<p>Impact TC-1 Increasing the allowable number of non-hotel guests at Doubletree events would result in significant traffic impacts at the Cabrillo Boulevard/U.S. 101 Southbound Ramps and Garden Street/U.S. 101 Northbound Ramps interchanges during the Weekday P.M. peak period. Although mitigation of both impacts is physically feasible, these impacts are considered Class I, unavoidably significant, because mitigation is not expected to be completed within the timeframe of the project.</p> <p>The project would add 13 weekday peak hour trips at the Cabrillo Blvd/US 101 SB Ramps interchange and 155 weekday peak hour trips at the Garden St/US 101 NB Ramps interchange.</p>	<p>Caltrans is studying alternative projects to remedy the existing deficiency. The alternatives will be reviewed with respect to meeting design standards, providing accessibility to the adjacent land uses and traffic sheds, and improve traffic flow to acceptable standards. The improvements are currently funded and scheduled for completion by 2008.</p> <p>The following measures would mitigate the impact at the Garden Street/U.S. 101 NB Ramps interchange.</p> <p>TC-1(a) The Garden Street/U.S. 101 NB Ramps interchange shall be restriped to provide an optional through-right turn lane for the southbound Garden Street to northbound Highway 101 movement. The applicant shall pay fair share funding toward implementation of this improvement as determined by the City. A schematic illustration of this improvement can be found in Appendix B.</p> <p>TC-1(b) The applicant shall implement alternating employee shift start and end times to avoid travel during peak periods.</p> <p>TC-1(c) The applicant shall acquire a clean-fuel van to transport employees that currently live in Ventura/Oxnard and Lompoc/Santa Maria.</p> <p>TC-1(d) The applicant shall facilitate carpooling using Traffic Solutions services. This service matches destinations and working hours to</p>	<p>Unavoidably significant until required improvements are implemented, which would not be within the timeframe of the project. Also, implementation of Measure TC-1 would potentially create conflicts between cyclists and automobiles. This safety conflict is considered a significant secondary impact.</p>

Mitigation
added per
Comment
5C.

**Table ES-1 Summary of Environmental Impacts,
Mitigation Measures, and Residual Impacts**

Impact	Mitigation Measures	Significance After Mitigation
	<p>optimize carpooling.</p> <p>TC-1(e) The applicant shall supply free bus passes to Doubletree employees.</p> <p>TC-1(f) The applicant shall provide a guaranteed ride home program for Doubletree employees.</p> <p>TC-1(g) Truck deliveries at the Doubletree Resort shall be limited to off-peak traffic hours (no deliveries from 7-9 AM or from 4-6 PM).</p>	
<p>Impact TC-2 Increasing the allowable number of non-hotel guests would result in significant traffic impacts at the Cabrillo Boulevard/U.S. 101 Southbound Ramps interchange and the Milpas Street/Calle Puerto Vallarta intersection under Summer Sunday conditions. Although mitigation of both impacts is physically feasible, these impacts are considered Class I, unavoidably significant, because mitigation would not be completed within the timeframe of the project.</p> <p>The project would add 13 Summer Sunday peak hour trips at the Cabrillo Blvd/US 101 SB Ramps interchange and 233 Summer Sunday peak hour trips at the Milpas St/Calle Puerto Vallarta intersection.</p>	<p>The measures scheduled and funded by Caltrans as described under Impact TC-1, would mitigate the Summer Sunday impact at the Cabrillo Boulevard/U.S. 101 SB interchange. The following measure would mitigate the impact to the Milpas Street/Calle Puerto Vallarta intersection.</p> <p>TC-2 The eastbound approach to the Milpas Street/Calle Puerto Vallarta intersection shall be restriped to include one left-turn lane and one left-through-right lane. This mitigation would also require a second northbound lane on Milpas Street from Calle Puerto Vallarta to just north of the Union Pacific Railroad tracks (where two northbound lanes are currently provided). The applicant shall pay fair share funding toward implementation of this improvement as determined by the City. A schematic illustration of this improvement can be found in Appendix B.</p>	<p>Unavoidably significant until required improvements are implemented, which would not be within the timeframe of the project.</p>
<p>Impact TC-5 Increasing the allowable number of non-hotel guests would result in significant traffic impacts at 3 of 16 study area intersections under the weekday cumulative scenario. These impacts are considered Class I, unavoidably significant, because mitigation would not be completed within the timeframe of the project and, in some cases, may not be feasible.</p> <p>Significantly affected intersections include:</p> <ul style="list-style-type: none"> • Cabrillo/US 101 SB (13 project trips) • Garden/Gutierrez (54 project trips) • Garden US 101 NB (155 project trips) 	<p>The planned improvements at the Cabrillo Boulevard/U.S. 101 Southbound Ramps interchange, as discussed under Impact TC-1, would also mitigate the cumulative impact at that location. Measure TC-1 would also mitigate the cumulative impact at the Garden Street/U.S. 101 Northbound Ramps interchange. The following measure would mitigate the impact at the Garden Street/Gutierrez Street intersection:</p> <p>TC-5 One northbound through lane and one westbound lane shall be added to the Garden Street/Gutierrez Street intersection. The applicant shall pay fair share funding toward implementation of this improvement as determined by the City. A schematic illustration of this improvement can be found in Appendix B.</p>	<p>Unavoidably significant until required improvements are implemented, which would not be within the timeframe of the project.</p>

**Table ES-1 Summary of Environmental Impacts,
Mitigation Measures, and Residual Impacts**

Impact	Mitigation Measures	Significance After Mitigation
<p>Impact TC-6 Increasing the allowable number of non-hotel guests would result in significant traffic impacts at 3 of 16 study area intersections under the Summer Sunday cumulative scenario. These impacts are considered Class I, unavoidably significant, because mitigation would not be completed within the timeframe of the project and, in some cases, may not be feasible.</p> <p>Significantly affected intersections include:</p> <ul style="list-style-type: none"> • Cabrillo/US 101 SB (13 project trips) • Milpas/Calle Puerto Vallarta (233 project trips) • Cabrillo/State (67 project trips) 	<p>The planned improvements at the Cabrillo Boulevard/U.S. 101 Southbound Ramps interchange, as discussed under Impact TC-1, would also mitigate the Summer Sunday cumulative impact at that location. Mitigation measure TC-2 would also mitigate the Summer Sunday cumulative impact at the Milpas Street/Calle Puerto Vallarta intersection. The following measure would mitigate the impact at the Cabrillo Boulevard/State Street intersection:</p> <p>TC-6 A separate right-turn lane shall be added on the westbound approach to the Cabrillo Boulevard/State Street intersection. The applicant shall pay fair share funding toward implementation of this improvement as determined by the City. A schematic illustration of this improvement can be found in Appendix B.</p>	<p>Unavoidably significant until required improvements are implemented, which would not be within the timeframe of the project.</p>
<p>Impact TC-7 Increasing the allowable number of non-hotel guests would result in significant traffic impacts to the sections of U.S. Highway in the study area during weekday peak hour periods based on CMP thresholds. This impact is considered Class I, unavoidably significant, since the impact to Highway 101 cannot be mitigated within the timeframe of the project.</p>	<p>SBCAG is currently developing a deficiency plan for Highway 101 between the Winchester Canyon interchange in the Goleta area and the county line south of Carpinteria. The project would be required to participate in the improvement programs outlined in the deficiency plan.</p>	<p>Unavoidably significant until planned improvements are implemented, which would not be within the timeframe of the project.</p>
CLASS II: Significant but Mitigable		
TRAFFIC AND CIRCULATION		
<p>Impact TC-3 Parking demand generated by 1,200 person events would generate a peak demand for 600 parking spaces, resulting in a shortage of parking on the site. This impact is considered Class II, <i>significant but mitigable</i>.</p>	<p>TC-3 The applicant shall develop a parking management plan to address potential 70-120 parking space deficiency during periods when peak events coincide with high occupancy of the hotel. The plan shall be completed and approved by the City prior to increasing the number of conference guests and shall include coordination of event scheduling between the Doubletree and the Waterfront Hotel, re-design of the existing parking facilities to increase the number of on-site spaces, additional use of valet parking, and securing off-site parking with a shuttle service to events.</p>	<p>Less than significant.</p>
<p>Impact TC-4 Special Events held without a parking plan when other community events based in the Waterfront Area are being held would generate potential parking impacts. This impact is considered Class II, <i>significant but mitigable</i>.</p>	<p>TC-4 The applicant shall prepare a parking management plan for Special Events that are scheduled when other community events are being held in the Waterfront Area. The plan shall be approved by the City prior to the Special Event.</p>	<p>Less than significant.</p>



**Table ES-1 Summary of Environmental Impacts,
Mitigation Measures, and Residual Impacts**

Impact	Mitigation Measures	Significance After Mitigation
CLASS III: Less than Significant		
AIR QUALITY		
Impact AQ-1 Increasing the allowable number of non-hotel guests at Doubletree events would result in the emission of air pollutants due to increased traffic to and from the site. However, emissions would not exceed SBAPCD significance thresholds and are therefore considered to have a Class III, <i>less than significant impact</i> .	None required.	Less than significant.
Impact AQ-2 Traffic generated by infrequent special events (6 per year) would generate ROG and NOx emissions exceeding APCD thresholds. However, because of the infrequent nature of these special events, this impact is considered Class III, <i>less than significant</i> .	The SBAPCD encourages the implementation of standardized mitigation measures to reduce air quality impacts of land development projects. Since the Doubletree Resort is already in operation, many of these measures are not applicable. Others that deal with transportation control measures have already either been accomplished (e.g., pedestrian walkways, provision of mixed uses) or are already applicable to the resort (e.g., encouraging alternative transportation modes for employees). No additional mitigation measures are available to reduce vehicular emissions from special events that generate traffic.	Less than significant.
Impact AQ-3 Project traffic, together with other cumulative traffic associated with foreseeable development, would not result in CO concentrations exceeding state or federal standards. Therefore, the project's potential to generate CO "hotspots" is considered a Class III, <i>less than significant impact</i> .	None required.	Less than significant.
Impact AQ-4 The proposed project is consistent with the land use designations in the City of Santa Barbara General Plan and does not exceed the established thresholds of significance. Therefore, the project is considered consistent with the 2001 Clean Air Plan (CAP). This is considered to be a Class III, <i>less than significant impact</i> .	None required.	Less than significant.



1.0 INTRODUCTION

This document is a Final Supplemental Environmental Impact Report (SEIR) that examines the potential environmental effects associated with a request to modify the original approval conditions for Fess Parker's Doubletree Resort. The Final EIR includes the text of the EIR and appendices thereto, the comment letters that the City of Santa Barbara received regarding the Draft EIR, and responses to those comments. Where the text of the EIR, with the exception of minor typographical errors, was revised in response to comment on the Draft EIR the source of the change (the specific letter and comment) is noted in the text margin.

This section: (1) describes the purpose of and legal authority for preparing the SEIR, (2) provides a brief history of the project, (3) describes the general scope and content of the SEIR; (4) lists EIR lead, responsible and trustee agencies; and (5) provides an overview of the California Environmental Quality Act (CEQA) environmental review process. The specific condition modifications requested by the project applicant are described in Section 2.0, *Project Description*.

1.1 PURPOSE AND LEGAL AUTHORITY

The proposed project requires discretionary approvals from the City of Santa Barbara. Therefore, it is subject to the requirements of CEQA. In accordance with Section 15121 of the *State CEQA Guidelines*, the purpose of this EIR is to serve as an informational 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...

The purpose of this SEIR is to supplement the Waterfront Park, Hotel, and Youth Hostel Project Final EIR (State Clearinghouse No. 929091038) that was certified by the City of Santa Barbara in 1993 and the Fess Parker's Red Lion Resort Modifications to Approved Development Plan and Coastal Development Permit Final SEIR certified by the City in 1996.¹ As described in Section 15163(a)(2) of *State CEQA Guidelines*, a Supplemental EIR is the appropriate document under CEQA if:

Only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.

The currently requested modifications to the approval conditions for the Doubletree Resort are virtually identical to the modifications that were the subject of the above-mentioned 1996 SEIR. The primary reason for conducting additional analysis at this time is to assess the project's impact in light of how background traffic conditions have changed since certification of the 1996 SEIR. Because only minor additions and changes to the earlier analysis are needed, a Supplemental EIR is the appropriate document under CEQA.

This report is to serve as an informational document for the public and City of Santa Barbara decision-makers. The environmental review process will culminate with Planning Commission

¹ Fess Parker's Red Lion Resort is the former name of the Doubletree Resort.



and City Council hearings to consider certification of a Final SEIR and a decision on whether to approve the proposed modifications or some variation thereof, possibly with conditions of approval. It should be noted that the changes proposed for the operation of the conference facility do not require approval of the Specific Plan amendment in order to proceed. The Specific Plan amendment may proceed on a separate track following the Planning Commission decision on the remainder of the project.

1.2 PROJECT BACKGROUND

In July 1981, the City of Santa Barbara adopted "Specific Plan No. 1," the Park Plaza Specific Plan, which covered the area bordered by Milpas Street, Punta Gorda Street (now Calle Puerto Vallarta), Cabrillo Boulevard, City-owned property bordering on Santa Barbara Street, and the Southern Pacific right-of-way. The property on which the Doubletree Resort is currently located was designated as "Parcel A" in the Specific Plan.

At the same time the Specific Plan was approved for the larger Park Plaza area, the City Council approved a Development Plan and a Parking Modification for the Red Lion Resort (which is now the Doubletree Resort). The Red Lion Resort was originally built in 1986 as a 360-room hotel and conference center, with 930 parking spaces. It has been in continuous operation since March 1987.

When the project was originally approved, several conditions of the approval called for limits on conference activities associated with the hotel in order to minimize parking impacts and peak hour traffic impacts on nearby roads and intersections. These conditions, which continue to apply to the Resort, include:

- Total conference center capacity is limited to 1,000 persons.
- The number of non-hotel guests at conference center events is restricted to 500.
- The conference center is closed to non-hotel guests on summer Sunday afternoons and any other day when the peak hour trips exceed 360.
- Hotel and conference center activities must be scheduled for arrival and departure times at off-peak hours.
- One bicycle space is to be provided for every seven automobile spaces.

In December 1995, the project applicant submitted an application requesting modifications to several of these and other conditions that are almost identical to the modifications currently being requested. A Final SEIR examining those requested modifications was prepared in July 1996 and City staff recommended approval of the project. However, the applicant withdrew the request and the project was not approved. The Final SEIR was subsequently certified in November 1996 as part of the Planning Commission's consideration of a proposed redesign of the nearby Waterfront Hotel.

1.3 EIR SCOPE AND CONTENT

In accordance with the *State CEQA Guidelines*, the City of Santa Barbara prepared an Initial Study for the project and issued a Notice of Preparation (NOP) of a Subsequent EIR. The Initial Study and NOP were distributed for review by affected agencies and the public in August 2001. The NOP, Initial Study, and responses to the NOP are presented in Appendix A of this report.



The Initial Study determined that significant impacts could occur in two environmental issue areas: (1) traffic and circulation; and (2) air quality.

As required by the *State CEQA Guidelines*, this EIR focuses on potentially significant environmental impacts identified in the Initial Study and responses thereto, including project-specific and cumulative effects. In addition, the EIR recommends feasible mitigation measures or alternatives, where possible, that would reduce or eliminate adverse environmental effects.

In preparing the EIR, use was made of pertinent City policies and guidelines, existing EIRs and other planning studies prepared by the City and project applicant. A full reference list is contained in Section 8.0, *References/Preparers*.

The Alternatives section of this EIR was prepared in accordance with the *State CEQA Guidelines* and focuses on alternatives that are capable of eliminating or reducing significant adverse effects associated with the project while feasibly attaining most of the basic objectives of the project. In addition, the EIR discusses and selects the "environmentally superior" alternative from the alternatives assessed.

The level of detail contained throughout this EIR is consistent with the requirements of CEQA and applicable court decisions. The *State CEQA Guidelines* provide the standard of adequacy on which this document is based. Specifically, the *Guidelines* state:

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 the environmental effects of the 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 a good faith effort at full disclosure. (Section 15151).

1.4 LEAD, RESPONSIBLE AND TRUSTEE AGENCIES

The *State CEQA Guidelines* require identification of "lead," "responsible" and "trustee" agencies for the project. The City of Santa Barbara is the lead agency for the project because it has principal responsibility for approving the project.

A responsible agency refers to a public agency other than the lead agency that has discretionary approval over the proposed project. No other agencies have discretionary approval authority over the project. Therefore, there are no responsible agencies for the project.

A trustee agency is a state agency having jurisdiction by law over natural resources affected by a project. There are no trustee agencies for the proposed project.

Other agencies that may have an interest in the project include: the California Coastal Commission; The California Department of Transportation; the Santa Barbara County



Association of Governments; and Santa Barbara County. All of these agencies have received copies of the Draft EIR.

1.5 ENVIRONMENTAL REVIEW PROCESS

The major steps in the environmental review process, as required under CEQA, are summarized below. The steps are presented in sequential order.

1. **Notice of Preparation (NOP).** After deciding that an EIR is required, the lead agency must file an NOP soliciting input on the EIR scope to the State Clearinghouse, other concerned agencies, and parties previously requesting notice in writing. The NOP must be posted in the County Clerk's office for 30 days. The NOP is typically accompanied by an Initial Study that identifies the issue areas for which the proposed project could create significant environmental impacts. A scoping meeting to solicit public input on the issues to be assessed in the EIR is not required by the City of Santa Barbara. The NOP for this project, along with a number of other projects, was released in August 2001 and a scoping hearing was held before the Planning Commission on August 30, 2001. The City originally proposed to prepare a cumulative EIR on traffic and air quality based on a number of projects that were under consideration. Because the other potential projects have either been delayed, have withdrawn or chose not to participate in this document, the City decided to proceed with this project-specific document evaluating the Doubletree Resort.
2. **Draft Environmental Impact Report (DEIR) Prepared.** The DEIR must contain: (a) table of contents or index; (b) summary; (c) project description; (d) environmental setting; (e) discussion of significant impacts (direct, indirect, cumulative, growth-inducing and unavoidable impacts); (f) a discussion of alternatives; (g) mitigation measures; and (h) discussion of irreversible changes.
3. **Notice of Completion/Public Review.** A lead agency must file a Notice of Completion with the State Clearinghouse when it completes a DEIR. The lead agency must also place a Notice of Availability in the County Clerk's office for 30 days and send a copy of the Notice to anyone who has requested receipt of the Notice in writing. Additionally, public notice of DEIR availability must be 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; or (c) direct mailing to owners and occupants of contiguous properties. The lead agency must solicit public comment and respond in writing to all written comments received (Public Resources Code Sections 21104 and 21253). The minimum public review period for a DEIR is 30 days. When a DEIR is sent to the State Clearinghouse for review, the public review period must be 45 days unless the Clearinghouse approves a shorter period. Because this project is in the Coastal Zone, it will be sent to the State Clearinghouse for review.
4. **Final EIR (FEIR).** A FEIR must include: a) the DEIR; b) copies of comments received during public review; c) list of persons and entities commenting; and d) responses to all written comments on the DEIR.



5. **Certification of FEIR.** Prior to making a decision on a proposed project, the lead agency must certify 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 the decision-making body reviewed and considered the information in the FEIR prior to approving a project, and (c) the Final EIR reflects the lead agency's independent judgment and analysis.
6. **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 effects, if the proper findings and, if necessary, statement of overriding considerations are adopted.
7. **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. 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.
8. **Mitigation Monitoring/Reporting Program.** When an agency makes findings on significant effects identified in the EIR, it must adopt a reporting or monitoring program for mitigation measures that were adopted or made conditions of project approval to mitigate significant effects.
9. **Notice of Determination.** An agency must file a Notice of Determination after deciding to approve a project for which an EIR is prepared (*State CEQA Guidelines* Section 15094). A local agency must file the Notice with the County Clerk. The Notice must be 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.



2.0 PROJECT DESCRIPTION

The proposed project involves several modifications to the operational conditions for the existing Fess Parker's Doubletree Resort in the City of Santa Barbara. The specifics of the proposed project are described below.

2.1 PROJECT APPLICANT/APPLICANT'S AGENT

Project Applicant

Park Plaza and Red Lion California Partnership, Ltd.
633 E. Cabrillo Boulevard
Santa Barbara, CA 93103

Applicant's Agent

Steve Amerikaner
Hatch and Parent
21 E. Carrillo Street
Santa Barbara, CA 93101

2.2 PROJECT SITE LOCATION

The Doubletree Resort is located at 633 E. Cabrillo Boulevard in the City of Santa Barbara. The 23.35-acre site is in the Waterfront Area of Santa Barbara, between Cabrillo Boulevard and the railroad tracks and between Calle Puerto Vallarta and Calle Cesar Chavez. Figure 2-1 illustrates the site's location within the region, while Figure 2-2 shows the site within the context of the Waterfront Area.

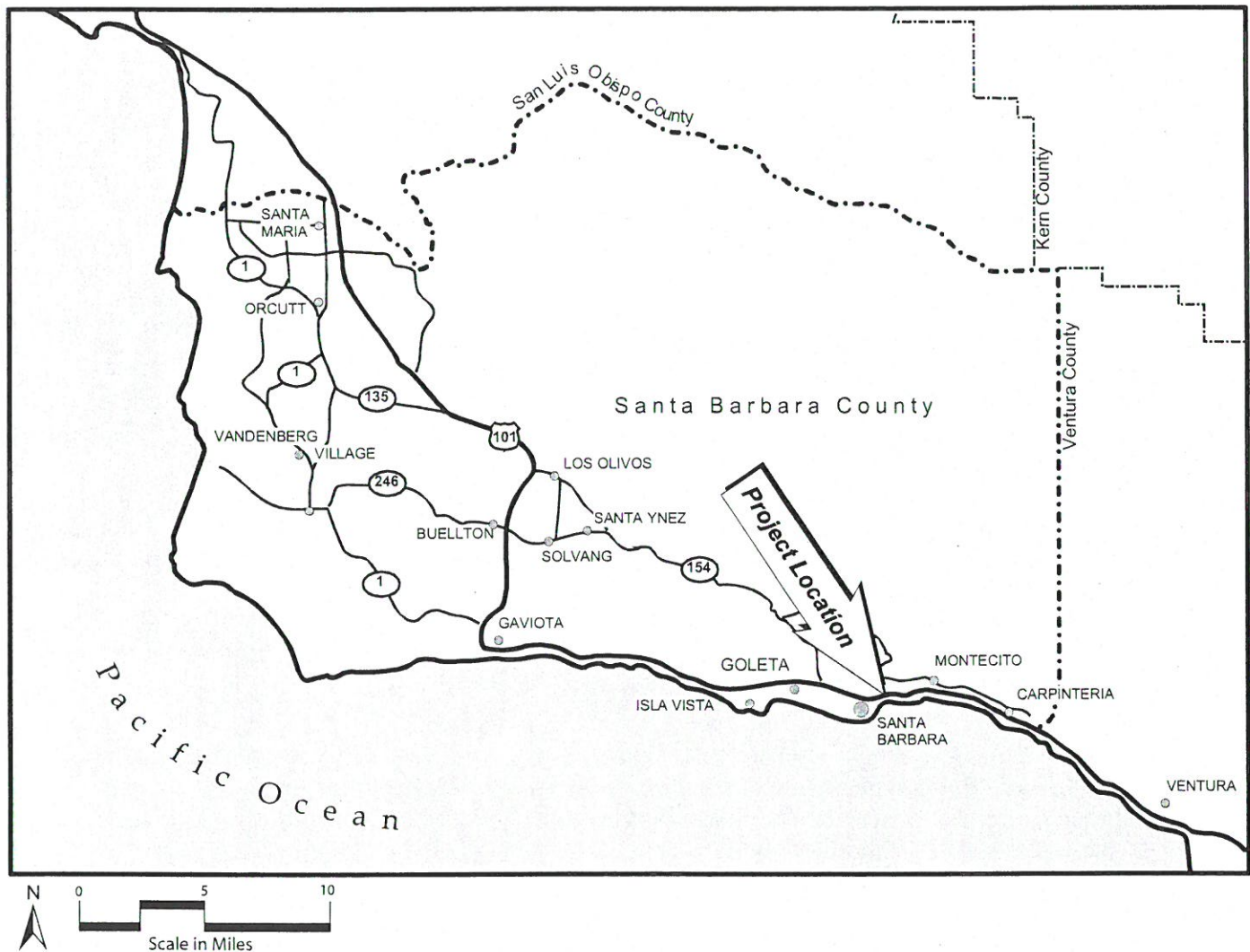
2.3 CURRENT SITE CHARACTERISTICS

The project site is the existing Doubletree Resort. The site is currently designated "Hotel and Related Commerce I" under the Santa Barbara General Plan and is currently zoned HRC-1, S-D-3: Hotel and Related Commerce 1, Coastal Overlay Zone. The general characteristics of the project site and surrounding properties are summarized in Table 2-1.

Table 2-1 Current Site Characteristics

Assessor's Parcel No.:	17-010-41
Zoning:	HRC-1, S-D-3: Hotel and Related Commerce 1, Coastal Overlay Zone
Existing Land Use:	Hotel/Conference Facility
Slope:	Essentially flat
Surrounding Land Uses:	
North	Railroad tracks, industrial storage, batting cages
South	Cabrillo Blvd., Chase Palm Park
East	Calle Puerto Vallarta, Milpas Street, Tri-County Produce, Cabrillo Ballfield
West	Calle Cesar Chavez, vacant land (approved 150-room hotel), 10-acre park

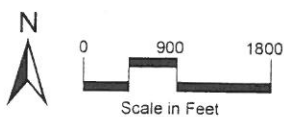
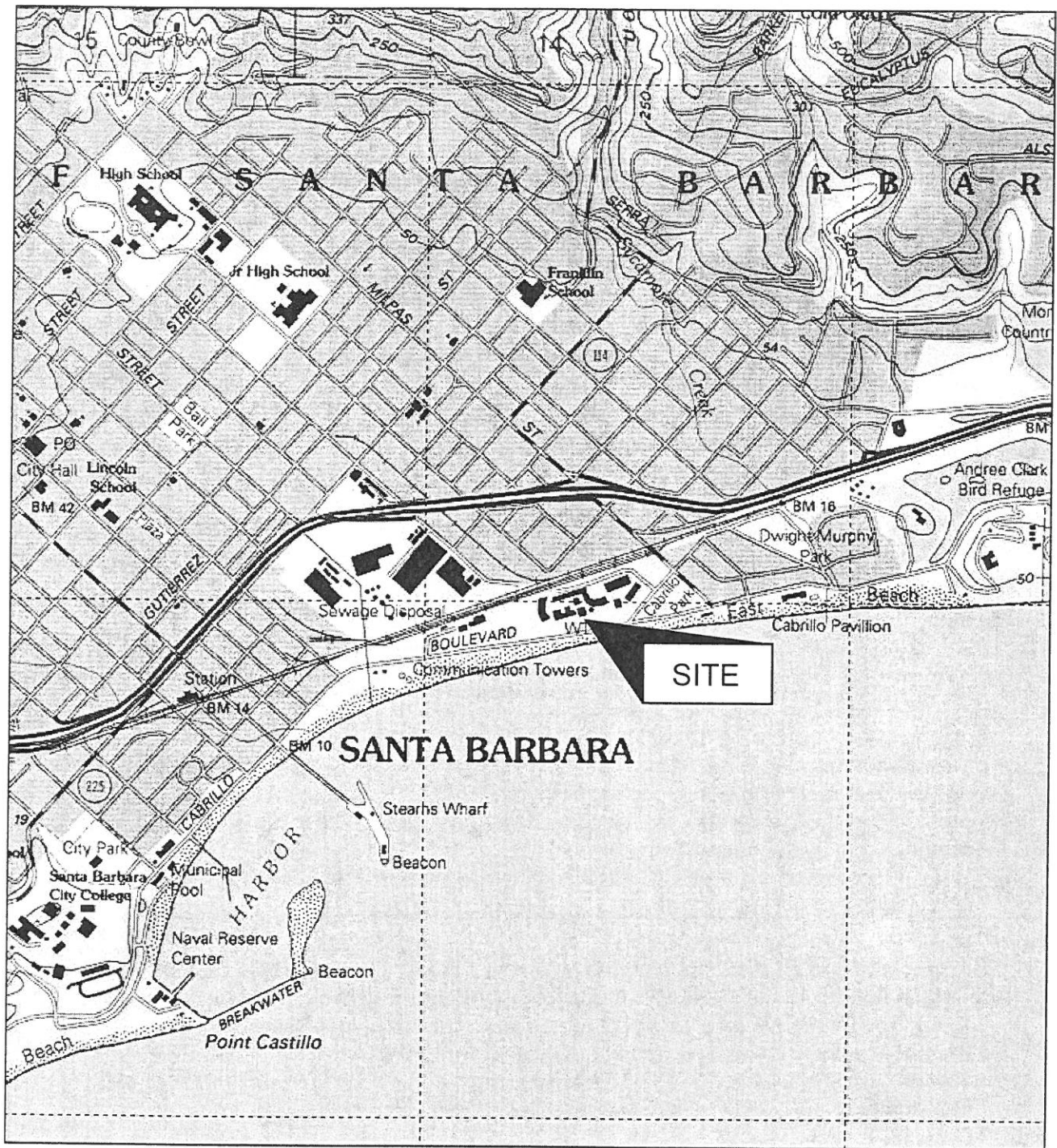




Regional Location

Figure 2-1

City of Santa Barbara



Project Vicinity

Figure 2-2

City of Santa Barbara

The Doubletree Resort has 360 rooms, a conference center, and 930 parking spaces. Up to 980 vehicles can be accommodated onsite during periods of peak demand through the use of valet parking. Figure 2-3 shows the general layout of the Doubletree, including major access points into the resort. Figure 2-4 illustrates the basic internal arrangement of onsite conference facilities, while Table 2-2 shows the capacity of each facility.

Table 2-2 Doubletree Resort Conference Facility Capacity

Room/Area	Dimensions	Space (square feet)	Posted Capacity (persons)
Grand Ballroom	130 x 92	11,960	1,708
Sierra Madre	43 x 92	3,956	565
San Rafael	43 x 92	3,956	565
Santa Ynez	43 x 92	3,956	565
Santa Barbara Ballroom	50 x 80	4,000	580
San Miguel	50 x 20	1,000	145
Santa Rosa	50 x 20	1,000	145
Santa Cruz	50 x 20	1,000	145
Fiesta	36 x 32	1,152	188
Solstice	36 x 36	936	144
Reagan	Varied	3,600	230
Vineyard Boardroom	15 x 32	480	16
Subtotal		23,028	2,866
Plaza del Sol*	200' diameter	31,416	2,822
Totals		54,444	5,738

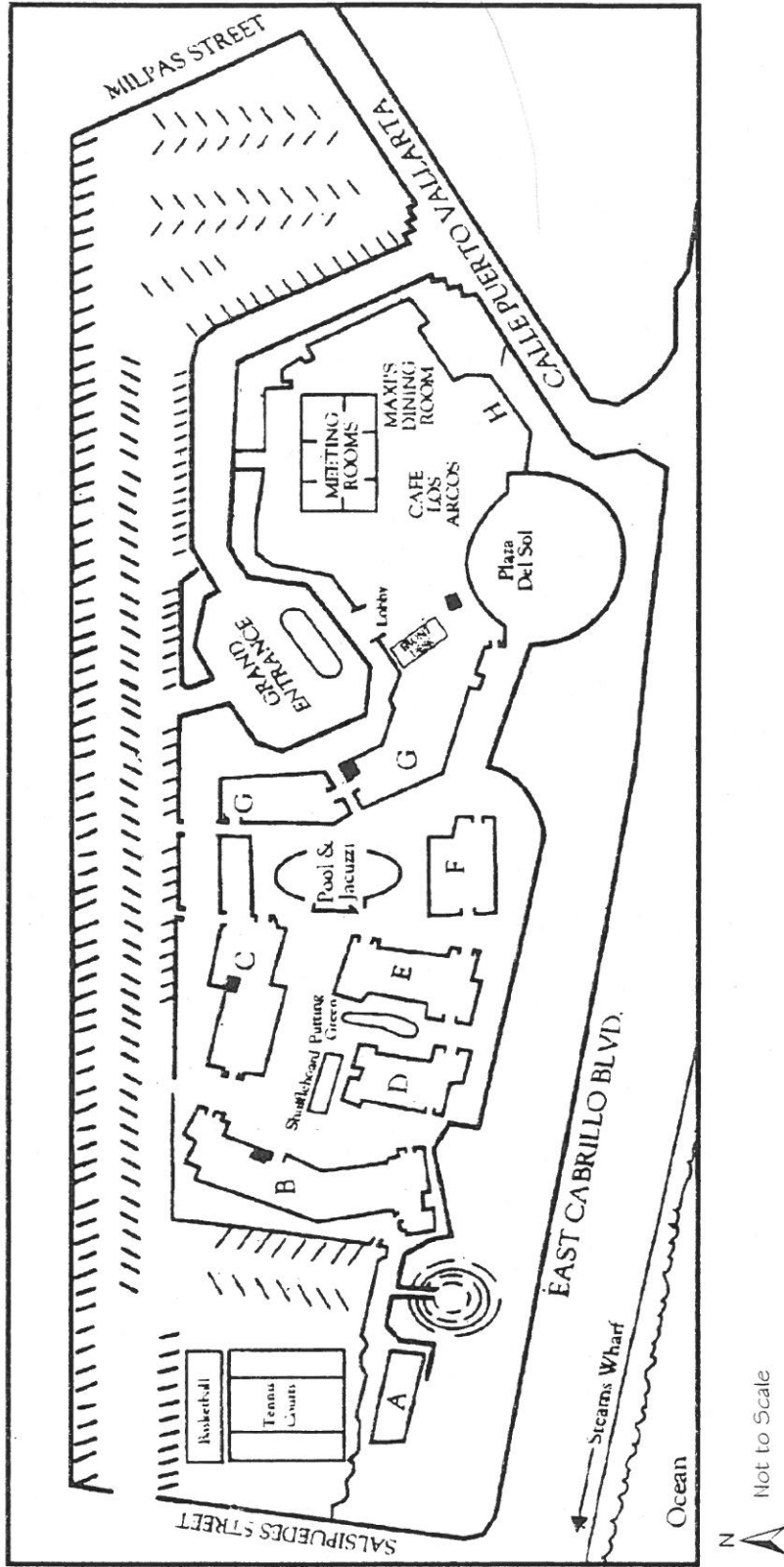
* Approximately 36% of the Plaza del Sol floor area is not available for occupancy due to landscaping, columns, and required access.

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The data shown in Table 2-2 reflect a total capacity of 5,738. However, in actuality, this maximum number of people would never be realized at the conference facilities. Typical conferences at the Doubletree involve a few hundred persons who use the various parts of the conference center in sequential stages.

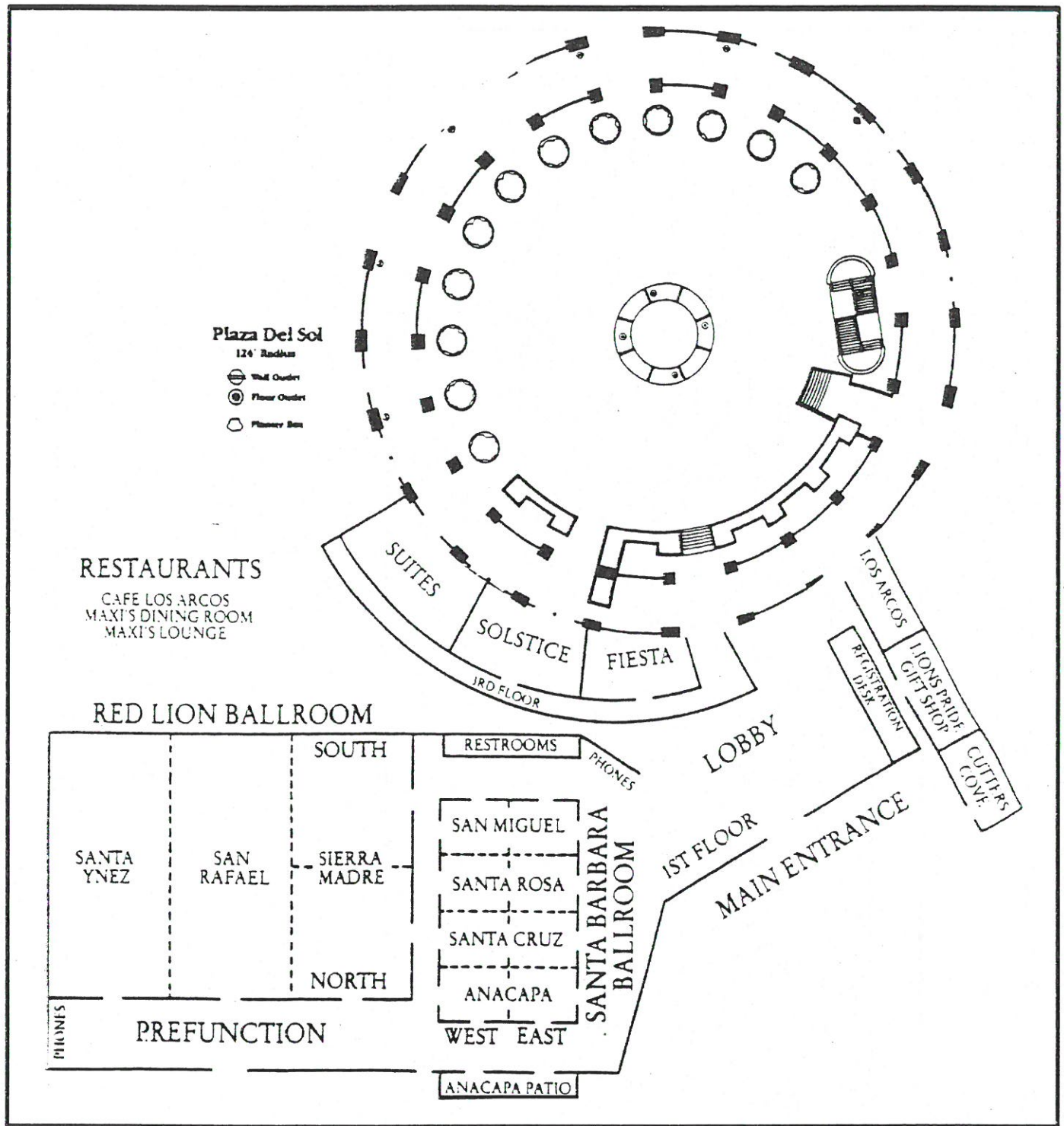
2.4 PROPOSED PROJECT CHARACTERISTICS

The proposed project does not involve any physical change, but instead entails several proposed modifications to the operational conditions in the approved Development Plan and Coastal Development Permit for the Doubletree Resort. The requested modifications relate to conference center capacity and timing of events, van/shuttle service and parking requirements, and water use limitations. Table 2-3 summarizes the major characteristics of the project. A discussion of the rationale behind the proposed modifications follows.



Doubletree Resort Parking and Access Plan

Figure 2-3
 City of Santa Barbara



Conference Facilities

Figure 2-4

Table 2-3 Comparison of Existing and Proposed Operational Conditions

Current Condition	Proposed Condition
<p>Conference Center Capacity Limitations Development Plan (DP) Condition 3 – "...The conference center capacity shall not exceed 1,000 persons at any time." Parking Modification (MOD) Condition 3 – "The conference center capacity shall not exceed 1,000 persons at any time."</p>	<p>These conditions would be eliminated so that there would be no overall limitation on maximum capacity other than that provided by the Fire Code. However, overall usage would still be limited by DP Condition 6 and MOD Condition 7 below.</p>
<p>Limitations on Non-Hotel Guests Using the Conference Center DP Condition 6 and MOD Condition 7 – "No more than 500 persons not residing at the Hotel shall be permitted to attend Hotel conferences."</p>	<p>This limitation would be increased to 1,200 non-hotel guests traveling in private vehicles. There would be no limitation for non-hotel guests traveling by bus. When combined with no overall capacity limitation, the total use of the conference center could exceed 1,800 persons, assuming that the majority of the hotel guests are also attending a conference at the hotel. Fire Code occupancy limitations are shown in Table 2-2.</p>
<p>Start and End Times for Conference Center Activities DP & MOD Condition 4 – "The conference center shall be closed to non-hotel guests on summer Sunday afternoons (June-September) and any other day when the peak hour trips exceed 360. The determination of when these alternate closure times would occur is subject to the determination of the Director of Public Works based upon monitoring by Transportation Staff." DP & MOD Condition 5 – "Hotel and conference center activities shall be scheduled for arrival and departure times at off-peak hours. Activities shall be scheduled so that arrival and departure times do not coincide with arrival and departure times of other activities." The Development Plan Condition includes an additional sentence: "Peak hours shall be specified by the Director of Public Works." <i>"Peak hours" have been set at 4:00 pm to 6:00 pm on weekdays and 1:00 pm to 4:00 pm on weekends.</i></p>	<p>These conditions would be deleted.</p>
<p>Special Events There are presently no conditions that allow special events that exceed the Conference Center capacity limitations.</p>	<p>DP Condition 16 (New) & MOD Condition 10 (New) – The Hotel may hold six special events annually which exceed the non-hotel guest (or local) limitations. Four of these special events may be held only with the approval of the City's Community Development Director. Not less than 90 days prior to the event, the Hotel shall submit a parking plan to the City describing the manner in which the vehicles of persons attending the event can be parked without adversely impacting the area. The City shall act upon the request within 30 days of receipt. Up to two of the six special events may be held during other community events based in the Waterfront Area with no parking plan required.</p>
<p>Van and Shuttle Service Requirements MOD Condition 9B – "A shuttle service to the airport, train depot, bus depot, and other hotels shall be provided." DP Condition 15.33.B – "A minimum of six hotel vans will be provided to transport individual guests or small groups of guests, conference participants,</p>	<p>The Development Plan condition would be revised to require van and shuttle services to be provided based on need. Most of the time, no more than two vans are required to meet the needs of the hotel. Additional vans or other equivalent services would be leased by the hotel on an as-needed basis. Shuttle service would no longer be required between the Hotel and other hotels and points of interest.</p>



Table 2-3 Comparison of Existing and Proposed Operational Conditions

Current Condition	Proposed Condition
and employees between the hotel and the airport, train station, bus depot, other hotels, and local points of interest."	
Bicycle Parking Requirements MOD Condition 9.C – "One (1) bicycle parking space for every seven (7) automobile spaces shall be provided. In addition, lockable employee bicycle parking spaces shall be provided within an enclosed, covered area. All bicycle rack areas shall be located in an area within direct view of security personnel." Development Plan Condition 15.IV.A and B – "Utilization of bicycles will be encouraged through the following measures: A. One bicycle parking space for every seven automobile spaces will be provided. B. Fifty of the provided lockable employee bicycle parking spaces will be provided within an enclosed, covered area."	The number of required bicycle spaces would be reduced from 133 (930/7) to 50, including the 25 employee spaces discussed below. This requires a modification of the parking requirements. The number of required employee bicycle parking spaces would be reduced from 50 to 25, with a provision that requires that additional spaces be added if the number of employees riding bicycles increases. The bicycle parking spaces are located in a covered and partially enclosed structure, which is also used for hotel equipment storage. Upon removal of the 25 parking spaces, this area would be used for additional storage.
Water Conservation Threshold Specific Plan No. 1 Park Plaza, Condition F.1.a "...Development of parcels A, B, and C shall be limited to a maximum water consumption of public potable water of two and four-tenths (2.4) acre-feet per year per acre..."	This condition would be eliminated so that there would be no overall limitation on water usage by Parcels A, B, and C, which includes the Doubletree Resort.

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Conference Center Capacity. The applicant has requested that the 1,000-person conference center capacity limit be deleted from the conditions for the Doubletree Resort. Uniform Building Code (UBC) regulations require 15 square feet per person for dining and 7 square feet per person for receptions. Based on these requirements, the 20,000 square foot facility has sufficient space to accommodate a dinner or luncheon for over 1,300 persons and a reception for over 2,800 persons.

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With the 1,000-person limit on conference attendees and the 500 person limit on conference attendees not residing at the hotel (see below), no more than 500 hotel guests could currently attend a conference center event that was also attended by 500 non-hotel guests. For example, if each of the 360 guest rooms was occupied by two guests (720 total hotel guests), up to 220 hotel guests could not attend an event at the conference center that was also attended by 500 non-hotel guests. The applicant's request to delete the 1,000-person limit would avoid such a circumstance.

Non-Hotel Guests' Attendance at Conference Center Events. The applicant is requesting that the limit on non-hotel guests attending Hotel conferences be increased from 500 persons to 1,200 persons. The applicant states that there is ample parking to accommodate events in Doubletree conference facilities that host up to 1,200 persons not residing at the hotel. Ever since the Resort opened, staff has conducted daily counts of its parking lot's vehicle occupancy. These counts take place four times a day at 8 a.m., 1 p.m., 6 p.m., and 10 p.m. According to these surveys, the 930-space parking lot has never been completely full. Guests and staff have occupied fewer than 50% of the parking spaces onsite almost all of the time.



Therefore, the hotel's parking lot is often largely unutilized. A parking study commissioned by the applicant prior to the preparation of the July 1996 SEIR for the project determined that the capacity of the hotel's parking lots would not be exceeded by a conference center event attended by 1,250 non-guest participants when the hotel guest room occupancy does not exceed 75%.

Peak Hour Restrictions. The applicant is requesting deletion of the Development Plan and Modification Conditions 4 and 5, requiring that the conference center be closed to non-hotel guests on summer Sunday afternoons when peak hour trips exceed 360, and requiring that hotel and conference center activities be scheduled for arrival and departure during off-peak traffic hours. The peak hours are defined as between 4:00 PM and 6:00 PM on weekdays and between 1:00 PM and 4:00 PM on weekends. Condition 4 is based upon a development regulation in the Park Plaza Specific Plan that limits peak hour traffic on Parcel A to 360 trips. However, this provision only applied "during the period that the City of Santa Barbara uses the 100 'deficiency points' system" of the Local Coastal Plan. Policies 11.2 and 12.1 of the Local Coastal Plan provide that the 'deficiency point' system would apply only until the Crosstown Freeway is completed. Because the Crosstown Freeway has been completed, the applicant contends that Condition 4 may be deleted. According to the applicant, Condition 5 (scheduling activities during off-peak hours) has created serious operational and enforcement problems for the Doubletree and the City because of the difficulties in ensuring that persons attending conference center events do not arrive or depart during peak traffic hours. In addition, many events held at hotel conference facilities, such as receptions and dinners, would typically start between 5:00 and 6:00 PM. Other daytime events would typically end between 4:00 PM and 5:00 PM. The condition has resulted in a difficult restriction on standard hotel operations.

Special Events. The current conditions do not allow any exceptions regarding attendance limitations, whereas the applicant has requested new conditions allowing for six special events annually for which the limitation on non-hotel guests would not apply. For at least four of these events, the applicant would need to submit a parking plan at least 90 days in advance. Up to two of the annual events could be held without an approved parking plan if they coincide with community events in the Waterfront Area (4th of July, for example). This request is based upon the applicant's perception that the conference center and hotel parking lot are underutilized. The applicant's premise behind the proposal not to require a parking plan for two special events coinciding with other Waterfront Area events is that people who are already planning to be in the area would stay to attend the event at the Doubletree Resort. According to the applicant, such people would be aware of, and willing to tolerate, traffic and parking problems that go with such events. Some people might be encouraged to stay in the Waterfront Area longer, either arriving earlier or staying later. This may serve to reduce peak pre-event and post-event traffic.

Van and Shuttle Service. Current conditions require a minimum of six Hotel vans to shuttle guests, conference participants, and employees between the Hotel and the airport, train station, bus depot, other hotels, and local points of interest. The applicant is requesting that this requirement be revised to require van and shuttle service based on need. According to the applicant, six vans far exceeds demand. Typically, the Doubletree uses two shuttles to and from the airport and train depot. Guests and conference participants are informed of the service upon making reservations or registering. In addition, the hotel makes this shuttle

service available for guests staying in other hotels and charters buses when necessary for large groups.

Instead of specifying the number of vans to be provided, the revised condition would merely require that complementary shuttle service be available. This would permit the Doubletree to meet the demand for shuttle service when needed by renting or chartering vehicles in the most efficient manner.

Bicycle Parking. Current conditions require the applicant to provide 133 bicycle parking spaces onsite (1 for every 7 automobile spaces), including 50 employee bicycle spaces in a covered area. The applicant is requesting that the overall requirement be reduced to 50 spaces, including 25 employee spaces in a covered area. The applicant suggests that, although the hotel encourages bicycle use, the required number of spaces far exceeds demand. Hotel guests with bicycles generally store their bicycle in their room or car. Therefore, bicycle parking spaces are typically used only by person's using on-site restaurants or attending conference center events. The Doubletree's experience is that few of these persons travel to the facility by bicycle.

With respect to employee bicycle parking, fewer than 20 employees commute by bicycle. Therefore, although the Doubletree offers use of showers and lockers as well as covered bicycle parking, most of the 50 spaces provided for employees are not used. The modification requested by the applicant does state that the Doubletree will provide additional employee bicycle parking if demand exceeds the 25 spaces proposed.

Water Conservation. The applicant is proposing to eliminate the 2.4 acre-feet per acre limit on potable water consumption in Park Plaza Specific Plan parcels A, B, and C (the Doubletree is on parcel A). With this requested modification, there would be no overall limitation on water use by parcels A, B, and C. The total acreage of the Specific Plan area is 34.37 acres. The Doubletree Resort used 73.4 acre-feet of water in calendar year 2000, or about 3.14 acre-feet per acre (assuming 23.35 acres). Although 1999 water use was considerably lower (1.79 acre-feet per acre), the applicant suggests that the 2.4 acre-feet per acre limitation is both unrealistic and unnecessary.

The City's Long-Term Water Supply Program (LTWSP) outlines a strategy to meet the projected citywide water demand of 19,700 acre-feet per year (17,900 acre-feet plus a 10% safety margin). For calendar year 2000, citywide demand as measured by system production was 14,227 acre-feet, or over 5,400 acre-feet less than available supplies. Assuming water use of 3.2 acre-feet per acre for parcels A, B, and C (similar to the Doubletree's 2000 demand), these parcels could consume up to about 117 acre-feet of potable water per year, an increase of about 34 AFY. As this increased amount is well within the City's unused capacity, elimination of the 2.4 acre-foot limitation for parcels A, B, and C would not significantly affect the City's water supply.

2.5 DISCRETIONARY ACTIONS REQUIRED

Discretionary actions by the City that are required to allow the project to proceed include:

- *Certification of the Final SEIR*
- *Approval of modifications to the Doubletree Resort Development Plan, Parking Modification, and Coastal Development Permit*
- *Approval of an amendment to the Park Plaza Specific Plan to eliminate water use restrictions for parcels A, B, and C*

2.6 PROJECT OBJECTIVES

The CEQA Guidelines require a statement of project objectives. The applicant's objectives for the project are to:

- *More intensively use underutilized conference center and parking resources at the Doubletree Resort*
- *Improve the efficiency of the Doubletree Resort's operations by making services provided by the Resort better meet demand for those services*
- *Eliminate unnecessary restrictions on the use of the Doubletree Resort*
- *Allow the Doubletree Resort to better meet demand for community events, such as benefits for non-profit groups and events for employees of local corporations*
- *Improve the Doubletree Resort's competitiveness with other hotels in the area*

2.7 INTENDED USES OF THE EIR

This EIR is intended to be used by the City of Santa Barbara and the public in evaluating the environmental effects of the proposed modifications to the Doubletree Resort.



3.0 ENVIRONMENTAL SETTING

This section describes the general setting for the proposed project. Specific information about the setting for the issue areas studied in this EIR can be found in the individual issue discussions in Section 4.0, *Environmental Impact Analysis*.

3.1 REGIONAL SETTING

The City of Santa Barbara is located along the coast of California approximately 100 miles north of Los Angeles and 100 miles south of San Luis Obispo, California. Santa Barbara enjoys a Mediterranean climate that is generally mild and sunny most of the year, with relatively stable temperatures. Rainfall is concentrated in the winter months.

The City of Santa Barbara is noted for its scenic views and proximity to the Santa Ynez Mountains to the north, and the Pacific Ocean to the south. The City is situated in a coastal plain, but includes diverse features such as rolling hills, coastal bluffs, and low sandy littoral areas, as well as the creeks and their banklands.

According to the 2000 U.S. Census, the City of Santa Barbara has a population of 89,600. The City serves as the primary center of business, tourism, culture, and government for Santa Barbara County. To the west lies the City of Goleta; to the east are Montecito and Carpinteria. The overall populace encompassing these communities is about 169,000 persons (2000 Census).

3.2 PROJECT SITE SETTING

The project site is located in the City of Santa Barbara, between US Highway 101 and Cabrillo Boulevard, just west of Milpas Street and east of State Street. The Doubletree Resort is located in an urban environment along the City's Waterfront Area near the Santa Barbara Harbor on Cabrillo Boulevard. The Resort has picturesque views of several of the topographic features mentioned above that surround the City. Public land uses in this area are dominated by the beach and Chase Palm Park along Cabrillo Boulevard. Immediately to the east of the project site, across Calle Puerto Vallarta, lies Cabrillo ballfield. The Santa Barbara Zoological Gardens anchor the east end of this neighborhood, on a knoll overlooking the beach to the west and the bird refuge to the east. The parking lot for the zoo lies at the westerly foot of this knoll, just over 1,000 feet from the Doubletree Resort property.

Private land uses within this area are primarily devoted to visitor-serving commercial uses such as hotels, restaurants, and recreation support activities. To the north of the Doubletree Resort is the Union Pacific Railroad tracks, which run along the Waterfront Area. Land uses north of the railroad tracks are primarily industrial and service-commercial, and include the City's Wastewater Treatment Plant.

3.3 CUMULATIVE PROJECTS

CEQA defines "cumulative impacts" as two or more individual activities that, when considered together, are considerable or will compound other environmental impacts. Cumulative impacts are the changes in the environment that result from the incremental impact of a development of



Figure 3-1
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the proposed project and other nearby projects. Known planned and pending projects in the downtown Santa Barbara area are listed in Table 3-1 and shown on Figure 3-1. Known planned and pending projects in the County of Santa Barbara Montecito Cumulative Projects List are listed in Table 3-2. These projects are considered in the cumulative analyses in Section 4.0, *Environmental Impact Analysis*.



Table 3-1 Downtown Santa Barbara Area Cumulative Projects

Address	Project Description	Sunday Afternoon Average Daily Trips	Sunday Afternoon Peak Hour Trips	Weekday P.M. Average Daily Trips	Weekday P.M. Peak Hour Trips
1. 2050 Alameda Padre Serra	Demolish 9,467 sq. ft. commercial, build new 12,467 sq. ft. commercial	61	6	122	11
2. 634 Anacapa St.	Demolish two commercial buildings totaling 5,507 sq. ft. and one residential unit. Construct 32,000 sq. ft. computer software company and three residential units.	-71	-4	388	62
3. 622-626 Anacapa St.	Demolish 8,940 non-residential floor area, construct new mixed-use complex w/ 7,045 sq. ft. of commercial and 7 new units.	2	0	-32	-3
4. 1021 Anacapa St.	Demolish 28,780 sq. ft. office, build new 29,780 sq. ft. office	1	0	39	2
5. 500-526 Anacapa St.	Demolish 15,943 sq. ft. commercial + 9 du, build new 15,943 sq. ft. commercial + 9 du	69	13	99	9
6. 1221 Anacapa St.	Lot 6	??	??	??	229
7. 75. 501 Anacapa St.	Add 354 sq. ft. of storage space to commercial building	7	1	14	1
8. 26 W. Anapamu St.	3,000 sq. ft. commercial	61	6	122	11
9. 104 Bath St.	2,084 sq. ft. commercial	43	4	85	8
10. 2421 Bath St.	1,155 sq. ft. medical office	10	1	42	4
11. 816 Cacique St.	Homeless Center - 11,856 sq. ft. interior added	10	1	10	1
12. 100 W. Carrillo St.	New supermarket	Completed	0	0	0
13. 335 W. Carrillo St.	42-unit downtown employee affordable housing project (studio and 1 bedroom, limited parking available)	246	21	278	26
14. 608-614 Chapala St.	5,799 sq. ft. addition to existing software company offices	5	1	167	23
15. 1035 Chapala St.	New 35,000 sq. ft. software company on vacant lot	28	6	635	86
16. 328 Chapala St.	Demolish 1,736 sq. ft. and construct 10,583 sq. ft. commercial building and 17 residential condos with 2,113 sq. ft. of non-residential work space attached to units	306	18	375	33
17. 423 Chapala St.	Demolish 8,124 sq. ft. Salvation Army facility and construct new 17,342 sq. ft. facility	188	18	375	33

Table 3-1 Downtown Santa Barbara Area Cumulative Projects

Address	Project Description	Sunday Afternoon Average Daily Trips	Sunday Afternoon Peak Hour Trips	Weekday P.M. Average Daily Trips	Weekday P.M. Peak Hour Trips
18. 700 Block Cliff Drive	Santa Barbara City College Long Range Development Plan amendment: increase enrollment from 12,000 to 15,000 students; addition and remodel of classrooms	0	0	5,670	501
19. 433 E. Cabrillo Blvd.	150-room luxury hotel	893	84	48	92
20. 28 W. Cabrillo Blvd.	Add 15 rooms to existing hotel	89	8	123	9
21. 301 W. Cabrillo Blvd.	Building addition and 25,000 sq. ft. deck at Sea Landing to an existing sightseeing/charter boat business. Addition would include a proposed new small deli.	51	5	102	9
22. 33 E. Carrillo St.	3,000 sq. ft. office addition to existing 13,970 sq. ft. commercial building	2	1	99	14
23. 31 W. Carrillo St.	New 95-room hotel to replace demolished Carrillo Hotel (site is currently vacant)	565	53	782	58
24. 22 N. Calle Cesar Chavez	Demolish 4,095 sq. ft. and construct 6,000 sq. ft. warehouse	2	0	10	1
25. 301 W. Cabrillo Blvd.	1,187 sq. ft. addition to commercial building, add 1,764 sq. ft. to existing deck and walkway	24	2	48	4
26. 632 E. Canon Perdido	Relocation of historic house from Channel Dr. (County) to downtown for use as a day care center (Boys & Girls Club)	-6	2	175	30
27. 513 Coronel	Demolish 4 condos, construct 9 condos	--	--	29	3
28. 414 Garden St.	Demolish 936 sq. ft. residence, replace with 784 sq. ft. workshop/garage and 775 sq. ft. office. Convert garage and 441 sq. ft. res.	0	0	69	9
29. 519 Garden St.	New storage building replacing existing residence	-7	-1	-5	-1
30. 727 Garden St.	New mixed-use building (2,887 office; two residential units)	14	3	112	15
31. 915 Garden St.	Demolish 1,625 sq. ft. commercial structure, construct 23-room hotel measuring 13,054 sq. ft.	104	10	123	8
32. 130 Garden St.	Demolish 19,505 sq. ft. of industrial buildings and construct 155,470 sq. ft. 250-room family hotel	912	85	1,992	194
33. 518 Garden St.	7,150 sq. ft. new building and 2,000 sq. ft. expansion	25	2	49	4

Table 3-1 Downtown Santa Barbara Area Cumulative Projects

Address	Project Description	Sunday Afternoon Average Daily Trips	Sunday Afternoon Peak Hour Trips	Weekday P.M. Average Daily Trips	Weekday P.M. Peak Hour Trips
	to existing building for Planned Parenthood				
34. 123 W. Gutierrez St.	Addition to existing 6,147 sq. ft. commercial building	25	2	49	4
35. 501-512 E. Gutierrez St.	14,300 sq. ft. office building (under construction). CUP for Antioch College to occupy building (pending).	11	2	317	44
36. 401 E. Haley St.	Carwash minus 1 duplex and retail	434	20	434	20
37. 409 E. Haley St.	1,500 sq. ft. com/manuf. Bldg. With 3-car carport	1	0	6	1
38. 132 Harbor Way	3,240 sq. ft. office and retail addition	3	1	99	14
39. 1900 Lausen Rd.	Hotel – 5 cottages addition + 1,500 sq. ft. commercial	30	3	28	3
40. 810 E. Mason	5,860 sq. ft. warehouse	5	0	29	3
41. 811 E. Mason	2,600 sq. ft. commercial storage building	2	0	13	1
42. 414 N. Milpas St.	1,103 sq. ft. storage and office addition to commercial building	1	0	43	6
43. 601 E. Micheltorena	30,000 addition medical office	134	54	1,084	110
44. 222 N. Milpas St.	Addition to existing 30,640 sq. ft. supermarket	499	57	335	35
45. 302 N. Milpas St.	Demolish 1,008 sq. ft. service station and canopies, construct new 4,622 sq. ft. commercial building	-580	-49	-428	-41
46. 321 W. Mission St.	Elderly group home – 12 rooms, minus 2 sfu	22	2	22	2
47. 12 E. Montecito St.	11,091 sq. ft. 100-bed youth hostel	149	14	206	15
48. 220 E. Montecito St.	6,386 sq. ft. commercial, 1 du	130	13	260	24
49. 22 E. Montecito St.	72-room, 31,100 sq. ft. hotel replacing 14,900 sq. ft. topless juice bar, adult book store and bar	428	40	593	44
50. 308 W. Montecito St.	3,500 sq. ft. storage units, 4 du	26	2	9	1
51. 403 E. Montecito St.	New office building	6	1	208	29
52. 819 E. Montecito St.	2,741 sq. ft. commercial	56	6	111	10
53. 820 Montecito St.	Demolish 1 du, add 2,995 sq. ft. commercial	52	5	112	10
54. 1136 E. Montecito St.	7,300 sq. ft. clinic	176	18	230	38
55. 535 E. Montecito St.	Demolish existing 28,610 sq. ft. building; construct 43,600 sq. ft. educational facility (Brooks Institute)	23	3	275	26
56. 500 Ninos Drive	Demolish 800 sq. ft. nature building and platform:	??	6	??	10

Table 3-1 Downtown Santa Barbara Area Cumulative Projects

Address	Project Description	Sunday Afternoon Average Daily Trips	Sunday Afternoon Peak Hour Trips	Weekday P.M. Average Daily Trips	Weekday P.M. Peak Hour Trips
	Construct 8,035 sq. ft. educational bldg. Add 2 residential units				
57. 334 Los Olivos Road	9,375 sq. ft. medical building	42	10	339	34
58. 531 E. Ortega St.	Addition to existing 8,402 sq. ft. structure used by Girls Inc. for after-school /summer recreation program	91	10	153	12
59. 434 E. Ortega St.	1,938 sq. ft. addition to commercial building used as a transition shelter for homeless.	40	4	79	7
60. 135 E. Ortega St.	Enclose loading dock/patio of office building	1	0	51	7
61. 308 Palm Avenue	992 sq. ft. addition	20	2	40	4
62. 231 W. Pueblo St.	1,633 sq. ft. medical office	7	1	59	6
63. 117 N. Quarantina	37,600 sq. ft. light industrial	26	4	262	37
64. 408 N. Quarantina	2,717 sq. ft. commercial minus 1 du	38	5	101	9
65. 406 N. Quarantina	2,653 sq. ft. commercial minus 1 du	38	5	98	9
66. 815 Quinientos St.	Demolish existing residence; construct new light industrial manufacturing building	1	1	95	14
67. 623 Quinientos St.	1,420 sq. ft. office	1	0	56	3
68. 1007 Rinconada Road	6 du	53	5	57	6
69. 320 S Salinas St.	6 multi-family du	37	4	40	4
70. 111 Santa Barbara St.	29,983 sq. ft. commercial, 58 live/work units	952	111	1,19	110
71. 219 W. Sola St.	6 du	53	5	57	6
72. 35 State St.	Entrada de Santa Barbara – Demolish 18,826 sq. ft. of commercial buildings and convert (now vacant) Californian Hotel. Construct 162 timeshare units and 17,532 sq. ft. retail and restaurant commercial	NP	-91	-1,025	-84
73. 620 State St.	Demolish existing 6,890 sq. ft. commercial building; construct a new 9,890 sq. ft. commercial building	61	6	122	11
74. 230 Stearns Wharf	Rebuild Santa Barbara Shellfish Co. (seafood market/coffee shop)	38	4	75	6
75. 211 Stearns Wharf	1,754 sq. ft. commercial	158	4	71	6
76. 518 State St.	Demolish existing newsstand; construct a 3,915 sq. ft. office/retail space and 5 units	27	3	146	18

Table 3-1 Downtown Santa Barbara Area Cumulative Projects

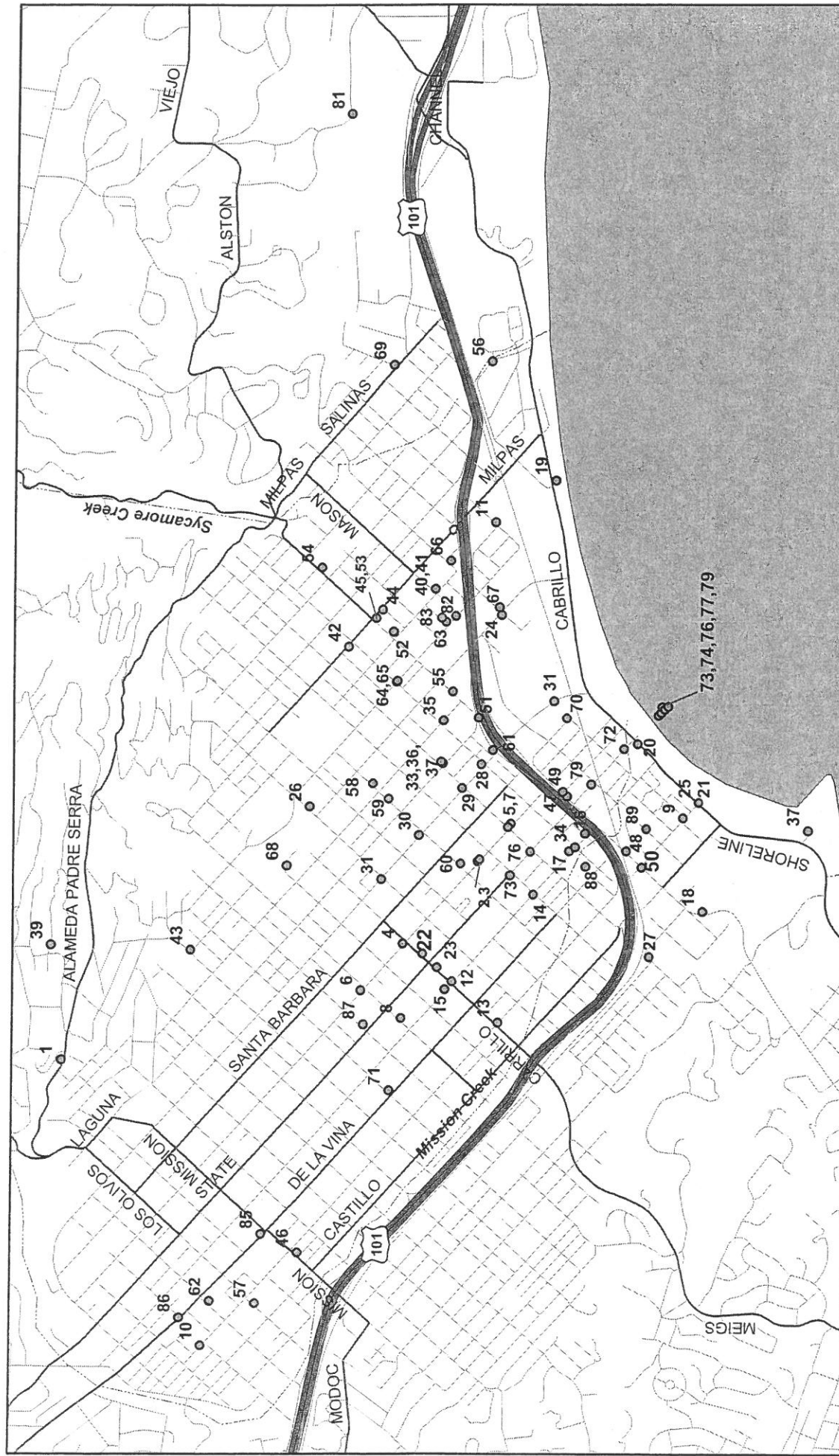
Address	Project Description	Sunday Afternoon Average Daily Trips	Sunday Afternoon Peak Hour Trips	Weekday P.M. Average Daily Trips	Weekday P.M. Peak Hour Trips
77. 210 Stearns Wharf	Remodel and addition to existing 10,830 sq. ft. 406-seat restaurant and add 39 seats for a total of 445 seats	202	25	188	16
78. 220 Stearns Wharf	Rebuild Moby Dick's coffee shop restaurant destroyed in Nov. 1998 fire	641	90	634	53
79. 214 State St.	Convert 3,230 sq. ft. commercial office building to fish market, add 3,000 sq. ft. office space.	65	7	131	12
80. 220 Stearns Wharf	Enclose 418 sq. ft. sun porch, add 29 sq. ft. to east vestibule, add 53 sq. ft. to west vestibule of Moby Dick's restaurant.	372	47	348	30
81. 920 Summit Road	Add and remodel 2,000 sq. ft. cart barn, construct new 640 sq. ft. pavilion, 1,350 sq. ft. swimming pool cabana and 864 sq. ft. maintenance building.	66	7	111	8
82. 709 Union St.	4,320 sq. ft. industrial (repair garage)	3	0	6	1
83. 728 Union St.	Warehouse addition	1	0	7	1
84. 502 Vera Cruz Ln.	1,608 sq. ft. commercial storage building	33	3	40	4
85. 2031 De La Vina St.	7,000 sq. ft. Braille Inst.	0	0	68	1
86. 2415 De La Vina St.	8,330 sq. ft. office	7	1	356	21
87. 21 E. Victoria	1,909 sq. ft. office	2	0	74	4
88. 414 De La Vina St.	Six multiple family units	35	3	40	4
89. 214 E. Yanonali St.	Demolish 38,067 sq. ft. misc. commercial/industrial buildings; construct 2,000 sq. ft. corner market and 41 multiple family residential units	1,731	147	1,691	125

Sources: Waterfront Area Transportation Study II, ATE, 2001
Trip Generation Worksheet for the Doubletree Resort Traffic Study, ATE, 2002.

Table 3-2 Montecito Cumulative Projects

Project	Land Use	Size/Units	Weekday P.M. Average Daily Trips	Weekday P.M. Peak Hour Trips
Discretionary Projects				
1. Montecito Fire Station #2 Replacement Project	Institutional/ Government Facility	8,200 sf	NA	NA
2. Breakers club/ Coral Casino/ Four Seasons Biltmore Hotel	Resort/ Commercial	102,935 net new sf	-53	2
3. Westmont College Master Plan Update	Institutional	82,100 sf (new) 22,360 sf (demo & rebuilt)	86	136
4. Music Academy of the West Master Plan	Institutional	1 residential unit/ 106,420 sf	406	51
5. Susnar	Commercial	3 buildings/ 10,311 sf	203	22
6. Miramar Hotel	Resort/ Commercial	Remodel of existing units	32	3
7. Montecito Valley Ranch	Residential	18 Lot Subdivision	216	22
8. Cross Creek	Residential	3 Lot Subdivision	29	3
9. Rameson Parcel Map	Residential	3 Lot Subdivision (2 net new)	19	2
10. N. Jameson Bike Lane	Recreational	SB & WB 5 Ft. wide, 1.6 mile bike lane/ 3 bridge replacements	NA	NA

Source: County of Santa Barbara, July 2001.
sf = square feet



○ Projects (numbers reference Table 3-1)

Cumulative Projects

Figure 3-1

4.0 ENVIRONMENTAL IMPACT ANALYSIS

This section discusses the possible environmental effects of the proposed project for the issue areas that were identified through the Initial Study process as having the potential to experience significant impacts. "Significant effect" is defined by Section 15382 of the *State 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, but may be considered in determining whether the physical change is significant." The two issue areas covered in this SEIR are traffic and air quality.

The assessment of each issue area begins with a description of the current setting for the issue area being analyzed, followed by an analysis of the project's effect within that issue area. The first subsection of the impact analysis identifies the methodologies used and the "significance thresholds," which are those criteria adopted by the City, other agencies, universally recognized, or developed specifically for this analysis to determine whether potential effects are significant. The next subsection describes each impact of the proposed project, mitigation measures for significant impacts, and the level of significance after mitigation. Each identified impact is numbered and described in bold text, followed by a discussion of the impact and explanation of its significance. Each bolded impact listing includes a statement of the significance determination for the environmental impact as follows:

Class I, Unavoidably Significant: An impact that cannot be reduced to below the significance level given reasonably available and feasible mitigation measures. Such an impact requires a Statement of Overriding Considerations to be issued if the project is approved.

Class II, Significant but Mitigable: An impact that is potentially significant, but that can be reduced to below the significance level given reasonably available and feasible mitigation measures. Such an impact requires findings to be made.

Class III, Not Significant: An impact that may be adverse, but does not exceed the significance level and does not require mitigation measures. However, mitigation measures that could further lessen the environmental effect may be suggested if available and feasible.

Class IV, Beneficial: An effect that would reduce existing environmental problems or hazards.

Following each environmental effect discussion is a listing of mitigation measures (if required) and the residual effects or level of significance remaining after the implementation of the measures. In those cases where the mitigation measure for an impact could have a significant environmental impact in another issue area, this impact is discussed as a residual effect. The impact analysis concludes with a discussion of cumulative effects, which evaluates the impacts associated with the proposed project in conjunction with other planned and pending development in the area.

4.1 TRANSPORTATION AND CIRCULATION

4.1.1 Setting

a. **Street Network.** The project site is served by a network of highways, arterial streets and collector streets, as illustrated on Figure 4.1-1. The following text provides a brief discussion of the major components of the study area street network.

U.S. Highway 101, located north of the site, provides regional access to the site via the Garden, Milpas and Cabrillo Boulevard interchanges. U.S. 101 connects the City of Santa Barbara with Goleta, Buellton and Santa Maria to the north; and with Montecito, Carpinteria and Ventura to the south. U.S. 101 is a 6-lane freeway west of the Milpas interchange, and a 4-lane freeway east of the interchange.

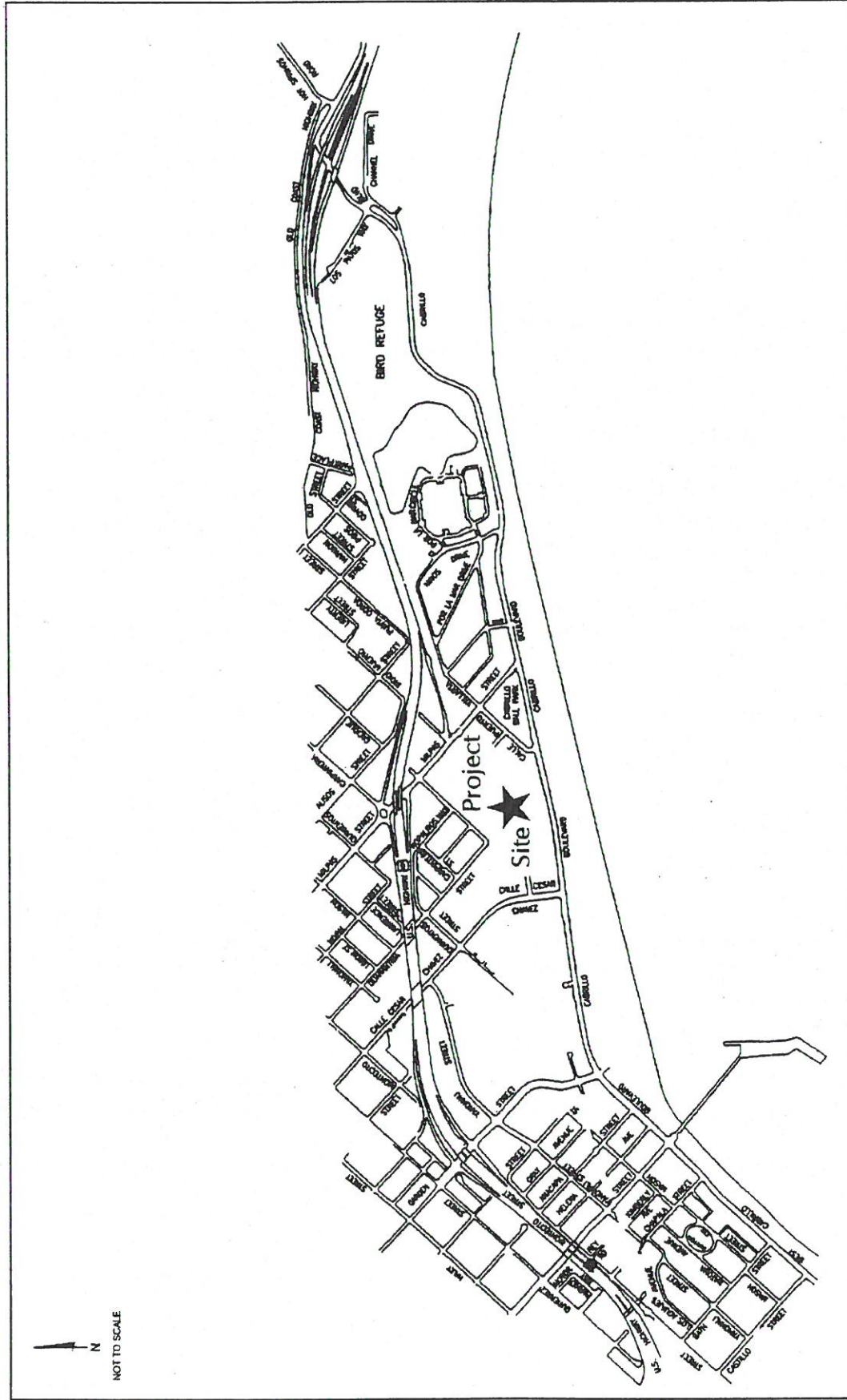
Cabrillo Boulevard extends east from Castillo Street along the Santa Barbara Waterfront until it intersects with the U.S. 101 freeway (northwest of the interchange the roadway becomes Coast Village Road). This four-lane arterial provides access to the site via the Calle Puerto Vallarta and the Calle Cesar Chavez intersections. On-street parking is available on the south side of the road, and a Class I bike lane is present along the waterfront. All Cabrillo Boulevard intersections analyzed in this traffic study are signalized, except for the Cabrillo Boulevard/U.S. 101 interchange, which features a four-way stop control at the Northbound Off-Ramp/Southbound On-Ramp intersection and a northbound left-turn yield control at the Northbound On-Ramp intersection.

Milpas Street connects the eastside of Santa Barbara with the Waterfront. It extends northeast from Cabrillo Boulevard as a two-lane road to the Milpas Street/U.S. 101 Southbound On-Ramp intersection where it becomes a 4-lane arterial until its terminus at Anapamu Street. The Milpas Street/Calle Puerto Vallarta, Milpas Street/U.S. 101 Southbound On-Ramp, and Milpas Street/U.S. 101 Southbound Off-Ramp intersections are signalized. The Milpas Street/U.S. 101 Northbound Ramps intersection is configured as a roundabout.

State Street is a 2-lane primary arterial extending northwest from Cabrillo Boulevard through the downtown area. It widens into 4 lanes at Constance Avenue and continues westerly until it crosses the U.S. Highway 101 and turns into Hollister Avenue at the State Route 154 intersection. The State Street/Cabrillo Boulevard intersection is signalized. Class II bike lanes are provided along the roadway.

Garden Street, located three blocks east of State Street, is a four-lane divided roadway south of U.S. Highway 101, including Class II bike lanes. It connects downtown and waterfront traffic with U.S. 101. North of the Garden Street/Gutierrez Street intersection the roadway is 2 lanes and extends in the northwestern direction until it turns into Constance Avenue near the Santa Barbara Mission.

Calle Cesar Chavez is a 2-lane roadway, which extends south of the Salsipuedes Street/Gutierrez Street intersection under U.S. Highway 101 and widens to 4 lanes until it connects to Cabrillo



Source: ATE, July 2002

Project Site/Existing Street Network

Figure 4.1-1
City of Santa Barbara

Boulevard, providing an extra link between the Waterfront area and the Downtown and Eastside areas of the City. A driveway on Calle Cesar Chavez provides access to the Doubletree Resort.

Transit Facilities. The Waterfront area and Downtown area are served by the Metropolitan Transit District (MTD). Local services include the Downtown Waterfront Shuttle, which runs along Downtown State Street and Cabrillo Boulevard, and Line 14. In addition, the MTD provides several transit services between the Downtown area and the Upper State, Goleta, and UCSB areas, as well as connections to Montecito, Summerland and Carpinteria.

Bicycle Facilities. Several bicycle facilities are located within the study area. These include a Class I bike lane on Cabrillo Boulevard and the on-street bike lanes (Class II) on State Street, Garden Street, Calle Cesar Chavez and Milpas Street. Additional bicycle opportunities exist on the local residential streets in the area.

b. Intersection Operations. The study area intersections analyzed in this report were determined by City staff. Both weekday P.M. peak hour conditions and Summer Sunday P.M. peak hour traffic conditions were identified for analyses. Table 4.1-1 outlines the key intersections included in the analysis.

**Table 4.1-1
Key Study Area Intersections**

1.	Cabrillo Blvd./US 101 NB
2.	Cabrillo Blvd./US 101 SB
3.	Milpas St./Carpinteria St-US 101 NB
4.	Milpas St./US 101 SB off-ramp
5.	Milpas St./Indio Muerto (US 101 SB On-Ramp)
6.	Milpas St./Calle Puerto Vallarta
7.	Milpas St./Cabrillo Blvd.
8.	Garden St./Haley St.
9.	Garden St./Gutierrez St.
10.	Garden St./US 101 SB
11.	Garden St./US 101 NB
12.	Cabrillo Blvd./State St.
13.	Cabrillo Blvd./Calle Puerto Vallarta
14.	Cabrillo Blvd./Castillo St.
15.	Cabrillo Blvd./Garden St.
16.	Cabrillo Blvd./Calle Cesar Chavez

Because traffic flow on urban arterials is most constrained at intersections, detailed traffic flow analyses focus on the operating conditions of critical intersections during peak travel periods. In rating intersection operations, Levels of Service (LOS) A through F are used, with LOS A indicating free flow operations and LOS F indicating congested operations (more complete definitions of levels of service are included in the Technical Appendix). The City considers LOS C with a volume-to-capacity (V/C) ratio of 0.77 as the minimum acceptable operating standard for signalized intersections, and an average delay per vehicle of 22 seconds as the minimum standard for unsignalized intersections.



Figure 4.1-2 shows the Existing Weekday P.M. peak hour traffic volumes for the study area intersections, and Figure 4.1-3 shows the existing Summer Sunday P.M. peak hour traffic volumes. Existing Weekday and Summer Sunday peak hour volumes were derived from the Waterfront Area Transportation Study (WATS 2). Updated Weekday traffic counts were completed in the Milpas Street corridor in February 2002 to account for the completion of improvements in this area that were under construction during the WATS 2 study period. Updated Weekday traffic counts were also used for the Garden Street corridor to account for traffic diversions that may have been occurring as a result of the Milpas interchange construction, which was occurring during the WATS 2 surveys.

Table 4.1-2 lists the Existing Weekday and Summer Sunday peak hour levels of service (calculation worksheets are contained in the Technical Appendix). Levels of service for the signalized study-area intersections were calculated based on the "Intersection Capacity Utilization" (ICU) methodology. Levels of service for the intersections controlled by stop signs were determined by using the Highway Capacity Software (HCS). The HCS determines levels of service by calculating the total *control delay* of the intersections. Control delay is defined as the total elapsed time required for a vehicle to travel from the last-in-queue position to the first-in-queue position, including deceleration from free-flow speed to the speed of vehicles in queue, and acceleration from the stop line to free-flow speed. The level of service of the U.S. 101 Northbound Ramps/Milpas Street roundabout was determined by using the SIDRA software program, which calculates the average delay (including control delay) per vehicle on all approaches of the roundabout. The level of service for the roundabout is thus expressed in seconds per vehicle.

Table 4.1-2 Existing Levels of Service

Intersection	P.M. Peak Hour			
	Weekday		Summer Sunday	
	ICU	LOS	ICU	LOS
1. Cabrillo Blvd./US 101 NB ^(a)	9.6 s/v	LOS A	9.0 s/v	LOS A
2. Cabrillo Blvd./US 101 SB ^(a)	>50.0 s/v	LOS F	>50.0 s/v	LOS F
3. Milpas St./Carpinteria St-US 101 NB ^(a)	5.0 s/v	LOS A	4.2 s/v	LOS A
4. Milpas St./US 101 SB off-ramp	0.59	LOS A	0.50	LOS A
5. Milpas St./Indio Muerto (US 101 SB On-Ramp)	0.47	LOS A	0.55	LOS A
6. Milpas St./Calle Puerto Vallarta	0.43	LOS A	0.69	LOS B
7. Milpas St./Cabrillo Blvd.	0.35	LOS A	0.59	LOS A
8. Garden St./Haley St.	0.64	LOS B	0.50	LOS A
9. Garden St./Gutierrez St.	0.71	LOS C	0.47	LOS A
10. Garden St./US 101 NB	0.74	LOS C	0.47	LOS A
11. Garden St./US 101 SB	0.56	LOS A	0.50	LOS A
12. Cabrillo Blvd./State St.	0.43	LOS A	0.69	LOS B
13. Cabrillo Blvd./Calle Puerto Vallarta	0.39	LOS A	0.53	LOS A
14. Cabrillo Blvd./Castillo St.	0.43	LOS A	0.65	LOS B
15. Cabrillo Blvd./Garden St.	0.34	LOS A	0.57	LOS A
16. Cabrillo Blvd./Calle Cesar Chavez	0.33	LOS A	0.43	LOS A

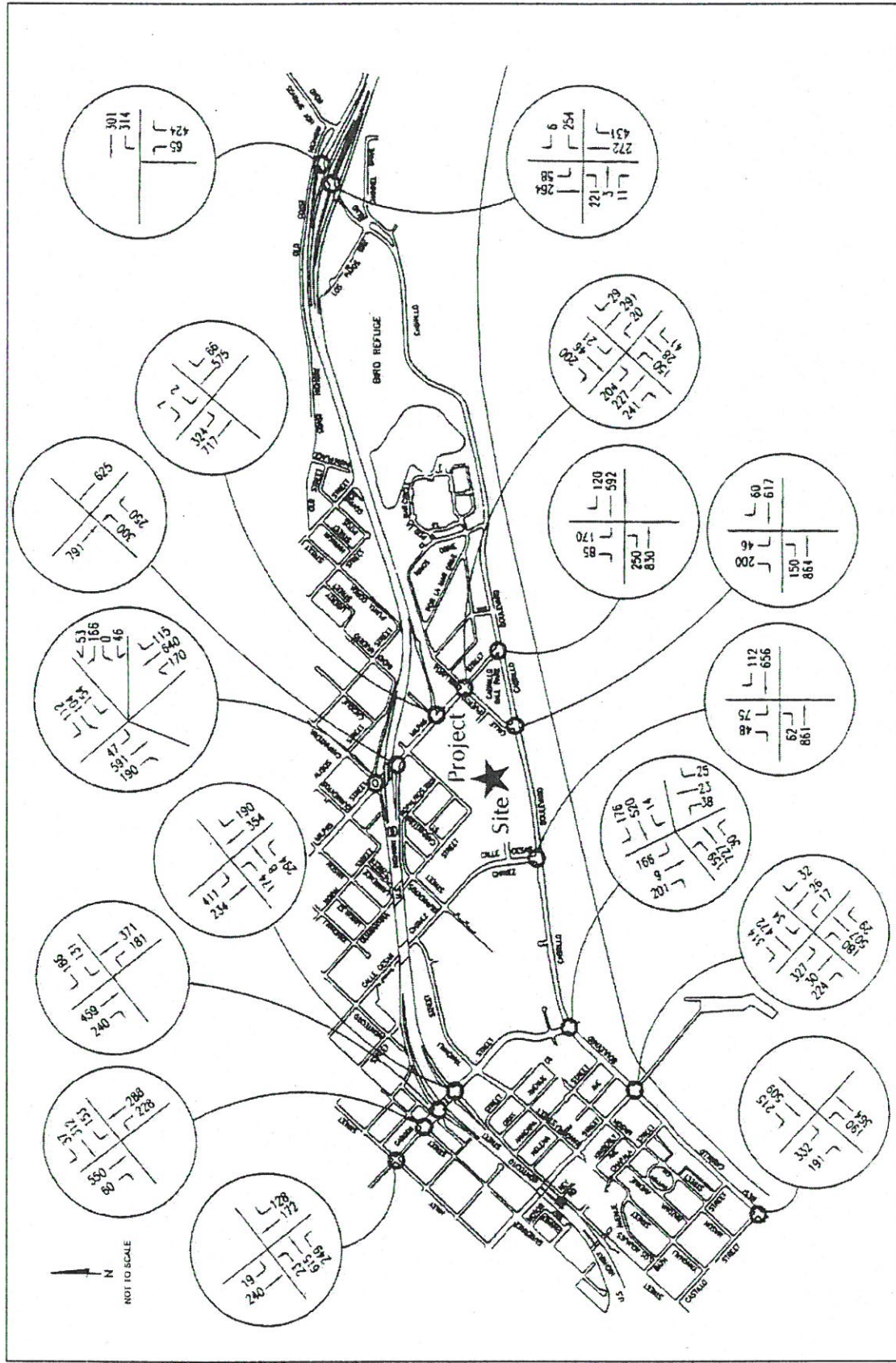
(a) Unsignalized - ICU not applicable.

Bolded values exceed City standards





Figure 4.1-2



Source: ATE, July 2002

Existing Summer Sunday P.M. Peak Hour Traffic Volumes

Figure 4.1-3
 City of Santa Barbara

The data presented in Table 4.1-2 show that the Cabrillo Boulevard/US 101 Southbound intersection exceeds the City's LOS C standard during the Existing Weekday and Summer Sunday peak hour periods. It is noted that the weekday intersection delay values reported for the Cabrillo Boulevard/U.S. 101 interchange are slightly different than the WATS 2 data. These differences resulted from the updated version of the Highway Capacity Manual (HCM 2000), which was used for the analysis in this EIR.

4.1.2 Impact Analysis

a. Significance Thresholds. The City's project-specific and cumulative impact thresholds are outlined below.

Project-Specific Threshold. The City's project-specific impact threshold states that if a development project would cause the V/C ratio at an intersection to exceed 0.77, or if the project would increase the V/C ratio at intersections, which already exceed 0.77 by 0.01, the project's impact is considered significant.

Cumulative Threshold. The City cumulative impact threshold states that if a development project would add traffic to an intersection that is forecast to operate above a V/C of 0.77 with cumulative traffic volumes, the project's contribution is considered a significant cumulative impact. The distribution and impact analysis is based on the City's practice of following 5 vehicle trips or more through adjacent intersections. This provides a statistical certainty for project-generated traffic additions at critical intersections on a day-to-day basis.

Trip Generation. Table 4.1-3 shows the trip generation estimates for the proposed modifications. The trip generation estimates were calculations based on the assumptions used in the previous study completed by Omni-Means. The estimates assume that: a) all non-hotel guest would drive to and from the hotel; b) a 2.0 vehicle occupancy rate, and; c) 75% of attendees leave within the peak hour.

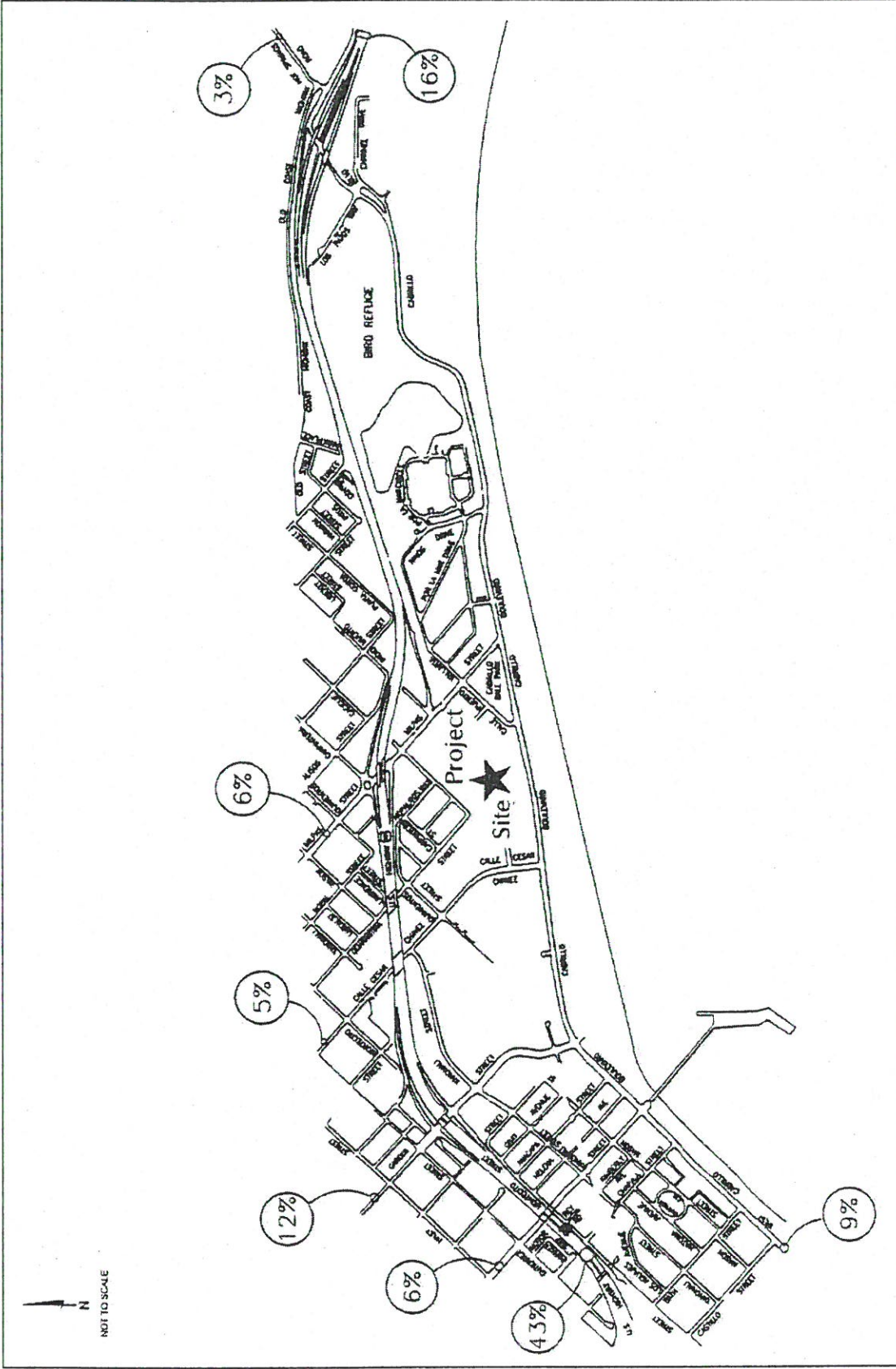
Table 4.1-3 Project Trip Generation Estimates

Amount	AVO	P.M. PHT			
		Rate	In	Out	Total
1,200 Persons	2.0	0.75	45	405	450

Table 4.1-3 shows that the proposed modifications would generate 450 new peak hour trips. The table also shows that 90% would be outbound trips and 10% would be inbound trips.

Trip Distribution. Table 4.1-4 and Figure 4.1-4 show the project trip distribution percentages. Trip distribution percentages were derived from the Omni-Means traffic study that was previously completed for the hotel. These distribution percentages were adjusted by City Transportation staff based on current travel patterns. Interchange percentage splits for traffic





Source: ATE, July 2002

Project Trip Distribution Percentages

Figure 4.1-4
 City of Santa Barbara

using U.S. 101 were developed based on guest arrival information provided by the Doubletree Resort.

Table 4.1-4 Project Trip Distribution Percentages

Origin/Destination	Direction	Percentage
U.S. 101	North	43% ^a
U.S. 101	South	16% ^b
Garden Street	Northwest	12%
Cabrillo Boulevard	West	9%
State Street	Northwest	6%
Milpas Street	North	6%
Salsipuedes Street	Northwest	5%
Hot Springs Road	East	3%
Total		100%

^a Distribution: 28% via U.S.101/Milpas interchange; 16% via U.S.101/Garden St. interchange.

^b Distribution: 16% via U.S.101/Milpas interchange; 0% via Cabrillo interchange.

Once distributed, project-generated traffic was assigned to the study area street system. Figure 4.1-5 shows the project added peak hour traffic volumes for the Weekday and Summer Sunday P.M. peak periods.

b. Project Impacts. The following text presents the results of the project-specific impact analysis.

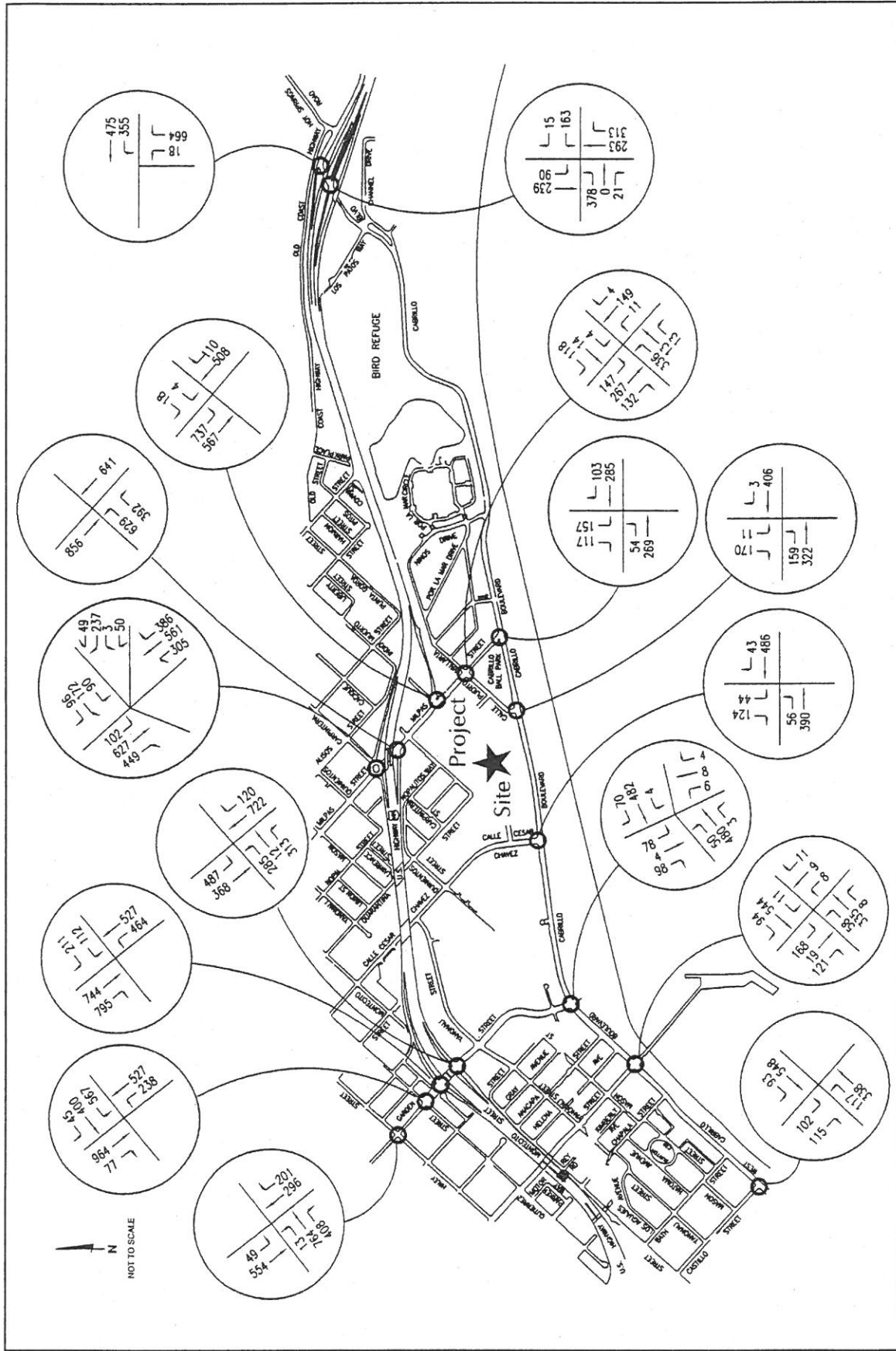
Impact TC-1 Increasing the allowable number of non-hotel guests at Doubletree events would result in significant traffic impacts at the Cabrillo Boulevard/U.S. 101 Southbound Ramps and Garden Street/U.S. 101 Northbound Ramps interchanges during the Weekday P.M. peak period. Although mitigation of both impacts is physically feasible, these impacts are considered Class I, *unavoidably significant*, because mitigation is not expected to be completed within the timeframe of the project.

Levels of service were calculated for the study area intersections assuming the Weekday Existing + Project P.M. peak hour traffic forecasts shown on Figure 4.1-6. Table 4.1-5 lists the results of the level of service calculations.

With Existing + Project Weekday traffic volumes, most of the study area intersections would continue to operate at LOS C or better. However, increasing the number of allowed non-hotel guests would contribute up to 13 P.M. peak hour trips to the Cabrillo Boulevard/U.S. 101

Project-Added P.M. Peak Hour Traffic Volumes

4.1-10



Source: ATE, July 2002

Existing + Project Weekday P.M. Peak Hour Traffic Volumes

Southbound Ramps intersection. The intersection currently operates at LOS F and project traffic would add to the high delays and queuing at the intersection, a project-specific impact.

Table 4.1-5 Existing + Project Weekday Levels of Service

Intersection	P.M. Peak Hour				
	Existing		Existing + Project		
	ICU	LOS	ICU	LOS	Project Trips
1. Cabrillo Blvd./US 101 NB ^a	9.6 s/v	LOS A	10.1 s/v	LOS B	13
2. Cabrillo Blvd./US 101 SB ^a	>50.0 s/v	LOS F	>50.0 s/v	LOS F	13
3. Milpas St./Carpinteria St-US 101 NB ^a	5.0 s/v	LOS A	6.5 s/v	LOS A	148
4. Milpas St./US 101 SB off-ramp	0.59	LOS A	0.59	LOS A	160
5. Milpas St./Indio Muerto (US 101 SB On-Ramp)	0.47	LOS A	0.52	LOS A	226
6. Milpas St./Calle Puerto Vallarta	0.43	LOS A	0.56	LOS A	233
7. Milpas St./Cabrillo Blvd.	0.35	LOS A	0.35	LOS A	13
8. Garden St./Haley St.	0.64	LOS B	0.67	LOS B	54
9. Garden St./Gutierrez St.	0.71	LOS C	0.71	LOS C	54
10. Garden St./US 101 NB	0.74	LOS C	0.78	LOS C	115
11. Garden St./US 101 SB	0.56	LOS A	0.59	LOS A	122
12. Cabrillo Blvd./State St.	0.43	LOS A	0.43	LOS A	67
13. Cabrillo Blvd./Calle Puerto Vallarta	0.39	LOS A	0.50	LOS A	73
14. Cabrillo Blvd./Castillo St.	0.43	LOS A	0.45	LOS A	40
15. Cabrillo Blvd./Garden St.	0.34	LOS A	0.35	LOS A	106
16. Cabrillo Blvd./Calle Cesar Chavez	0.33	LOS A	0.38	LOS A	116

^a Unsignalized - ICU not applicable

Bolded values are Project-Specific Impacts according to City standards.

Increasing the allowable number of non-hotel guests would also contribute up to 115 P.M. peak hour trips to the Garden Street/U.S. 101 Northbound Ramps intersection, resulting in a V/C ratio of 0.78. This is considered a significant impact.

Mitigation Measures. Caltrans is currently assessing potential improvement project alternatives to accommodate existing and future traffic at the Cabrillo Boulevard/U.S. 101 SB interchange. The intersection operates above capacity, and the southbound on- and off-ramp freeway connections are "left-hand" ramps that do not meet the State's standards for freeways. Caltrans is studying alternative projects to remedy the existing deficiency. The alternatives will be reviewed with respect to meeting design standards, providing accessibility to the adjacent land uses and traffic sheds, and improve traffic flow to acceptable standards. The improvements are currently funded and scheduled for completion by 2008.

The following measures would mitigate the impact at the Garden Street/U.S. 101 NB Ramps interchange.

- TC-1(a) The Garden Street/U.S. 101 NB Ramps interchange shall be restriped to provide an optional through-right turn lane for the southbound Garden Street to



northbound Highway 101 movement. The applicant shall pay fair share funding toward implementation of this improvement as determined by the City. A schematic illustration of this improvement can be found in Appendix B.

- TC-1(b) The applicant shall implement alternating employee shift start and end times to avoid travel during peak periods.
- TC-1(c) The applicant shall acquire a clean-fuel van to transport employees that currently live in Ventura/Oxnard and Lompoc/Santa Maria.
- TC-1(d) The applicant shall facilitate carpooling using Traffic Solutions services. This service matches destinations and working hours to optimize carpooling.
- TC-1(e) The applicant shall supply free bus passes to Doubletree employees.
- TC-1(f) The applicant shall provide a guaranteed ride home program for Doubletree employees.
- TC-1(g) Truck Deliveries at the Doubletree Resort shall be limited to off-peak traffic hours (no deliveries from 7-9 AM or from 4-6 PM).

Measures TC-1(b) thru TC-1(g) added per Comment 4C

Significance After Mitigation. Implementation of the Caltrans improvements described above for the Cabrillo Boulevard/U.S. 101 SB interchange would reduce the project's impact at that location to a less than significant level. The improvement is funded and scheduled for completion by 2008. However, because the improvement would not be completed within the timeframe of the proposed project, the impact to the Cabrillo Boulevard/U.S. 101 SB interchange is considered unavoidably significant until the improvement is implemented.

Implementation of Measure TC-1 would reduce the impact to the Garden Street/U.S. 101 NB interchange to a less than significant level. There are two lanes for turning left at westbound Gutierrez but only one southbound turn on Garden Street that accesses the two-lane northbound Highway 101 ramp. Thus, the two-lane on-ramp could be continuously fed by the two westbound lanes on Gutierrez. The intersection would operate at LOS C (V/C ratio of 0.72) with this improvement under Existing + Project conditions.

The improvement to the Garden Street/U.S. 101 NB interchange is not currently scheduled or funded. Therefore, the improvement would not be completed within the timeframe of the proposed project and the project's impact would be unavoidably significant until the improvement is implemented. It should also be noted that implementation of the striping plan would create an additional conflict point between bicycles traveling south on Garden Street and vehicles turning right from the shared through + right-turn lane onto the northbound on-ramp. Although the Garden/101 NB mitigation design meets Caltrans design standards, the City staff believes that the potential conflict that would be created between cyclists and automobiles would result in a significant traffic safety impact. The striping modification would also require that the existing "protected-permissive" left-turn phasing on northbound Garden Street be changed to protected phasing only. Finally, it is likely that Caltrans would require implementation of a ramp meter on the northbound on-ramp if this improvement were implemented.



Impact TC-2 Increasing the allowable number of non-hotel guests would result in significant traffic impacts at the Cabrillo Boulevard/U.S. 101 Southbound Ramps interchange and the Milpas Street/Calle Puerto Vallarta intersection under Summer Sunday conditions. Although mitigation of both impacts is physically feasible, these impacts are considered Class I, *unavoidably significant*, because mitigation would not be completed within the timeframe of the project.

Levels of service were calculated for the study area intersections assuming the Summer Sunday Existing + Project P.M. peak hour traffic forecasts shown on Figure 4.1-7. Table 4.1-6 lists the results of the level of service calculations.

Table 4.1-6 Existing + Project Summer Sunday Levels of Service

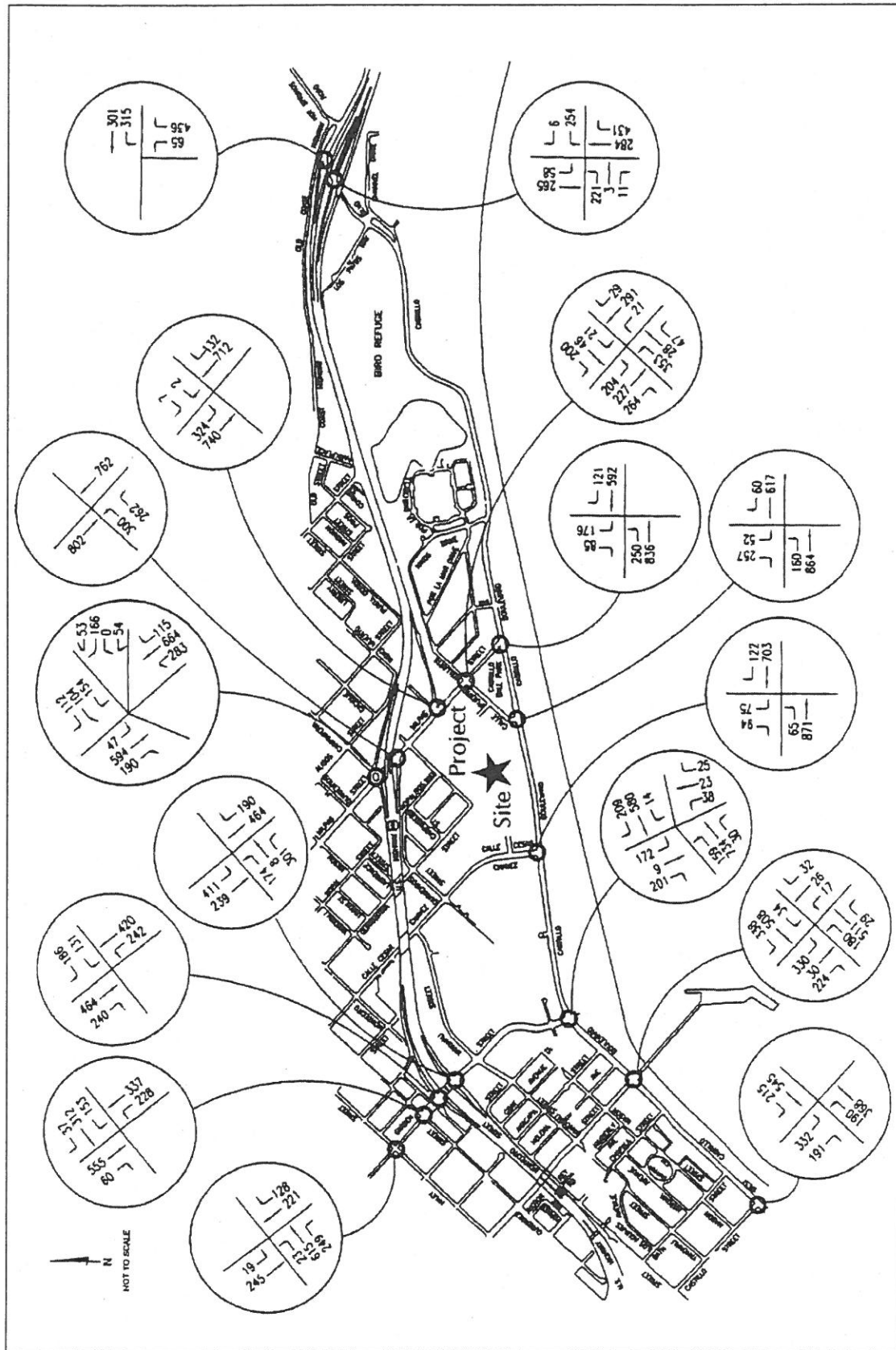
Intersection	Summer Sunday P.M. Peak Hour				
	Existing		Existing + Project		
	ICU	LOS	ICU	LOS	Project Trips
1. Cabrillo Blvd./US 101 NB ^a	9.3 s/v	LOS A	9.8 s/v	LOS A	13
2. Cabrillo Blvd./US 101 SB ^a	>50.0 s/v	LOS F	>50.0 s/v	LOS F	13
3. Milpas St./Carpinteria St-US 101 NB ^a	4.2 s/v	LOS A	5.1 s/v	LOS A	148
4. Milpas St./US 101 SB off-ramp	0.50	LOS A	0.52	LOS A	160
5. Milpas St./Indio Muerto (US 101 SB On-Ramp)	0.55	LOS A	0.55	LOS A	226
6. Milpas St./Calle Puerto Vallarta	0.69	LOS B	0.78	LOS C	233
7. Milpas St./Cabrillo Blvd.	0.59	LOS A	0.59	LOS A	13
8. Garden St./Haley St.	0.50	LOS A	0.53	LOS A	54
9. Garden St./Gutierrez St.	0.47	LOS A	0.47	LOS A	54
10. Garden St./US 101 NB	0.47	LOS A	0.51	LOS A	115
11. Garden St./US 101 SB	0.50	LOS A	0.53	LOS A	122
12. Cabrillo Blvd./State St.	0.69	LOS B	0.71	LOS C	67
13. Cabrillo Blvd./Calle Puerto Vallarta	0.53	LOS A	0.57	LOS A	73
14. Cabrillo Blvd./Castillo St.	0.65	LOS B	0.67	LOS B	40
15. Cabrillo Blvd./Garden St.	0.57	LOS A	0.60	LOS A	106
16. Cabrillo Blvd./Calle Cesar Chavez	0.43	LOS A	0.45	LOS A	116

^a Unsignalized - ICU not applicable.

Bolded values are Project-Specific Impacts according to City standards.

The level of service calculation results for the Existing + Project Summer Sunday scenario shows that the Cabrillo Boulevard/U.S. 101 Southbound Ramps currently operate at LOS F. Project traffic would contribute to the high delays and queuing at the intersection, a project-specific impact.





Source: ATE, July 2002

Existing + Project Summer Sunday P.M. Peak Hour Traffic Volumes

The Milpas Street/Calle Puerto Vallarta intersection operates at LOS B with Existing volumes. The addition of project traffic would increase the V/C ratio to V/C 0.78, exceeding the City's project-specific impact threshold.

Mitigation Measures. The measures scheduled and funded by Caltrans as described under Impact TC-1 would mitigate the Summer Sunday impact at the Cabrillo Boulevard/U.S. 101 SB interchange. The following measure would mitigate the impact to the Milpas Street/Calle Puerto Vallarta intersection.

- TC-2** The eastbound approach to the Milpas Street/Calle Puerto Vallarta intersection shall be restriped to include one left-turn lane and one left-through-right lane. This mitigation would also require a second northbound lane on Milpas Street from Calle Puerto Vallarta to just north of the Union Pacific Railroad tracks (where two northbound lanes are currently provided). The applicant shall pay fair share funding toward implementation of this improvement as determined by the City. A schematic illustration of this improvement can be found in Appendix B.

Significance After Mitigation. Implementation of the planned improvement at the Cabrillo Boulevard/U.S. 101 SB interchange would reduce the project's Summer Sunday impact at that location to a less than significant level. However, as discussed previously, the improvements are not scheduled to be completed until 2008; therefore, the project's impact would be unavoidably significant until the improvement is completed.

Measure TC-2 would provide LOS B at the Milpas Street/Calle Puerto Vallarta intersection. However, the location of Tri-County Produce, the bike lane, and the parking configuration at Tri-County Produce do not allow for this restriping or reconfiguration of Milpas Street without the purchase of additional right-of-way and the relocation of parking from the front of Tri-County Produce to the north side of the building. The improvement would also require that the eastbound and westbound signal phases be operated separately (split-phase operation) and that additional striping and signing be installed on Calle Puerto Vallarta for westbound traffic. Because the improvement is not currently scheduled or funded, it cannot be implemented within the timeframe of the proposed project. Therefore, the project's impact at this location is considered unavoidably significant until the improvement is implemented.

- Impact TC-3** **Parking demand generated by 1,200 person events would generate a peak demand for 600 parking spaces, resulting in a shortage of parking on the site. This impact is considered Class II, significant but mitigable.**

Parking Supply. There are 930-passenger vehicle parking spaces provided in the Doubletree Resort parking lot and within the hotel's entry court. There are also various curbside loading and unloading areas near the hotel and conference center entrances, and eight bus parking spaces at the western end of the parking lot. As a convenience to guests and other patrons of the hotel, free valet parking is provided. Up to 50 additional vehicles can be accommodated by valet parking, increasing the on-site capacity to approximately 980 spaces. When the City approved the Waterfront Hotel Project to the west, a condition was added to provide that for special events, the Waterfront Hotel is required to provide 100 parking spaces off-



site for special events, either in the Doubletree lot or on the property north of the railroad tracks. An agreement to that effect has been executed between the two properties, although the use of the 100 spaces is made permanent and is not restricted to special events. The agreement also provides that the Waterfront Hotel may request use of an additional 50 spaces in the Doubletree lot, subject to 30 days notice to the Doubletree Hotel. The agreement provides a reciprocal right to the Doubletree to use up to 50 spaces within the 100-space portion of the lot that is yielded to the Waterfront Hotel. Essentially, the agreement reduces the capacity of the Doubletree parking lot from 980 to 880 spaces, with a peak-use capacity of 930 when the Doubletree requests 50 spaces from the Waterfront Hotel, and when the Waterfront Hotel does not require their use for that hotel's activities.

Parking Demand. The peak potential for parking impacts would occur when the hotel is fully occupied and a local conference/event is scheduled. For the hotel, the maximum parking demand would occur during the later evening hours (after 9 PM) when demand by hotel guests and demand by patrons of the restaurant/lounge would be at an absolute peak. Previously parking demand surveys at the Doubletree indicate the potential peak hotel parking demand to be about 400 spaces, not accounting for conference center activity. If a local event were scheduled for the evening, the parking demand by the non-hotel guest participants would be added to the estimated base hotel demand. A 1,200 person local event held in the evening would overlap with the basic hotel demand. Using the 2.0 auto occupancy factor, the non-hotel guests would generate a peak demand for 600 spaces. This 600-space demand, together with the base hotel demand for 400 spaces would result in a combined peak demand for 1,000 spaces.

During times when the potential peak demand occurs the estimated parking space requirement is for 1,000 spaces. This demand would exceed the hotel's maximum capacity, which would either be 880 spaces assuming valet parking or 930 spaces assuming valet parking plus use of 50 spaces from the Waterfront Hotel. Thus, a deficit of about 70-120 spaces would occur during typical busy evenings when a large conference is also scheduled. This peak-parking deficit is considered to be a potentially significant parking impact.

Mitigation Measures. The following mitigation measure is required:

- TC-3 The applicant shall develop a parking management plan to address potential 70-120 space parking deficiency during periods when peak events coincide with high occupancy of the hotel. The plan shall be completed and approved by the City prior to increasing the number of conference guests and shall include coordination of event scheduling between the Doubletree and the Waterfront Hotel, re-design of the existing parking facilities to increase the number of on-site spaces, additional use of valet parking, and securing off-site parking with a shuttle service to events.

Significance After Mitigation. Implementation of a parking management plan to address potential parking deficiencies during peak periods would reduce impacts to a less than significant level. Transportation Planning staff has reviewed the existing parking plan and has determined that it is feasible to redesign the existing parking layout to accommodate the additional 70-120 spaces.



- Impact TC-4** Special Events held without a parking plan when other community events based in the Waterfront Area are being held would generate potential parking impacts. This impact is considered Class II, *significant but mitigable*.

The applicant is requesting to host six Special Events annually that would exceed the proposed 1,200 person condition. The Doubletree Resort Conference Facility capacity is 5,738 (2,866 indoors and 2,822 in Plaza del Sol). Table 4.1-7 shows the trip generation for the special events.

Table 4.1-7 Special Event Trip Generation

Special Event Size	AVO Rate	P.M. Peak Hour Trips	
		Rate	Trips
5,738 Persons	2.0	0.75	2,152

Special events would generate an estimated 2,152 P.M. peak hour trips. As identified in the previous EIR for the Red Lion Resort, the impacts generated by the Special Events are not significant because the City's thresholds are based on day-to-day traffic generation and not on infrequent events. Four of the Special Events are to be governed on a case-by-case basis with approval of the Community Development Director. These events would require that the hotel develop a parking plan so that event attendees could park without adversely impacting the area.

Two of the Special Events are proposed without a parking plan when other community events based in the Waterfront Area are being held. As identified in WATS 2, the highest parking demands in the Waterfront are experienced during the summer period on holiday weekends (Memorial Day, 4th of July, Labor Day) or when special events (Fiesta) are occurring. Parking in the area is sometimes fully occupied during events. For instance, windshield surveys conducted in the East Beach area on Sunday afternoon on July 9, 2000 during the Karch Kiraly Volleyball Tournament found 100% use of the on-street and off-street parking resources in that area of the Waterfront. The entire Waterfront Area parking supply is full during the 4th of July evening fireworks show, the largest regular event. The additional parking demands generated by special events held at the Doubletree Inn would generate parking demands that may not be accommodated in the Waterfront area, a potentially significant impact.

Mitigation Measures. The following mitigation measure is required:

- TC-4** The applicant shall prepare a parking management plan for Special Events that are scheduled when other community events are being held in the Waterfront Area. The plan shall be approved by the City prior to the Special Event.

Significance After Mitigation. Implementation of the recommended mitigation measure would reduce impacts to a less than significant level.

c. Cumulative Impacts. This subsection presents the results of the cumulative analysis. The mitigation measures are derived from those outlined in the WATS 2 study for consistency in



developing long range plans for the infrastructure improvements that will be required to accommodate future traffic.

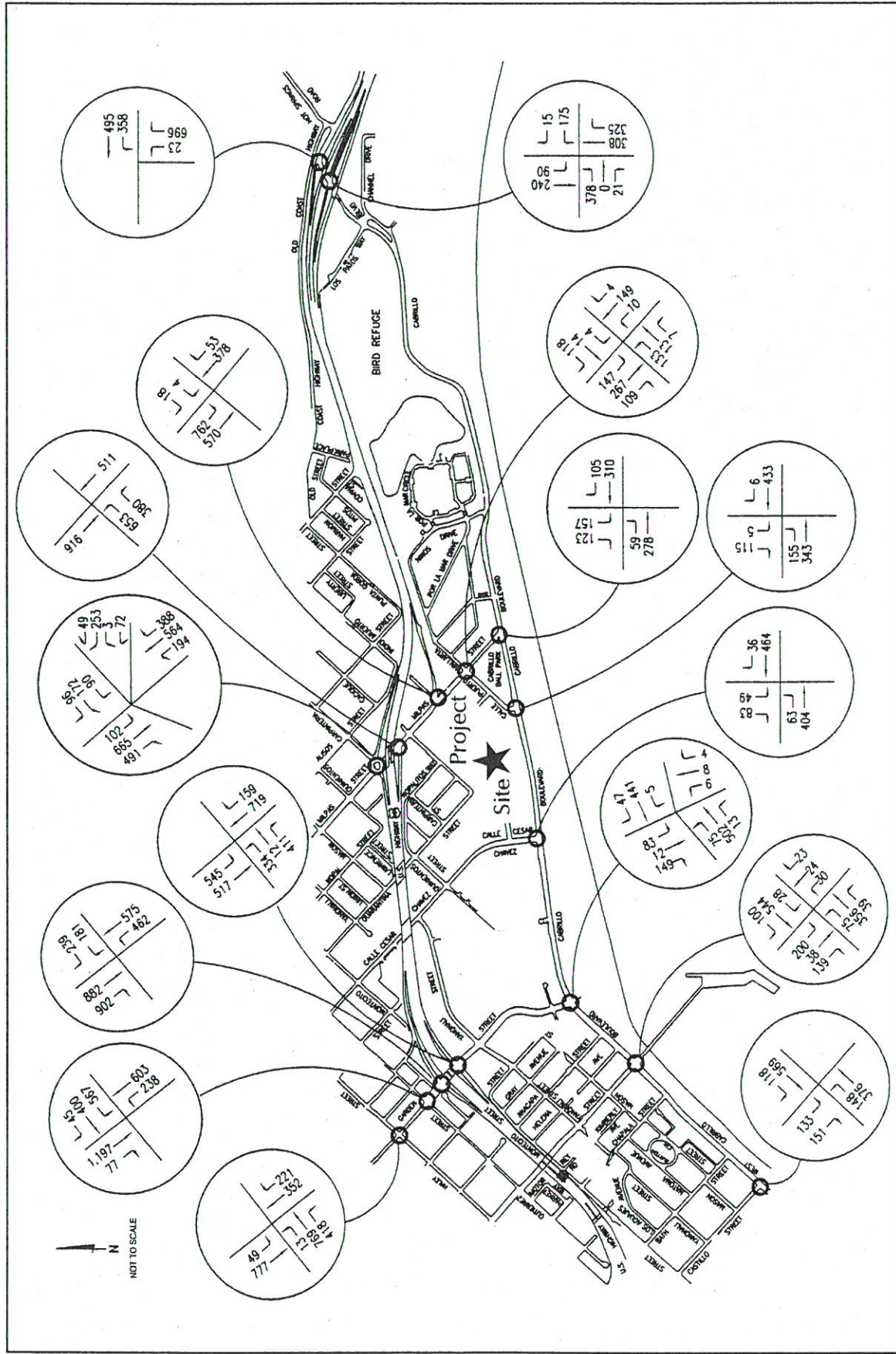
Cumulative Traffic Volumes. Cumulative traffic volume forecasts were developed based on lists of approved and pending projects provided by the City as well as consideration of cumulative projects in the Montecito area (lists are included on pages 3-3 through 3-8 in Section 3.0, *Environmental Setting*). Trip generation estimates for the approved and pending projects were developed using rates presented in the ITE Trip Generation Manual (worksheets showing the cumulative trip generation estimates are in the Technical Appendix). It is noted that the cumulative model includes a City project to narrow the mid-block segments of State Street to 2 travel lanes (from 4 lanes) between the Union Pacific Railroad tracks and Cabrillo Boulevard. This narrowing would occur in the mid-block segments between intersections, and would not affect the lane geometry at the Yanonali Street/State Street and Cabrillo Boulevard/State Street intersections. Figures 4.1-8 and 4.1-9 show the Cumulative P.M. traffic volumes for the Weekday and Summer Sunday scenarios.

Impact TC-5 Increasing the allowable number of non-hotel guests would result in significant traffic impacts at 3 of 16 study area intersections under the weekday cumulative scenario. These impacts are considered Class I, *unavoidably significant*, because mitigation would not be completed within the timeframe of the project and, in some cases, may not be feasible.

Project-generated traffic was added to the Weekday Cumulative volumes to determine the project's cumulative impact. Cumulative + Project P.M. peak hour traffic volumes are shown on Figure 4.1-10. Table 4.1-8 presents the Cumulative + Project P.M. peak hour levels of service for the study area intersections.

The proposed project would result in a significant cumulative impact at the Cabrillo Boulevard/U.S. 101 Southbound Ramps intersection during the Weekday P.M. peak hour period. The intersection currently operates at LOS F and will continue to degrade as cumulative development projects occur in the area. The project would add 13 peak hour trips to the intersection, a significant cumulative impact. The project's share of cumulative traffic at the intersection is 18.5%.

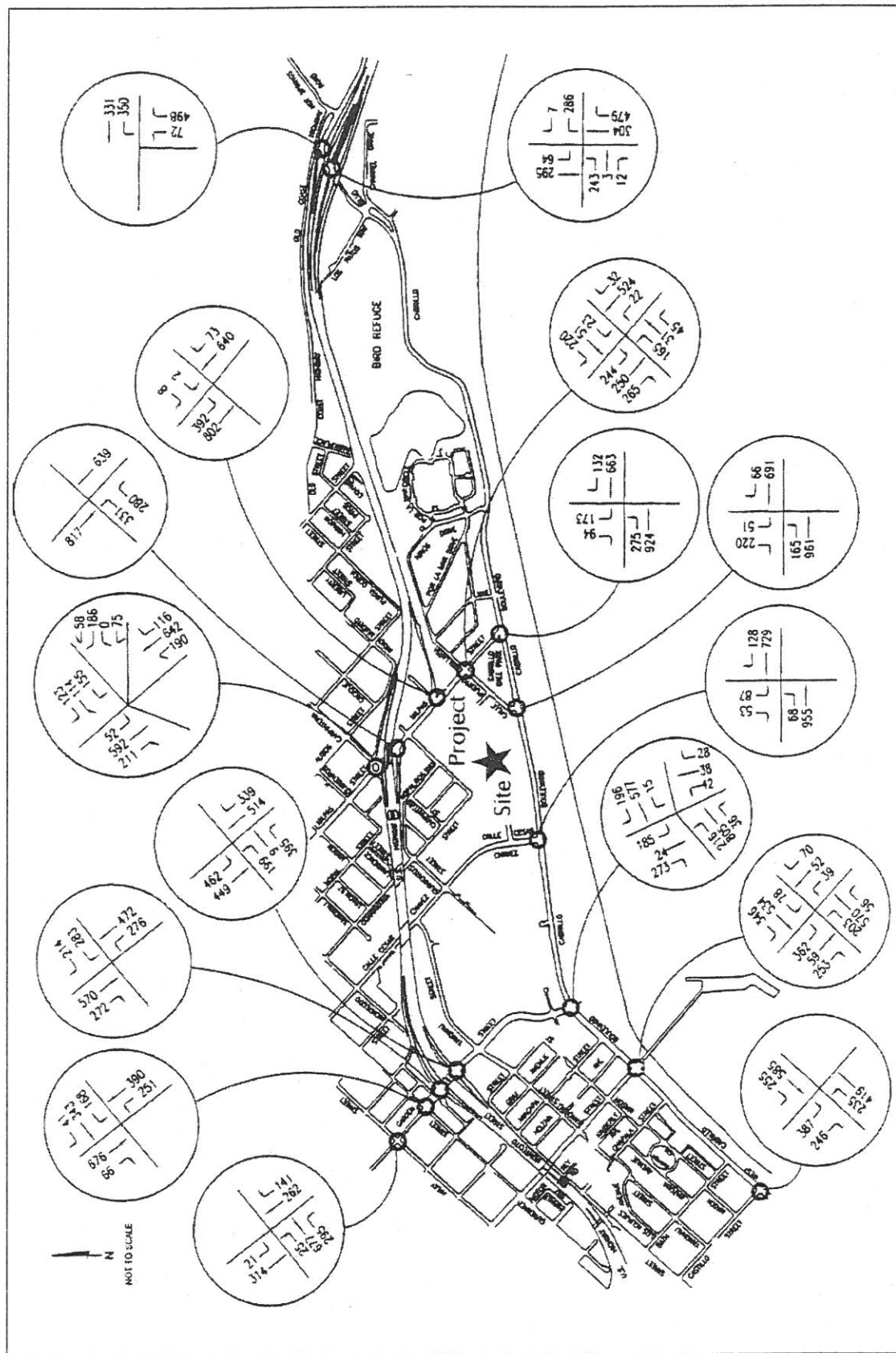
The project would add 54 trips to the Garden Street/Gutierrez Street intersection and 115 trips to the Garden Street/US 101 Northbound Ramps intersection. Both intersections are forecast to operate above the LOS C (V/C 0.77) standard during the Weekday P.M. peak hour period with Cumulative + Project traffic. This is considered a significant cumulative impact. The project's share of cumulative traffic is 12.6% at the Garden Street/Gutierrez Street intersection and 18.6% at the Garden Street/US 101 Northbound Ramps intersection.



Source: ATE, July 2002

Cumulative Weekday P.M. Peak Hour Traffic Volumes

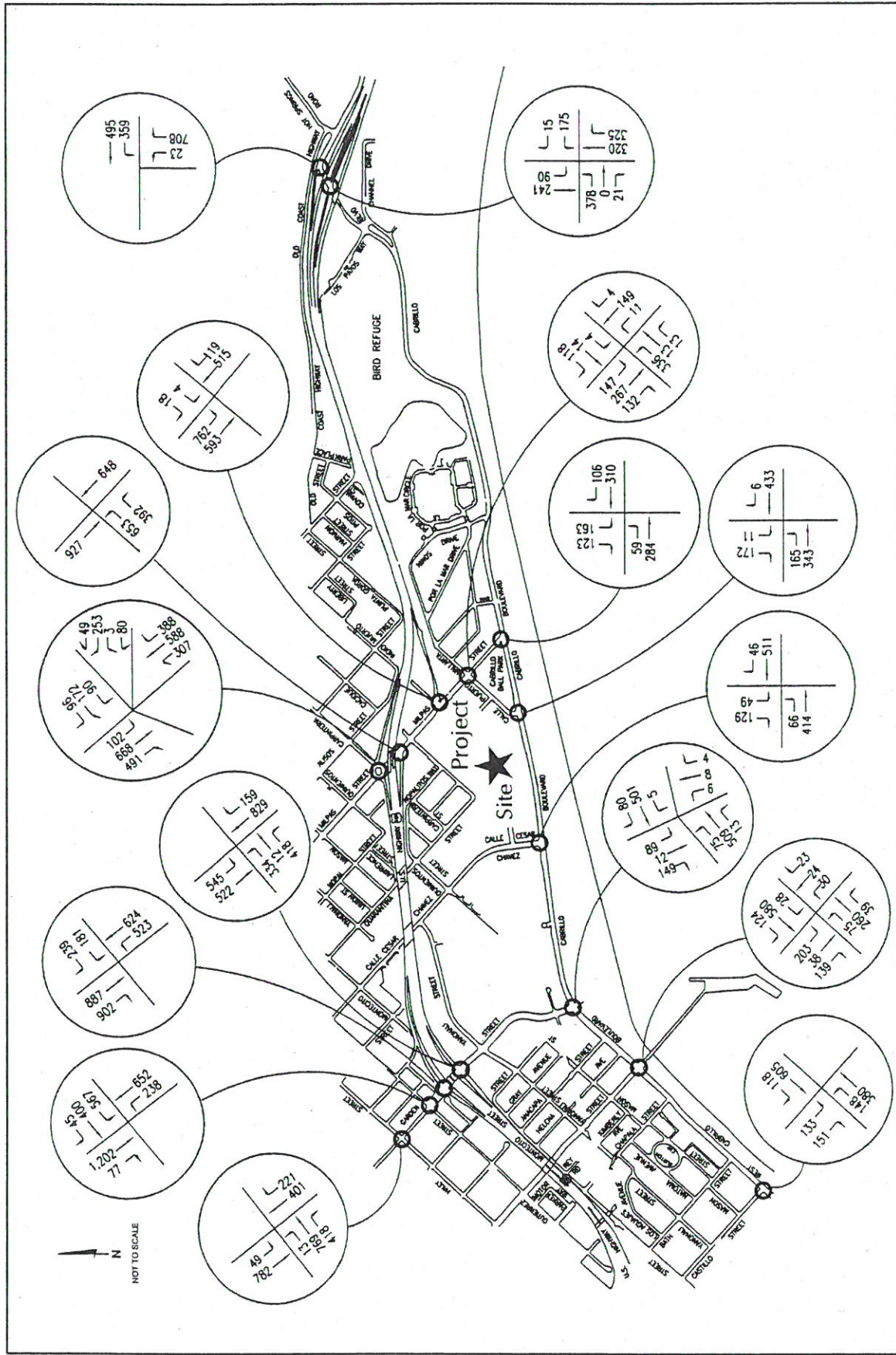
Figure 4.1-8
 City of Santa Barbara



Source: ATE, July 2002

Cumulative Summer Sunday P.M. Peak Hour Traffic Volumes

Figure 4.1-9
City of Santa Barbara



Source: ATE, July 2002

Cumulative + Project Weekday P.M. Peak Hour Traffic Volumes

Figure 4.1-10
City of Santa Barbara

Table 4.1-8 Cumulative and Cumulative + Project Weekday Levels of Service

Intersection	Weekday P.M. Peak Hour			
	Cumulative ICU/LOS	Cumulative + Project ICU/LOS	Project- Added Trips	Impact
1. Cabrillo Blvd./US 101 NB ^a	9.8 s./LOS A	9.8 s./LOS A	13	No
2. Cabrillo Blvd./US 101 SB ^a	>50.0 s./LOS F	>50.0 s./LOS F	13	Yes
3. Milpas St./Carpinteria St-US 101 NB ^a	5.7 s./LOS A	7.7 s./LOS A	148	No
4. Milpas St./US 101 SB off-ramp	0.56/LOS A	0.57/LOS A	160	No
5. Milpas St./Indio Muerto (US 101 SB On-Ramp)	0.48/LOS A	0.54/LOS A	226	No
6. Milpas St./Calle Puerto Vallarta	0.44/LOS A	0.57/LOS A	233	No
7. Milpas St./Cabrillo Blvd.	0.37/LOS A	0.37/LOS A	13	No
8. Garden St./Haley St.	0.74/LOS C	0.77/LOS C	54	No
9. Garden St./Gutierrez St.	0.78/LOS C	0.79/LOS C	54	Yes
10. Garden St./US 101 NB	0.86/LOS D	0.90/LOS D	115	Yes
11. Garden St./US 101 SB	0.70/LOS B	0.74/LOS C	122	No
12. Cabrillo Blvd./State St.	0.50/LOS A	0.50/LOS A	67	No
13. Cabrillo Blvd./Calle Puerto Vallarta	0.41/LOS A	0.45/LOS A	73	No
14. Cabrillo Blvd./Castillo St.	0.50/LOS A	0.51/LOS A	40	No
15. Cabrillo Blvd./Garden St.	0.40/LOS A	0.40/LOS A	106	No
16. Cabrillo Blvd./Calle Cesar Chavez	0.35/LOS A	0.40/LOS A	116	No

^a Unsignalized - ICU not applicable

Bolded values are Project-Specific Impacts according to City standards.

Mitigation Measures. The planned improvements at the Cabrillo Boulevard/U.S. 101 Southbound Ramps interchange, as discussed under Impact TC-1, would also mitigate the cumulative impact at that location. Measure TC-1 would also mitigate the cumulative impact at the Garden Street/U.S. 101 Northbound Ramps interchange. The following measure would mitigate the impact at the Garden Street/Gutierrez Street intersection:

- TC-5** One northbound through lane and one westbound lane shall be added to the Garden Street/Gutierrez Street intersection. The applicant shall pay fair share funding toward implementation of this improvement as determined by the City. A schematic illustration of this improvement can be found in Appendix B.

Significance After Mitigation. Table 4.1-9 shows the intersection levels of service with the mitigation measures in place. At two of the three intersections, the mitigation measures would improve the LOS to C. The mitigated level of service at the Garden Street/US 101 Northbound Ramps intersection would be LOS D, which is below the City's LOS standard.

Implementation of the planned improvement at the Cabrillo Boulevard/U.S. 101 SB interchange would reduce the weekday cumulative impact at that location to a less than significant level. However, as discussed previously, the improvements are not scheduled to be completed until 2008; therefore, the project's impact would be unavoidably significant until the improvement is completed.



Table 4.1-9 Mitigated Weekday Levels of Service

Intersection	Weekday P.M. Peak Hour			
	Existing + Project ICU/LOS	Mitigated Existing + Project ICU/LOS	Cumulative + Project ICU/LOS	Mitigated Cumulative + Project ICU/LOS
Cabrillo Blvd./US 101 SB ^a	LOS F	LOS C	LOS F	LOS C
Garden St./Gutierrez St.	N.A.	N.A.	0.79/LOS C	0.75/LOS C
Garden St./US 101 NB	0.78/LOS C	0.71/LOS C	0.90/LOS D	0.85/LOS D

^a Intersection currently being studied by Caltrans. It is assumed that the improvement project will provided LOS C (the City standard).

N.A.: Not Applicable. Not a project-specific impact.

The Garden Street/Gutierrez Street and Garden Street/U.S. 101 NB intersections will require additional capacity in order to provide LOS C with Cumulative + Project traffic. A Project Study Report (PSR) may be required to analyze alternatives that would provide the needed capacity. The PSR is prepared by the local jurisdiction (or Caltrans) to satisfy the requirements of Caltrans for construction projects on the State Highway system. Preliminary review of the existing configuration shows that levels of service could be improved at the Garden/Gutierrez intersection by adding a northbound through lane (currently one lane) and a westbound lane (currently three lanes). The second northbound through lane would extend to Haley Street, thereby improving its operation as well. The widening necessary would require right-of-way acquisition along the east side of Garden Street and would affect 8 properties within the block. Although implementation of this measure would achieve LOS C, it would not be completed within the timeframe of the proposed project and may not be feasible; therefore, the weekday cumulative impact at this location is considered unavoidably significant.

The level of service at the Garden Street/US 101 Northbound Ramps interchange could be improved by restriping to provide an optional through-right turn lane for the southbound Garden Street to northbound Highway 101 movement. The two-lane on-ramp could be continuously fed by the two westbound lanes on Gutierrez with the identified improvements. The Gutierrez Street intersection would flow better by dispersing the traffic more evenly over the westbound lanes and the Garden Street/US 101 Northbound Ramps intersection would operate better by providing two lanes of traffic onto the US 101 northbound on-ramp. However, as discussed previously, this improvement is not currently scheduled or funded. In addition, it would not achieve LOS C; therefore, the weekday cumulative impact at the Garden Street/US 101 Northbound Ramps interchange is considered unavoidably significant.



Impact TC-6 Increasing the allowable number of non-hotel guests would result in significant traffic impacts at 3 of 16 study area intersections under the Summer Sunday cumulative scenario. These impacts are considered Class I, *unavoidably significant*, because mitigation would not be completed within the timeframe of the project and, in some cases, may not be feasible.

Project generated traffic volumes were added to the Summer Sunday Cumulative volumes to determine the project's cumulative impacts. Summer Sunday Cumulative + Project P.M. peak hour traffic volumes are shown on Figure 4.1-11. Table 4.1-10 presents the Summer Sunday Cumulative + Project P.M. peak hour levels of service for the study-area intersections.

**Table 4.1-10 Cumulative and Cumulative + Project
Summer Sunday Levels of Service**

Intersection	Weekday P.M. Peak Hour			
	Cumulative V/C - LOS	Cumulative + Project V/C - LOS	Project- Added Trips	Impact
1. Cabrillo Blvd./US 101 NB ^a	9.3 s./LOS A	9.4 s./LOS A	13	No
2. Cabrillo Blvd./US 101 SB ^a	>50.0 s./LOS F	>50.0 s./LOS F	13	Yes
3. Milpas St./Carpinteria St-US 101 NB ^a	4.9 s./LOS A	6.1 s./LOS A	148	No
4. Milpas St./US 101 SB off-ramp	0.53/LOS A	0.54/LOS A	160	No
5. Milpas St./Indio Muerto (US 101 SB On-Ramp)	0.61/LOS B	0.62/LOS B	226	No
6. Milpas St./Calle Puerto Vallarta	0.72/LOS C	0.85/LOS D	233	Yes
7. Milpas St./Cabrillo Blvd.	0.63/LOS B	0.63/LOS B	13	No
8. Garden St./Haley St.	0.58/LOS A	0.61/LOS A	54	No
9. Garden St./Gutierrez St.	0.53/LOS A	0.53/LOS A	54	No
10. Garden St./US 101 NB	0.63/LOS B	0.67/LOS B	115	No
11. Garden St./US 101 SB	0.64/LOS B	0.67/LOS B	122	No
12. Cabrillo Blvd./State St.	0.78/LOS C	0.81/LOS D	67	Yes
13. Cabrillo Blvd./Calle Puerto Vallarta	0.58/LOS A	0.52/LOS A	73	No
14. Cabrillo Blvd./Castillo St.	0.75/LOS C	0.76/LOS C	40	No
15. Cabrillo Blvd./Garden St.	0.67/LOS B	0.72/LOS C	106	No
16. Cabrillo Blvd./Calle Cesar Chavez	0.47/LOS A	0.48/LOS A	116	No

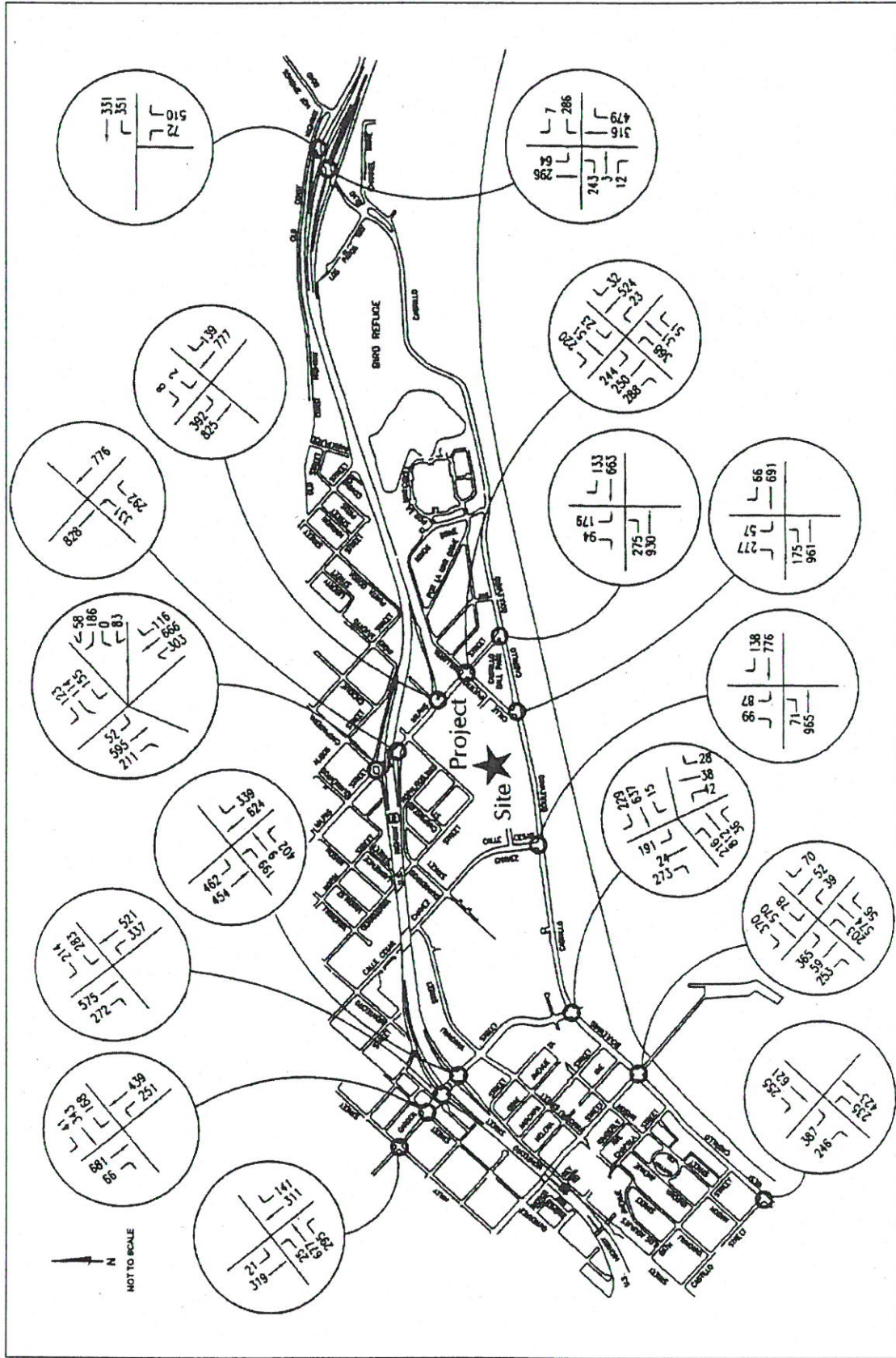
^a Unsignalized - ICU not applicable

Bolded values are Project-Specific Impacts according to City standards.

The Cabrillo Boulevard/U.S. 101 SB intersection currently operates at LOS F on Summer Sundays and will continue to degrade as cumulative development occurs in the area.

Increasing the allowable number of non-hotel guests would add 13 peak hour trips to the intersection, a significant cumulative impact. The project's share of Summer Sunday Cumulative traffic at the intersection is 6.5%.





Source: ATE, July 2002

Cumulative + Project Summer Sunday P.M. Peak Hour Traffic Volumes

Figure 4.1-11

City of Santa Barbara

The project would add 233 peak hour trips to the Milpas Street/Calle Puerto Vallarta intersection, which is forecast to operate at LOS D with cumulative Summer Sunday traffic. This addition is considered a significant cumulative impact. The project's share of Summer Sunday Cumulative traffic at the intersection is 57.0%.

Project traffic would degrade the level of service at the Cabrillo Boulevard/State Street intersection from LOS C to LOS D, adding a total of 67 PHT. This is considered a significant cumulative impact. The project's share of Summer Sunday Cumulative traffic at the intersection is 13.5%.

Mitigation Measures. The planned improvements at the Cabrillo Boulevard/U.S. 101 Southbound Ramps interchange, as discussed under Impact TC-1, would also mitigate the Summer Sunday cumulative impact at that location. Mitigation measure TC-2 would also mitigate the Summer Sunday cumulative impact at the Milpas Street/Calle Puerto Vallarta intersection. The following measure would mitigate the impact at the Cabrillo Boulevard/State Street intersection.

- TC-6** A separate right-turn lane shall be added on the westbound approach to the Cabrillo Boulevard/State Street intersection. The applicant shall pay fair share funding toward implementation of this improvement as determined by the City. A schematic illustration of this improvement can be found in Appendix B.

Significance After Mitigation. Table 4.1-11 presents mitigated summer Sunday P.M. peak hour levels of service for the significantly affected study area intersections.

Table 4.1-11 Mitigated Summer Sunday Levels of Service

Intersection	Summer Sunday P.M. Peak Hour			
	Existing + Project ICU/LOS	Mitigated Existing + Project ICU/LOS	Cumulative + Project ICU/LOS	Mitigated Cumulative + Project ICU/LOS
Cabrillo Blvd./US 101 SB ^a	LOS F	LOS C	LOS F	LOS C
Milpas St./Calle Puerto Vallarta	0.78/LOS C	0.69/LOS B	0.85/LOS D	0.76/LOS C
Cabrillo Blvd./State St.	N.A.	N.A.	0.81/LOS D	0.69/LOS C

^a Intersection currently being studied by Caltrans. It is assumed that the improvement project will provide LOS C (the City standard).
N.A.: Not Applicable. Not a project-specific impact.

Implementation of the recommended mitigation measures would achieve LOS C at all three intersections under cumulative Summer Sunday conditions. However, as discussed under Impact TC-1, the improvements to the Cabrillo Boulevard/U.S. 101 Southbound Ramps interchange are not scheduled to be completed until 2008. Also, as discussed under Impact TC-2, needed improvements at Milpas Street/Calle Puerto Vallarta intersection would require the



purchase of additional right-of-way and the relocation of parking from the front of Tri-County Produce to the north side of the building. Finally, implementation of the right-turn lane at the Cabrillo Boulevard/State Street intersection would require modifications to the Mission Creek Bridge, which could potentially affect sensitive species within the creek and could also adversely affect pedestrian circulation in the area. Because none of the mitigation measures could be completed within the timeframe of the proposed project and some may be infeasible, cumulative impacts are considered unavoidably significant under Summer Sunday conditions.

d. Congestion Management Program.

Impact TC-7 **Increasing the allowable number of non-hotel guests would result in significant traffic impacts to the sections of U.S. Highway in the study area during weekday peak hour periods based on CMP thresholds. This impact is considered Class I, *unavoidably significant*, since the impact to Highway 101 cannot be mitigated within the timeframe of the project.**

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The Santa Barbara County Association of Governments (SBCAG) has developed a set of traffic impact thresholds to assess the impacts of land use decisions made by local jurisdictions on regional transportation facilities located within the Congestion Management Program (CMP) roadway system. The following guidelines were developed by SBCAG to determine the significance of project-generated traffic impacts on the regional CMP system.

Impact Guidelines

1. For any roadway or intersection operating at "Level of Service" (LOS) A or B, a decrease of two levels of service resulting from the addition of project-generated traffic.
2. For any roadway or intersection operating at LOS C, project-added traffic that results in LOS D or worse.
3. For intersections within the CMP system with existing congestion, the following table defines significant impacts.

Level of Service	Project-Added Peak Hour Trips
LOS D	20
LOS E	10
LOS F	10

4. For freeway or highway segments with existing congestion, the following table defines significant impacts.



Level of Service	Project-Added Peak Hour Trips
LOS D	100
LOS E	50
LOS F	50

Intersection Impacts. The CMP intersections located in the vicinity of the project site are listed in Table 4.1-12, along with the Weekday Existing and Existing + Project P.M. peak hour levels of service. Table 4.1-13 shows the Weekday Cumulative and Cumulative + Project P.M. peak hour levels of service. Worksheets showing the level of service calculations, which were completed using the Highway Capacity Manual (HCM) signalized intersection methodology, are attached for reference.

Table 4.1-12 shows that all study area intersections are forecast to operate at LOS B or better with Existing + Project traffic volumes based on the HCM operations methodology. The project would not exceed the CMP impact threshold at any of the intersections under Existing + Project conditions.

Table 4.1-12 Existing & Existing + Project CMP Levels of Service

Intersection	Delay/LOS		
	Existing	Existing +Project	Project-Added Trips
Milpas St./Carpinteria St-US 101 NB	5.0 sec./LOS A	6.5 sec./LOS A	148 trips
Milpas St./US 101 SB off-ramp	9.9 sec./LOS A	10.2 sec./LOS B	160 Trips
Milpas St./Cabrillo Blvd.	7.1 sec./LOS A	7.6 sec./LOS A	13 Trips
Garden St./US 101 NB	10.3 sec./LOS B	11.4 sec./LOS B	115 Trips
Garden St./US 101 SB	16.8 sec./LOS B	16.8 sec./LOS B	122 Trips
Cabrillo Blvd./State St.	9.5 sec./LOS A	9.6 sec./LOS A	67 Trips
Cabrillo Blvd./Castillo St.	7.3 sec./LOS A	7.5 sec./LOS A	40 Trips

Table 4.1-13 shows that all the intersections are forecast to operate at LOS C with Cumulative + Project traffic volumes based on the HCM operational methodology. The project's additional traffic would not exceed the CMP impact threshold at any of the intersections under Cumulative + Project conditions.

Freeway Impacts. U.S. Highway 101 currently operates at LOS E-F on the 4-lane segment south of the Milpas Street interchange during the P.M. peak hour period. The project would add 74 P.M. peak hour trips to this segment, which is considered a potentially significant impact according to the CMP criteria.



Table 4.1-13 Cumulative & Cumulative + Project CMP Levels of Service

Intersection	Delay/LOS		
	Cumulative	Cumulative +Project	Project-Added Trips
Milpas St./Carpinteria St-US 101 NB	5.7 sec./LOS A	7.7 sec./LOS A	148 trips
Milpas St./US 101 SB off-ramp	10.3 sec./LOS A	10.6 sec./LOS B	160 Trips
Milpas St./Cabrillo Blvd.	7.4 sec./LOS A	7.5 sec./LOS A	13 Trips
Garden St./US 101 NB	15.4 sec./LOS B	20.5 sec./LOS C	115 Trips
Garden St./US 101 SB	19.6 sec./LOS B	20.4 sec./LOS C	122 Trips
Cabrillo Blvd./State St.	13.4 sec./LOS B	13.2 sec./LOS B	67 Trips
Cabrillo Blvd./Castillo St.	8.2 sec./LOS A	8.1 sec./LOS A	40 Trips

Mitigation Measures. SBCAG is currently developing a deficiency plan for Highway 101 between the Winchester Canyon interchange in the Goleta area and the county line south of Carpinteria. The project would be required to participate in the improvement programs outlined in the deficiency plan.

Significance After Mitigation. Participation in the improvements outlined in the Highway 101 deficiency plan would mitigate the project's CMP impact. However, because these improvements would not be completed within the timeframe of the project, the CMP impact relating to U.S. 101 is considered unavoidably significant.

4.2 AIR QUALITY

4.2.1 Setting

The project site is part of the South Central Coast Air Basin (SCCAB), which includes all of San Luis Obispo, Santa Barbara, and Ventura counties. The climate of the Santa Barbara foothills and all of the SCCAB is strongly influenced by its proximity to the Pacific Ocean and the location of the semi-permanent high pressure cell in the northeastern Pacific. With a Mediterranean-type climate, the project area is characterized by warm, dry summers and cool winters with occasional rainy periods. Local climatic indicators are shown in Table 4.2-1.

Table 4.2-1 Local Climatic Factors

Average annual rainfall	17.6 inches
Average maximum temperature	69.5 °F
Average minimum temperature	48.7 °F
Warmest Month	September
Coolest Month	December
Annual mean temperature	58.9 °F
Average wind speed	5-10 mph - spring/summer 5 mph - fall 3 mph - winter

Cool, humid marine air causes frequent fog and low clouds along the coast, generally during the night and morning hours in the late spring and early summer months. The project area is subject to a diurnal cycle in which daily onshore winds from the west and northwest are replaced by mild offshore breezes flowing from warm inland valleys during night and early morning hours. This alternating cycle can create a situation where suspended pollutants are swept offshore at night, and then carried back onshore the following day. Dispersion of pollutants is further degraded when the wind velocity for both day and nighttime breezes is low.

The region is also subject to seasonal "Santa Ana" winds. These are typically hot, dry northerly winds that blow offshore at 15-20 mph, but can reach speeds over 60 mph. A condition similar to the "Santa Ana" known as a "sundowner" can also occur along the coastal area of Santa Barbara County below the Santa Ynez Mountains.

Two types of temperature inversions (warmer air on top of cooler air) are created in the area: subsidence and surface. The subsidence inversion is a regional effect created by the Pacific high in which air is heated as it is compressed when it flows from the high pressure area to the low pressure areas inland. This type of inversion generally forms at about 1,000 to 2,000 feet and can occur throughout the year, but it is most evident during the summer months. Surface inversions are formed by the more rapid cooling of air near the ground during the night, especially during winter. This type of inversion is typically lower (0-500 feet at Vandenberg AFB, for example) and is generally accompanied by stable air. Both types of inversions limit the dispersal of air pollutants within the regional airshed, with the more stable the air (low wind speeds, uniform temperatures), the lower the amount of pollutant dispersion.

b. Air Pollution Regulation. The federal and state governments have been empowered by the federal and state Clean Air Acts to regulate the emission of airborne pollutants and have established ambient air quality standards for the protection of public health. The United States Environmental Protection Agency (USEPA) is the federal agency designated to administer air quality regulations, while the Air Resources Board (ARB) is the state equivalent in the California Environmental Protection Agency. Local control in air quality management is provided by the ARB through county-level Air Pollution Control Districts (APCDs). The ARB has established state air quality standards and is responsible for control of mobile emission sources, while the local APCDs are responsible for enforcing standards and regulating stationary sources. The ARB has established 14 air basins statewide.

The project site is located within the South Central Coast Air Basin and is under the jurisdiction of the Santa Barbara County APCD (SBAPCD). Federal and state standards have been established for ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulates less than 10 microns in diameter (PM₁₀), and lead (Pb). California has also set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility reducing particles. The U.S. EPA adopted stricter air quality standards for ozone and PM₁₀ in 1997. The EPA intended to replace the existing 1-hour ozone standard with a new 8-hour averaging time and lowered the concentration level from 0.12 to 0.8 ppm. However, in May 1999, the US Court of Appeals prohibited the EPA from enforcing the new PM₁₀ standard, and the previous standard of 150 micrograms per cubic meter for a 24-hour period will continue to apply. The court left in place the new annual PM_{2.5} standard (particulates of less than 2.5 microns in diameter), which was set at 15 micrograms per cubic meter spatially averaged across an area. The new 24-hour PM_{2.5} standard is based on the 3-year average of the 98th percentile of the 24-hour concentrations measured at a monitoring station. However, the Court has invited comments on this standard, and it may be retained, changed, or removed. Table 4.2-1 lists the current Federal and State Standards for these regulated pollutants.

Table 4.2-2 Federal and State Ambient Air Quality Standards

Pollutant	Averaging Time	Federal Primary Standards	California Standards
Ozone	1-Hour	0.12 PPM	0.09 PPM
Carbon Monoxide	8-Hour	9.0 PPM	9.0 PPM
	1-Hour	35.0 PPM	20.0 PPM
Nitrogen Dioxide	Annual	0.05 PPM	---
	1-Hour	---	0.25 PPM
Sulfur Dioxide	Annual	0.03 PPM	---
	24-Hour	0.14 PPM	0.04 PPM
	1-Hour	---	0.25 PPM
Suspended Particulates	Annual	50 ug/m ³	30 ug/m ³
	24-Hour	150 ug/m ³	50 ug/m ³
Lead	30-Day Average	---	1.5 ug/m ³
	3-Month Average	1.5 ug/m ³	---

ppm = parts per million

Ug/M3 = micrograms per cubic meter



The criteria pollutants and their potential health effects are described below.

Carbon Monoxide. Carbon monoxide is a local pollutant that is found in high concentrations only very near the source. The major local source of carbon monoxide, a colorless, odorless, poisonous gas, is automobile traffic. Elevated concentrations, therefore, are usually only found near areas of high traffic volumes. Carbon monoxide's health effects are related to its affinity for hemoglobin in the blood. At high concentrations, carbon monoxide reduces the amount of oxygen in the blood, causing heart difficulties in people with chronic diseases, reduced lung capacity and impaired mental abilities.

Ozone. Ozone is produced by a photochemical reaction (triggered by sunlight) between nitrogen oxides (NO_x) and reactive organic material (classified as gases [ROG] or as compounds [ROC]). Nitrogen oxides are formed during the combustion of fuels, while reactive organic gases are formed during combustion and evaporation of organic solvents. Because ozone requires sunlight to form, it mostly occurs in concentrations considered serious between the months of April and October. Ozone is a pungent, colorless toxic gas with direct health effects on humans including respiratory and eye irritation and possible changes in lung functions. Groups most sensitive to ozone include children, the elderly, persons with respiratory disorders, and people who exercise strenuously outdoors.

Suspended Particulates. PM₁₀ is small particulate matter measuring no more than 10 microns in diameter. PM₁₀ is mostly composed of dust particles, nitrates and sulfates. PM₁₀ is a by-product of fuel combustion and wind erosion of soil and unpaved roads, and is directly emitted into the atmosphere through these processes. PM₁₀ is also created in the atmosphere through chemical reactions. Fine particulate matter poses a serious health threat to all groups, but particularly to the elderly, children, and those with respiratory problems. More than half of the fine particulate matter that is inhaled into the lungs remains there, which can cause permanent lung damage. These materials can damage health by interfering with the body's mechanisms for clearing the respiratory tract or by acting as carriers of an absorbed toxic substance.

Nitrogen Dioxide. Nitrogen Dioxide (NO₂) is a by-product of fuel combustion, with the primary source being motor vehicles and industrial boilers and furnaces. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), but NO reacts rapidly to form NO₂, creating the mixture of NO and NO₂ commonly called NO_x. Nitrogen dioxide is an acute irritant, but at typical atmospheric concentrations, it is only potentially irritating. A relationship between NO₂ and chronic pulmonary fibrosis may exist, and an increase in bronchitis in young children at concentrations below 0.3 parts per million (ppm) may occur. Nitrogen dioxide absorbs blue light and causes a reddish brown cast to the atmosphere and reduced visibility. It can also contribute to the formation of PM₁₀ and acid rain.

Lead. Fetuses, infants, and children are more sensitive than others to the adverse effects of lead exposure. Exposure to low levels of lead can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence. In adults, elevated lead levels are associated with increased blood pressure.

c. **Current Ambient Air Quality.** The SBAPCD is required to monitor air pollutant levels to assure that the air quality standards are met, and if they are not met, to also develop strategies to meet the standards. Depending on whether or not the standards are met or exceeded, the air basin is classified as being in "attainment" or "nonattainment." Santa Barbara County is in attainment for all standards except the federal and state ozone standards, and the state standard for PM₁₀. The County's air quality has generally improved in recent years, and now is clean enough to meet the federal 1-hour ozone standard. However, for the United States Environmental Protection Agency (USEPA) to declare the County to be an attainment area for the federal 1-hour ozone standard, the County must develop and adopt a plan that documents how we achieved clean air and how we will continue to keep it clean.

Table 4.2-2 summarizes the annual air quality data for 1998-2000 for the local airshed as measured at the Santa Barbara-West Carillo monitoring station. As illustrated by the data below, the Santa Barbara area generally has good air quality.

Table 4.2-3 Summary of Local Air Quality

Year	Ozone			Number of Days Above State Particulate Standard	
	Days Above State 1-hr. Standard	Days Above Fed. 1-hr. Standard	Days Above Fed. 8-hr. Standard	Days Above State 24-hr. Standard	Days Above Fed. 24-hr. Standard
1998	0	0	0	1	0
1999	1	0	0	1	0
2000	0	0	0	0	0

Source: ARB, Annual Air Quality Data Summaries

The SBAPCD has prepared an inventory of annual emissions as part of the 2001 CAP. Total emissions by major source category are shown in Table 4.2-3. Mobile sources, including agriculture-related vehicle trips, account for the greatest proportion of annual countywide emissions of NO_x and CO. Other than natural sources (biomass, petroleum seeps, fires), mobile sources also account for the largest share of ROG emissions. Areawide emissions, which include agricultural tilling, on and off road dust suspension, construction activities and mining activities, are the largest source of PM emissions.

Table 4.2-4 Santa Barbara County 1999 Emissions Inventory

Emission Source	Annual Emissions (in tons)				
	ROG	NO _x	CO	SO _x	PM ₁₀
Stationary Sources	3,051.82	2,001.46	1,416.92	834.53	414.35
Areawide Sources	3,270.75	551.05	7,425.87	8.21	6,443.06
Mobile Sources	9,507.93	15,770.23	83,500.04	750.84	214.62
Natural Sources	28,930.40	1,364.58	10,297.62	0.00	2,025.35
Total	44,760.90	19,687.31	102,640.44	1,593.59	9,097.38

Source: SBAPCD, 2001 Clean Air Plan, Appendix A.

4.2.2 Impact Analysis

a. Methodology and Significance Thresholds. The analysis of the project's air quality impacts follows the guidance provided in the SBAPCD *Scope and Content of Air Quality Sections in Environmental Documents* (January 2002) and the Santa Barbara County *Thresholds of Significance for Air Quality Impacts* (March 2001). Regional pollutant emissions were quantified using the ARB's URBEMIS2001 computer model. Carbon monoxide concentrations at study area intersections operating below LOS D were estimated using the California Line Source Dispersion Model (CALINE4).

A significant adverse air quality impact may occur when a project individually or cumulatively:

- *Interferes with progress towards the attainment of the ozone standard by releasing emissions which equal or exceed the established long term quantitative thresholds for pollutants; or*
- *Causes an exceedance of a state or federal ambient air quality standard for any criteria pollutant (as determined by modeling); or*
- *Is inconsistent with the adopted federal and state air quality plans of Santa Barbara County.*

The following significance thresholds for mobile and operational emissions have been established by the SBAPCD:

- 25 pounds per day of ROC
- 25 pounds per day of NO_x

Impacts relating to carbon monoxide concentrations are considered significant if project-related traffic would create a CO "hot spot" where the California one-hour standard of 20 parts per million (ppm) or the 8-hour standard of 9 ppm is exceeded.

b. Project Impacts and Mitigation Measures.

Impact AQ-1 Increasing the allowable number of non-hotel guests at Doubletree events would result in the emission of air pollutants due to increased traffic to and from the site. However, emissions would not exceed SBAPCD significance thresholds and are therefore considered to have a Class III, *less than significant impact*.

Project-related vehicle emissions were calculated using the URBEMIS 2001 air quality model. The model assumed a buildout year of 2002. Default assumptions were used in the calculations.

Table 4.2-5 summarizes the emissions from vehicular traffic associated with increasing the allowable number of non-hotel guests at Doubletree Resort events to 1,200 persons. This number of guests is assumed to generate up to 700 additional daily vehicle trips as compared to the current 500-person limitation (assuming one trip in and one trip out per day and a vehicle occupancy rate of 2 persons per vehicle— see Section 4.1, *Transportation and Circulation*).



**Table 4.2-5 Increased Daily Emissions Associated
with Proposed Condition Modifications**

Scenario	Increase in Daily ROG Emissions	Increase in Daily NO _x emissions	Estimated Days per Year	Average Daily ROG Emissions	Average Daily NO _x Emissions
Non-Conference Day	0.00	0.00	179	0.00	0.00
1,200-Person Event	15.01	18.13	180	7.40	8.94
Special Event	122.92	148.60	6	2.02	2.44
Average Daily Emissions (averaged over a year)				9.42	11.38

Note: The daily average represents the average over the course of a year. It is calculated by multiplying the increase in daily emissions by the estimated days per year, then dividing by 365.

Tables 4.2-5
and 4.2-6 have
been replaced
with the current
table per
Comment 4A

Emission
estimates
revised per
Comment
4A.

The proposed 1,200-person limitation on non-hotel guests is projected to generate about 15 pounds of ROG per day and 18 pounds of NO_x per day as a result of operational emissions associated with vehicular traffic. These emissions would not exceed the 25 pounds per day SBAPCD thresholds for NO_x or ROG. Therefore, the impact of increasing the allowable number of non-hotel guests at Doubletree events to 1,200 is not considered significant.

Mitigation Measures. Mitigation is not required.

Significance After Mitigation. This impact would be less than significant without mitigation.

Impact AQ-2 Traffic associated with infrequent special events (6 per year) would generate ROG and NO_x emissions exceeding SBAPCD thresholds. However, because of the infrequent nature of these special events, this impact is considered Class III, *less than significant*.

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added per
Comment
4A.

The applicant is requesting a new condition that would allow up to six special events annually during which the non-hotel guest limitations would not apply. Based on the traffic study for the project (see Section 4.1, *Transportation and Circulation*), these special events could generate as many as 5,738 daily vehicle trips.

Vehicle emissions associated with this number of trips were calculated using the URBEMIS 2001 air quality model. The model assumed a buildout year of 2002. Table 4.2-5 summarizes the emissions from vehicular traffic associated with these special events. Default assumptions were used in the calculations.

Traffic associated with special events is projected to result in daily ROG emissions of about 123 pounds and daily NO_x emissions of 149 pounds (see Table 4.2-5). These emissions exceed the 25 pounds per day SBAPCD thresholds for NO_x or ROG. However, these events would occur infrequently (no more than six times per year) and the average daily emissions associated with

implementation of the proposed project are estimated at 9 pounds for ROG and 11 pounds for NOx. These emission estimates are below the APCD's 25 pounds per day thresholds. Therefore, this periodic impact is not considered significant.

Mitigation Measures. The SBAPCD encourages the implementation of standardized mitigation measures to reduce air quality impacts of land development projects. Since the Doubletree Resort is already in operation, many of these measures are not applicable. Others that deal with transportation control measures have already either been accomplished (e.g., pedestrian walkways, provision of mixed uses) or are already applicable to the resort (e.g., encouraging alternative transportation modes for employees). In addition, Mitigation Measures TC-1(c) through TC-1(f) in Section 4.1 would incrementally reduce emissions associated with operation of the Doubletree Resort by reducing overall vehicle trips to and from the site.

Mitigation
added per
Comment
4A.

Significance After Mitigation. Emissions associated with special events would exceed the SBAPCD's 25 pounds per day significance thresholds for ROG and NOx. However, because of the infrequent nature of these events and because average daily emissions would not exceed APCD thresholds, impacts associated with special events are considered less than significant without mitigation. Measures recommended in Section 4.1 would further reduce emissions associated with operation of the Doubletree Resort.

Impact AQ-3 **Project traffic, together with other cumulative traffic associated with foreseeable development, would not result in CO concentrations exceeding state or federal standards. Therefore, the project's potential to generate CO "hotspots" is considered a Class III, less than significant impact.**

Impacts relating to carbon monoxide (CO) emissions are considered significant if the additional CO from a project creates a "hot spot" where the California one-hour standard of 20 parts per million carbon monoxide is exceeded. This typically occurs at severely congested intersections (SBAPCD). According to the SBAPCD, if a project, together with existing traffic and that anticipated from foreseeable future development would not result in traffic congestion worse than a level of service (LOS) D, then CO modeling is normally not required.

Based on the traffic analysis, included in Section 4.1, *Transportation and Circulation*, the project, together with existing and other foreseeable future projects, has the potential to create significant traffic impacts at several intersections within the immediate project vicinity. However, only the Cabrillo Boulevard/U.S. 101 Southbound interchange would operate below LOS D. That stop sign controlled intersection would operate at LOS F during both the weekday P.M. peak hour and Summer Sunday P.M. peak hour scenarios under "Cumulative + Project" conditions.

A CALINE4 analysis was done to estimate CO levels at the Cabrillo Boulevard/U.S. 101 interchange because available screening procedures are not applicable for stop sign controlled intersections. Conservative assumptions regarding emission factors (50 grams/mile) and receptor location (50 feet from the interchange) were used to provide a worst-case scenario.

The results of the CALINE4 modeling analysis are included in Appendix C and show a maximum 1-hour CO concentration of 10.9 ppm. Based on a typical 8-hour persistence factor of 0.7, this would translate to a maximum 8-hour concentration of about 7.6 ppm. By comparison, the State 1-hour and 8-hour CO standards are 20 ppm and 9 ppm, respectively. Therefore, exceedances of adopted CO standards are not anticipated.

Mitigation Measures. Mitigation is not required.

Residual Impacts. No significant air quality impacts associated with CO emissions are anticipated.

Impact AQ-4 The proposed project is consistent with the land use designations in the City of Santa Barbara General Plan and does not exceed the established thresholds of significance. Therefore, the project is considered consistent with the 2001 Clean Air Plan (CAP). This is considered to be a Class III, *less than significant impact*.

The 2001 CAP was based the development anticipated under the general plans of the jurisdictions within the County. The proposed project would not amend the City's General Plan, nor would it allow development beyond what is already anticipated in the General Plan. For this reason, the project is considered consistent with the Clean Air Plan. The project is already subject to local ordinances, including applicable transportation management ordinances. It provides a substantial degree of self-containment and amenities to minimize off-site trips for guests, and is situated to take advantage of amenities associated with the beach without requiring vehicular trips for this purpose. The project is already subject to conditions requiring parking management and contributions toward traffic flow improvements.

Mitigation Measures. No mitigation is required.

Residual Impacts. Impacts would be less than significant.

c. Cumulative Impacts. In Santa Barbara County, the SBAPCD has established impact thresholds to assess a project's effect on the regional air quality. A project that does not exceed SBAPCD thresholds and is consistent with the 2001 Clean Air Plan is considered to have a less than significant cumulative impact on the airshed. Since the proposed project does not exceed SBAPCD thresholds and is considered to be consistent with long-term regional air quality planning efforts, the project is not expected to contribute to any significant cumulative impact to local or regional air quality. Although emissions associated with special events could exceed SBAPCD daily thresholds, these events are uncommon, and not a substantial contribution to the long-term air quality of the region.



5.0 GROWTH INDUCEMENT

The *State CEQA Guidelines* require a discussion of a proposed project's potential to foster economic or population growth, including ways in which a project could remove an obstacle to population growth. Growth does not necessarily create significant physical changes to the environment. However, depending upon the type, magnitude, and location of growth, it can result in significant adverse environmental effects.

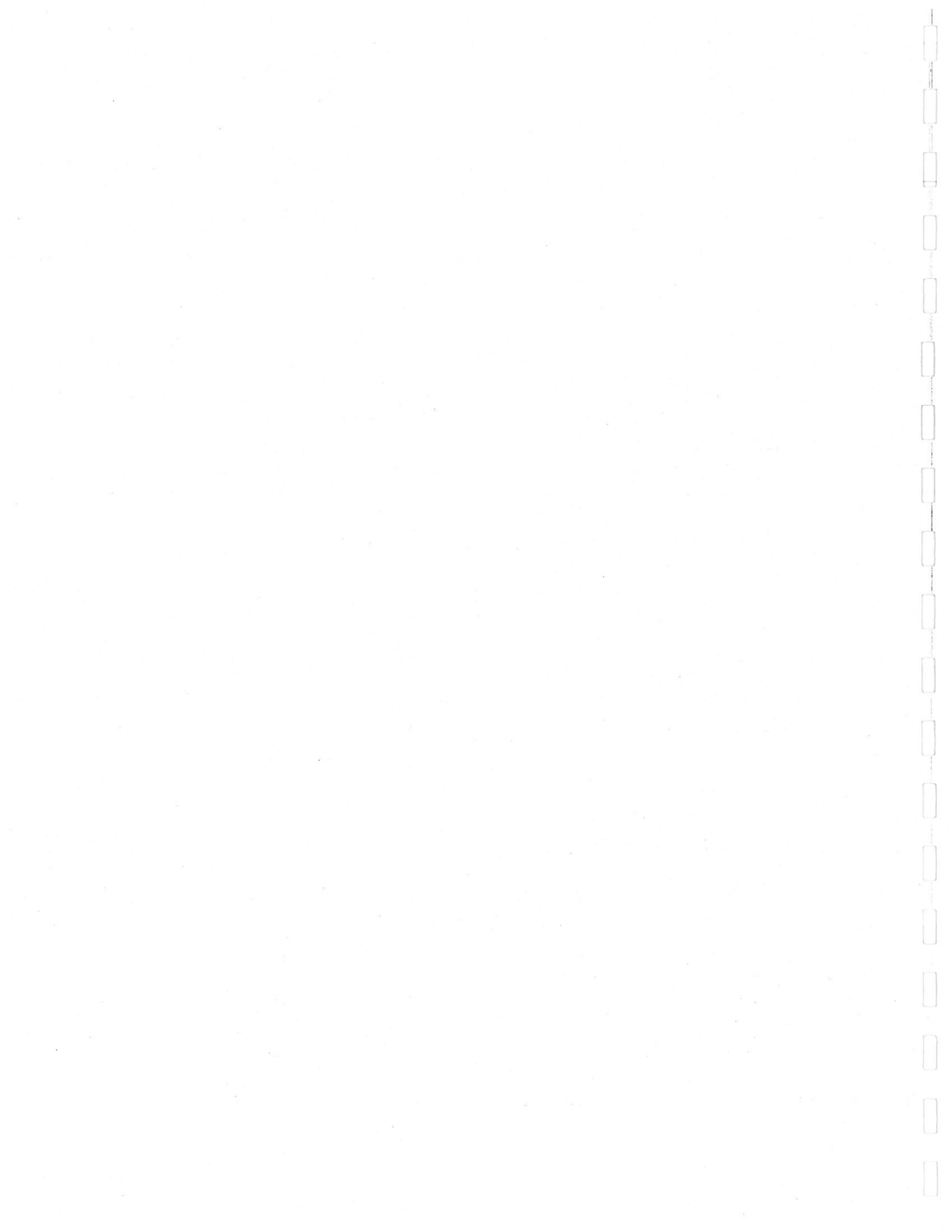
Approval of this request by the City might have a growth-inducing effect because of several factors. Intensified use of the conference center could potentially lead to higher occupancy of nearby hotels and increased patronage of nearby restaurants, bars, and other visitor-serving retail uses and attractions. Hotel occupancy in the Waterfront area generally exceeds 90% during the summer; therefore, the impact would be limited during the peak period. However, the ability to have more conference facility users during the low season (October through March) could provide an economic stimulus to existing hotels, restaurants, and other businesses in the area.

This proposal may encourage other visitor-serving projects. These projects are all subject to the City's Local Coastal Program, however, which has anticipated and encourages more intensive visitor-serving uses in the Waterfront area.

Growth inducement could also result from mitigation measures presented with this project -- especially the road or intersection improvements described in Section 4.1, *Transportation and Circulation*. The City has already given substantial consideration and analysis to these proposals, since all are currently planned or programmed for implementation within the near future. Taken together, they will substantially improve traffic circulation within the Waterfront area. The proposed Waterfront Hotel is anticipated to contribute to some of these improvements (e.g., Cabrillo and 101 signalization).

To the degree that completion of proposed traffic improvements is essential to the effective flow of cumulative traffic volumes, it would appear that they are "growth inducing." However, the City has made a determination that these improvements are consistent with its General Plan, as well as the Local Coastal Program. Therefore, the growth inducing effects of intensified use of the Doubletree Resort are not considered significant environmental impacts.





6.0 ALTERNATIVES

As required by Section 15126.6 of the *State CEQA Guidelines*, this EIR examines a range of reasonable alternatives to the proposed project that could feasibly achieve similar objectives. The discussion focuses on alternatives that may be able to reduce several of the adverse impacts associated with the proposed project. These are summarized below, and subsequently discussed in greater detail within the impact analysis for each alternative:

- Alternative 1: No Project
- Alternative 2: No Peak Hour Starts or Stops
- Alternative 3: Reduced Limitation on Non-Hotel Guests

6.1 ALTERNATIVE 1: No Project

6.1.1 Description

This option assumes no changes in the operational conditions that currently apply to the Doubletree Resort. This alternative would not generate any additional traffic and therefore would result in no change from current conditions.

6.1.2 Impact Analysis

a. **Transportation and Circulation.** This alternative would not generate any additional traffic and therefore would have no effect on the local circulation system.

b. **Air Quality.** This alternative would not generate any additional traffic and therefore would not result in any increase in air pollutant emissions.

6.2 ALTERNATIVE 2: No Peak Hour Starts or Stops

6.2.1 Description

This alternative would allow all of the proposed changes except that events would not be permitted to start or end within the P.M. peak hour. As with the proposed project, this alternative would result in up to 1,200 new daily trips; however, these trips would not occur during the P.M. peak hour period. This alternative would include the same parking provisions as the proposed project.

6.2.2 Impact Analysis

a. **Transportation and Circulation.** This alternative would allow all of the proposed operational/conditions changes, except that no events of any kind in the conference facility could begin or end during the peak P.M. travel period. Consequently, although overall trip generation associated with this alternative would be the same as for the proposed project, the additional traffic generally would not contribute to congestion during the peak afternoon traffic period. Because the City's significance thresholds for traffic impacts relate to peak hour

congestion, the impact at key study area intersections would be less than under the proposed project. Significant impacts under adopted City significance criteria would not be expected under this alternative.

b. Air Quality. This alternative estimates the same number of trips generated as the proposed project (600 additional trips); therefore, daily air pollutant emissions associated with this alternative would be about the same as for the proposed project. The impact to peak hour CO concentrations at study area intersections would be lower under this alternative since project-generated traffic would generally occur during off – peak periods. Therefore, although the proposed project would not have any significant impacts relating to CO, this alternative’s impact would be incrementally lower.

6.3 ALTERNATIVE 3: Reduced Limitation on Non-Hotel Guests

6.3.1 Description

Under this scenario, events of a size which would reduce P.M. peak hour trips to a level that would avoid some or most of the impacts at the study area intersections would be permitted. Based on the traffic analysis for the project, a range of reductions in the limitation on non-hotel guests at resort events would avoid project and/or cumulative + project impacts at one or more intersections. The range of reductions considered as part of this alternative are from 10% (which would reduce non-hotel guests to a maximum of 1,020) to 58% (which would reduce non-hotel guests to a maximum of 504).

It should be noted that the 1,200 person events would need to be reduced by 97% to avoid significant impacts at all study area locations. Events with 40 persons would result in about 1 P.M. peak hour trip being added to the Cabrillo Boulevard/Highway 101 Southbound Ramps intersection and less than 5 P.M. peak hour trip being added to the Garden Street/Highway 101 Northbound Ramps intersection. However, because a reduction of this magnitude would in effect eliminate events of any magnitude, such a reduction is not consistent with the objective of the applicant to increase the allowable number of non-hotel guests at resort events.

6.3.2 Impact Analysis

a. Transportation and Circulation. From 10% to 58% fewer peak hour trips would be generated by this alternative; therefore, overall impacts to the area circulation system would be lower under any of the scenarios considered as part of this alternative. The reduction in impacts associated with a 10%, 15%, and 58% reduction at significantly affected study area intersections are discussed below.

Existing + Project Conditions:

U.S. 101 Northbound Ramps/Garden Street (weekday): To avoid the significant project impact at this intersection, the total amount of project-added P.M. traffic would need to be reduced by 15%, or 68 peak hour trips. With such a reduction, the V/C ratio would remain below City significance threshold (0.77). This would require a 1,020-guest limit on non-hotel guests.



Milpas Street/Calle Puerto Vallarta (summer Sunday): In order to achieve LOS C (V/C of 0.77) at this intersection, the total project-added traffic would need to be reduced by 10%, or 45 peak hour trips. This would require a 1,080-guest limit on non-hotel guests.

Cumulative + Project Conditions

Milpas Street/Calle Puerto Vallarta intersection (summer Sunday): The cumulative impact identified at this intersection could be avoided by reducing the P.M. peak hour traffic by at least 58%, or 260 peak hour trips. This would require a 504-guest limit on non-hotel guests.

Under any of the scenarios described as part of this alternative (non-hotel guest limits of 504, 1,020, and 1,080), the V/C ratio would continue to exceed the City significance threshold of 0.77 under cumulative conditions at the following intersections:

- Cabrillo Boulevard/U.S. 101 NB (weekday)
- Garden Street/Gutierrez Street (weekday)
- Garden Street/U.S. 101 NB (weekday)
- Cabrillo Boulevard/U.S. 101 SB (Summer Sunday)
- Cabrillo Boulevard/State Street (Summer Sunday)

CMP Impacts to U.S. 101

U.S. Highway 101: The CMP Analysis indicated that the project would add 76 trips to the impacted sections of U.S. 101, thus exceeding the CMP criteria of 50 trips. A reduced size project with a 800 non-guests (34% reduction) would reduce the project's impact on the freeway to a level of insignificance.

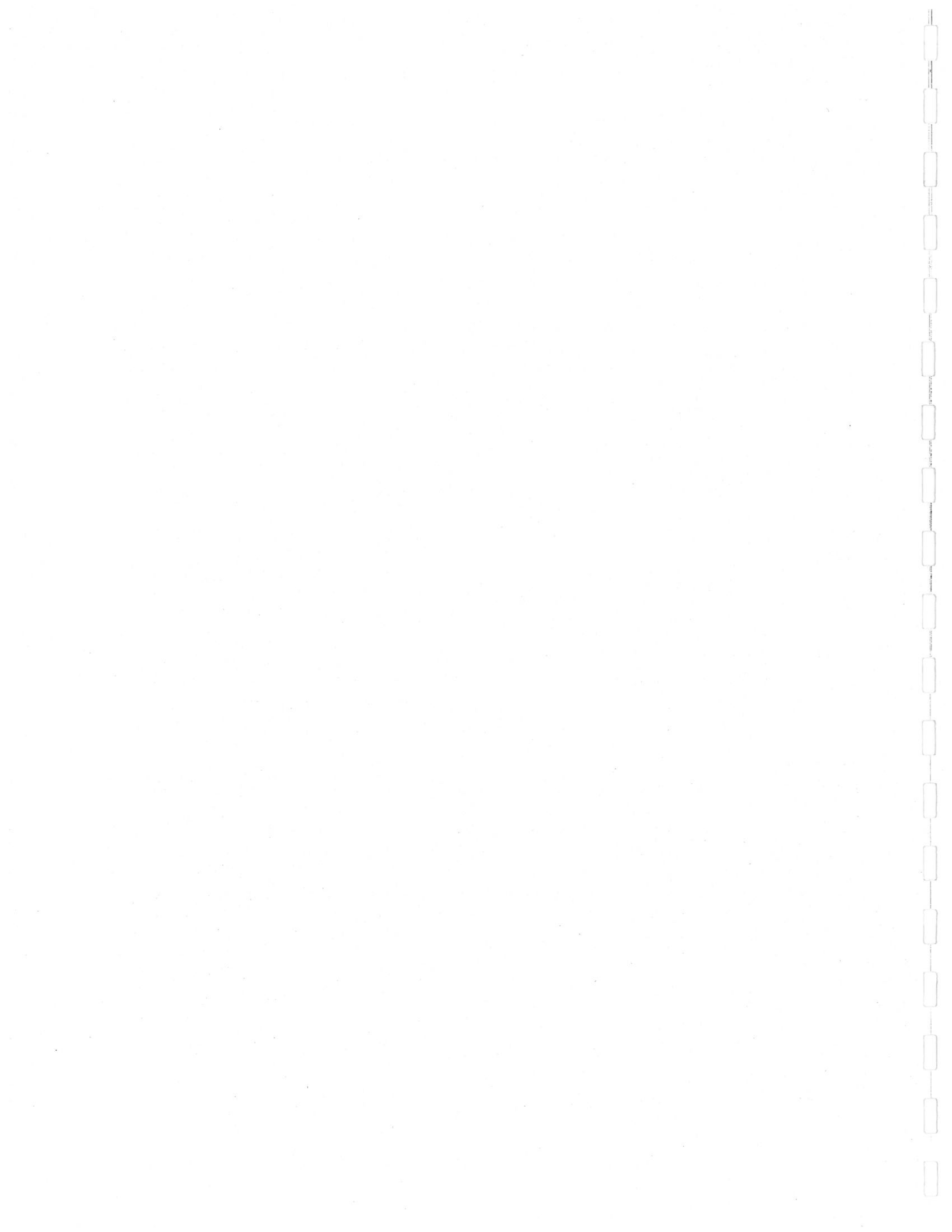
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b. Air Quality. Under this alternative, emissions generated by vehicles to and from an event would be from 10% to 58% less than under the proposed project. Although the proposed project's impact to local and regional air quality is not considered significant, this alternative would have less impact to air quality.

6.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

As required by CEQA, this section identifies the environmentally superior alternative. The No Project alternative could be considered the environmentally superior alternative overall since it would have no impact upon traffic, parking, or air quality. Among the remaining alternatives, Alternative 2 is considered environmentally superior since it would avoid all of the significant traffic impacts of the proposed project. Alternative 3 would result in fewer traffic and air quality impacts than the proposed project, but would not eliminate all of the significant traffic impacts associated with the project.





7.0 REFERENCES and PREPARERS

7.1 REFERENCES

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Appendix A

Initial Study/Environmental Checklist

CITY OF SANTA BARBARA
COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION

INITIAL STUDY/ENVIRONMENTAL CHECKLIST MST95-00500

633 CABRILLO BOULEVARD, FESS PARKER'S DOUBLETREE RESORT

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. An Environmental Impact Report (Supplemental EIR #95121040) was previously prepared to evaluate a similar proposal in July 1996, and was certified in November 1996. In accordance with CEQA tiering provisions, this Initial Study is intended to identify whether the prior EIR analysis is adequate for the current project or whether additional analysis is required under CEQA Guidelines Section 15162.

PROJECT DESCRIPTION (See Site Plan, Exhibit 1, and Vicinity Map, Exhibit 2)

The Fess Parker's Doubletree Resort (formerly Fess Parker's Red Lion Resort) is a 360 room hotel with related uses including restaurants, bar and conference facility with 930 parking spaces that was approved by the Planning Commission and City Council in 1981 as part of the Park Plaza Specific Plan (Exhibit 3). The project has been in full operation since March 1987. There were several conditions imposed on the use and capacity of the conference facility by the Development Plan and Parking Modification approvals (Conditions of Approval are in Exhibits 4 and 5, respectively). The applicant is requesting changes to these conditions. However, there will be no physical changes to the existing development as a result of the proposed changes to Development Plan (DP) and Modification (MOD) conditions. The relevant conditions and proposed changes are outlined in the table below.

It should be noted that prior to the current project application (Letter from Applicant, Exhibit 6), an application was submitted in December 1995 for what was then the Red Lion Resort, requesting almost identical changes to those now being proposed. The slight differences between the current and former requests are identified in italics and in bold in the right hand column of the table below. The proposed Final SEIR (#95121040) (Exhibit 7) for the original application was prepared in July 1996 for Air Quality and Traffic Circulation, Parking and Internal Circulation. Staff recommended approval of the project, however the applicant withdrew the request and the project was not approved. The Final SEIR was certified subsequently in November 1996 as part of the Planning Commission's consideration of a proposed redesign of the nearby Waterfront Hotel (see PLANS AND POLICY DISCUSSION starting on page 4 and Section 11. TRANSPORTATION/CIRCULATION for further discussion of the Waterfront Hotel).

Additionally, the applicant is requesting a change in the water use threshold established in the Park Plaza Specific Plan (approved in 1981, amended in 1984), of which the Doubletree Resort is a part. Despite the incorporation of water saving measures and conservation fixtures, such as low flush toilets and automatic sink water faucets among others, the water usage at the Doubletree Resort continues to exceed the threshold, which is no longer considered realistic. Further information regarding water usage is provided in this document in Section 9. PUBLIC SERVICES. The requested change is also outlined in the table below.

EXISTING CONDITIONS	PROPOSED CONDITIONS
<p>Conference Center Capacity Limitations <u>DP Cond 3</u> - "... The conference center capacity shall not exceed 1,000 persons at any time." <u>MOD Cond 3</u> - "The conference center capacity shall not exceed 1,000 persons at any time."</p>	<p>These conditions would be eliminated so that there would be no overall limitation on maximum capacity other than that provided by the Fire Code.</p>
<p>Limitations on Non-Hotel Guests Using the Conference Center <u>DP Cond 6 & MOD Cond 7</u> - "No more than 500 persons not residing at the Hotel shall be permitted to attend Hotel conferences."</p>	<p>This limitation would be increased to 1,200 non-hotel guests <i>traveling in private vehicles</i>. <i>There would be no limitation for non-hotel guests traveling by bus</i>. When combined with no overall capacity limitation, the total usage of the conference center could exceed 1800 persons, assuming that the majority of the hotel guests are also attending a conference in the hotel. A table showing Fire Code occupancy limitations is included as Exhibit 8.</p>
<p>Start and End Times for Conference Center Activities <u>DP & MOD Cond 4</u> - "The conference center shall be closed to non-hotel guests on summer Sunday afternoons (June-September) and any other day when the peak hour trips exceed 360. The determination of when these alternate closure times would occur is subject to the determination of the Director of Public Works based upon monitoring by the Transportation Staff." <u>DP & MOD Cond 5</u> - "Hotel and conference center activities shall be scheduled for arrival and departure times at off-peak hours. Activities shall be scheduled so that arrival and departure times do not coincide with arrival and departure times of other activities." The Development Plan Condition includes an additional sentence: "Peak hours shall be specified by the Director of Public Works." <i>These "peak hours" have been set at 4:00 pm to 6:00 pm on weekdays and 1:00 pm to 4:00 pm on weekends.</i></p>	<p>These conditions would be deleted.</p>
<p>Special Events There are presently no conditions that allow special events that exceed the Conference Center capacity limitations.</p>	<p><u>DP Cond 16 (New) & MOD Cond 10 (New)</u> - The Hotel may hold six special events annually which exceed the non-hotel guest (or local) limitations. Four of these special events may be held only with the approval of the City's Community Development Director. Not less than 90 days prior to the event, the Hotel shall submit a parking plan to the City describing the manner in which the vehicles of persons attending the event can be parked without adversely impacting the area. The City shall act upon the request within 30 days of receipt. Up to two of the six special events may be held during other community events based in the Waterfront Area with no parking plan required.</p>
<p>Van and Shuttle Service Requirements <u>MOD Cond 9B</u> - "A shuttle service to the airport, train depot, bus depot, and other hotels shall be provided." <u>DP Cond 15 III B</u> - "A minimum of six hotel vans will be provided to transport individual guests or small groups of guests, conference participants, and employees between the hotel and the airport, train station, bus depot, other</p>	<p>The Development Plan condition would be revised to require van and shuttle services to be provided based on need. Most of the time, no more than two vans are required to meet the needs of the hotel. Additional vans or other equivalent services would be leased by the hotel on an as-needed basis. <i>Shuttle service would no longer be required between the Hotel and other hotels and points of</i></p>

EXISTING CONDITIONS	PROPOSED CONDITIONS
hotels, and local points of interest."	<i>interest.</i>
<p>Bicycle Parking Requirements MOD Cond 9.C - "One (1) bicycle parking space for every seven (7) automobile spaces shall be provided. In addition, lockable employee bicycle parking spaces shall be provided within an enclosed, covered area. All bicycle rack areas shall be located in an area within direct view of security personnel." Development Plan Condition 15 IV A and B - "Utilization of bicycles will be encouraged through the following measures: "A. One bicycle parking space for every seven automobile parking spaces will be provided. ... "B. Fifty of the provided lockable employee bicycle parking spaces will be provided within an enclosed, covered area."</p>	<p>The number of required bicycle spaces would be reduced from 133 ($930 \div 7$) to 50, including the 25 employee spaces discussed below. This requires a modification of the parking requirements.</p> <p>The number of required employee bicycle spaces would be reduced from 50 to 25, with a provision that requires that additional spaces be added if the number of employees riding bicycles increases. The bicycle parking spaces are located in a covered and partially enclosed structure, which is also used for hotel equipment storage. Upon removal of the 25 parking spaces, this area would be used for additional storage.</p>

EXISTING CONDITIONS	PROPOSED CONDITIONS
<p>Water Conservation Threshold Specific Plan No. 1 Park Plaza, Condition F.1.a. "... Development of parcels A, B and C shall be limited to a maximum water consumption of public potable water of two and four-tenths (2.4) acre feet per year per acre..."</p>	<p><i>This condition would be eliminated so that there would be no overall limitation on water usage by Parcels A, B, and C, which includes the Doubletree Resort.</i></p>

APPLICANT/PROPERTY OWNER NAME AND ADDRESS

Applicant's Agent:

Property Owner:

Steve Amerikaner
Hatch and Parent
21 E. Carrillo Street
Santa Barbara, CA 93101

Park Plaza and Red Lion California Partnership, Ltd.
633 E. Cabrillo Boulevard
Santa Barbara, CA 93103

PROJECT ADDRESS/LOCATION (See Vicinity Map, Exhibit 2)

Fess Parker's Doubletree Resort, 633 E. Cabrillo Boulevard, Santa Barbara

ENVIRONMENTAL SETTING

The Doubletree Resort is located in the Waterfront Area of Santa Barbara. This site is between Cabrillo Boulevard and the railroad tracks, between Calle Puerto Vallarta and Calle Cesar Chavez. The Waterfront Area is highly used by both residents and tourists, due to the large number of recreational opportunities (public beaches and parks) and the visitor-serving uses, including hotels and restaurants located along Cabrillo Boulevard.

PROPERTY CHARACTERISTICS

Assessor's Parcel Number:	17-010-41	General Plan Designation:	Hotel and Related Commerce I
Zoning:	HRC-1, S-D-3: Hotel and Related Commerce 1, Coastal Overlay Zone	Parcel Size:	23.35 ac.
Existing Land Use:	Hotel/Conference Facility	Proposed Land Use:	Hotel/Conference Facility
Slope:	Essentially flat		
Surrounding Land Uses:			
North:	Railroad tracks, Industrial storage, Batting cages		
South:	Cabrillo Blvd., Chase Palm Park		
East:	Calle Puerto Vallarta, Milpas Street, Tri-County Produce, Cabrillo Ballfield		
West:	Calle Cesar Chavez, Vacant land (approved 150 room hotel) and 10 acre park		

PLANS AND POLICY DISCUSSION

The hotel and conference facility are permitted uses under the Zoning Ordinance, Local Coastal Plan (LCP) and the General Plan. In approving the Coastal Development Permit and the Development Plan, it is necessary to make a finding of consistency with the LCP and General Plan policies. The LCP includes several policies that relate to this site specifically and in general. These policies are discussed below:

Policy 4.2 of the LCP states:

"New visitor-serving development permitted pursuant to Policy 4.1 [which establishes the HRC-I and II land use designations] shall be:

- (1) Reviewed by the Architectural Board of Review or the Historic Landmarks Commission for compatible architectural design;*
- (2) Be consistent with the adopted LCP Visual Quality Policies;*
- (3) Provide to the maximum extent feasible, public view corridors, open spaces, and pedestrian (and/or bicycle) walkways and facilities;*
- (4) Provide adequate off-street parking to serve the needs generated by the development; and*
- (5) Provide measures to mitigate circulation impacts associated with the project, including but not limited to coordination with the Redevelopment Agency's Transportation Plans for the area, provision of in-lieu fees, provision of bicycle facilities, or other appropriate means of mitigation."*

Because there are no physical changes proposed as part of the project, the project is potentially consistent with parts (1), (2), (3), and (4) of this policy. However, it is unclear at this point whether the project will result in circulation impacts in the area. The EIR will re-evaluate traffic and circulation impacts. The project appears to be potentially inconsistent with part (5) of this policy.

Policy 4.6 of the LCP states:

"The "Southern Pacific Property" (that area roughly bounded by Milpas Street and Punta Gorda Street on the east, Cabrillo Boulevard on the south, the City parcel located at the approximate extension of Garden Street on the west, and the existing Southern Pacific Railroad right-of-way on the north) shall be designated for a mixture of visitor-serving uses and recreational opportunities and planned as an integral unit in order to minimize potential circulation, visual, and other environmental impacts."

The Park Plaza Specific Plan has been prepared for this parcel and adjacent parcels to the west. The Park Plaza Specific Plan includes requirements for visual open space in front of the Red Lion Resort, now referred to as the Doubletree Resort, as well as additional park space on the parcels to the east. The Plan also calls for the construction of a 150-room luxury hotel across Calle Cesar Chavez from the Doubletree Resort, referred to as the Waterfront Hotel. Because the Specific Plan covers the issues outlined in this policy, the project appears to be potentially consistent with the policy. Additional discussion of project consistency with the Specific Plan is included below.

Policy 11.5 of the LCP states:

"All new development in the waterfront area, excepting Stearns Wharf, shall provide adequate off-street parking to fully meet their peak needs. Parking needs for individual developments shall be evaluated on a site-specific basis and at a minimum be consistent with City Ordinance requirements."

As indicated in the Environmental Checklist in Section 11. TRANSPORTATION/CIRCULATION, there is not expected to be a significant parking impact as a result of the project changes. Therefore, the project is potentially consistent with Policy 11.5 of the LCP.

Policy 11.2 of the LCP states:

"Until the crosstown freeway corridor is improved, the City shall limit development to that which can be accommodated by a modified local street network and which will provide adequate levels of service and access to the Waterfront. The modifications to local streets shall be those which are related to existing or future potential circulation impacts."

Policy 12.1 of the LCP states:

"During the period preceding the completion of the improvements to the signalized section of U.S. 101, the City shall use a refined version of the "Decision Matrix-Diverted Traffic" (Table 4.2) to allocate "deficiency points" and shall not approve developments during this period which cumulatively would total greater than 100 points (Policy 11.2). The priority of developments which can be approved during this period shall be consistent with the priorities of Section 30254 of the Coastal Act."

The Crosstown Freeway has been completed; however, it is apparent that all of the circulation problems in this area have not been resolved. Because the LCP does not speak to how traffic and circulation impacts are dealt with after completion of the Crosstown Freeway, the appropriate policies are found in the Circulation Element of the General Plan. Acceptable Levels of Service (LOS) for intersections are LOS C. Some intersections in this area exceed LOS C (See Section 11. TRANSPORTATION/CIRCULATION for more detail). Depending upon the findings of the EIR, the project may be potentially inconsistent with the Circulation Element.

The Park Plaza Specific Plan discussed above was originally adopted in 1981 and was amended in 1994. There are three main parcels included in the Specific Plan. The Doubletree is on Parcel A, which allows the development of a hotel and conference center and related facilities. There are no specific limitations on the capacity of the conference center included in the Specific Plan. However, for Parcel A, the following Traffic and Circulation standard was included:

"During the period that the City of Santa Barbara utilizes the 100 point "deficiency points" system (Policy 11.2

and 12.1 of the adopted Local Coastal Plan) as one of the criteria in the evaluation of proposed developments within the Waterfront Area, the City shall not permit development within Parcel A of Specific Plan 1 that will generate traffic that exceeds a cumulative total of 20 deficiency points or 360 p.m. peak hour trips (in plus out) as determined by the Department of Public Works."

As discussed above, this deficiency point system is no longer in use; therefore, the project would be potentially consistent with this requirement. The Specific Plan goes on to discuss parking, as follows:

"Developer shall provide parking in accordance with the minimum City ordinance requirements. However, parking needs for individual development may be evaluated on a site/use-specific basis. Parking shall be provided to meet peak parking needs as justified through written evaluation by the applicant and reviewed by the Transportation and Parking Manager and/or Planning Commission. New development may, based upon site/use-specific considerations, be required to provide parking in excess of the minimum ordinance requirements. In the case that parking needs are determined to be less than minimum ordinance requirements, the Planning Commission may approve a Modification Application."

A Parking Modification was approved for the project in 1981. It included conditions, as discussed in the Project Description above, that limit the capacity of the Conference Center. The applicant is proposing to change this limitation. As discussed in Transportation/Circulation below, it appears that there would be adequate parking for the proposed change to the project; therefore, the project would be potentially consistent with this provision of the Specific Plan.

Finally, it should be noted that Charter Section 1508 and Municipal Code Section 28.87.300 prohibit approval of certain non-residential projects that result in Class I (significant and unavoidable) impacts on traffic. In addition, in order to approve the project under this Section, it is necessary to find that "resources are available and traffic improvements will be in place at the time of project occupancy." However, this project qualifies as a "Revision to an Approved Project" which does not result in an increase in square footage and, therefore, a statement of overriding considerations for traffic impacts and the timing of improvements can be made. If the project's traffic impacts are not mitigated, it may be potentially inconsistent with these requirements unless it is determined that there are overriding considerations that make the impacts acceptable, and justify approval of the project.

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:

Known Significant: Known significant 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 which need further review to determine significance level.

Mitigated: Potentially significant impacts which can be mitigated to less than significant levels.

Not Significant: Impacts which are not considered significant or no impact.

At the end of each issue area table, a discussion of your conclusion and/or any mitigation measures should be provided.

1. AESTHETICS.		NO	YES
Could the project:			Level of Significance
a)	Affect a public scenic vista or designated scenic highway or highway/roadway eligible for designation as a scenic highway?	X	
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?	X	
c)	Create light or glare?	X	

Discussion/Mitigation: No physical changes are proposed; therefore, there would be no visual impacts as a result of the proposed project.

2. AIR QUALITY.		NO	YES
Could the project:			Level of Significance
a)	Violate any air quality standard or contribute to an existing or projected air quality violation?		Potentially Significant
b)	Expose sensitive receptors to pollutants?	X	
c)	Create objectionable odors?	X	
Is the project consistent with the County of Santa Barbara Air Quality Attainment Plan? Yes			

Discussion/Mitigation: The Final Supplemental Environmental Impact Report (SEIR) certified in November 1996 for a nearly identical project at the Red Lion Resort (now Doubletree Resort) analyzed project specific impacts to air quality using URBEMIS5 model estimates of emissions associated with increases in daily traffic trips. Air quality impacts from "special events" were found to be significant and unavoidable, given the long-term, episodic emissions resulting from the increase in vehicle exhaust. An updated model, URBEMIS7G, has since become the standard in assessing air quality impacts. Use of this new model may result in changes in project impacts that might identify air quality impacts as greater than those originally estimated. Also, as noted in Section 11. TRANSPORTATION/CIRCULATION, there have been changes in traffic since completion of the SEIR, which may result in consequent changes to air quality impacts. As a result, the air quality analysis will be re-evaluated using the new methodology. Therefore, project specific impacts to air quality may be potentially significant.

With regard to cumulative air quality impacts, the Santa Barbara Air Pollution Control District's Clean Air Plan (CAP) of 1999 is based on growth forecasts for the South Coast, including growth anticipated in the City's General Plan. No General Plan amendment is being requested as part of this project. As such, the project is considered to be consistent with the 1999 CAP. Therefore, no cumulative air quality impacts are expected.

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

Discussion/Mitigation: Because there would be no physical changes as a result of the project, there would be no impacts on biological resources.

4. CULTURAL RESOURCES.		NO	YES
Could the project:			Level of Significance
a)	Disturb archaeological resources?	X	
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	

Discussion/Mitigation: Because there would be no physical changes as a result of the project, there would be no potential for impacts on cultural resources.

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

Discussion/Mitigation: Because there would be no physical changes as a result of the project, there would be no potential for geophysical impacts.

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

Discussion/Mitigation: No significant changes in the risk of upset or exposure to hazardous materials are expected as a result of this project.

7. NOISE.	NO	YES
		Level of Significance
Could the project result in:		
a) Increases in existing noise levels?		Not Significant
b) Exposure of people to severe noise levels?		Not Significant

Discussion/Mitigation: While increasing usage of the conference facilities would result in an incremental increase in noise due to traffic, the increase would be minimal. No significant impacts are expected to occur.

8. POPULATION AND HOUSING.	NO	YES
		Level of Significance
Could the project:		
a) Induce substantial growth in an area either directly or indirectly (e.g. through projects in an undeveloped area or extension of major infrastructure)?		Not Significant
b) Displace existing housing, especially affordable housing?	X	

Discussion/Mitigation: It is expected that existing employees would be able to handle any increase in the number of conference center users. If additional employees were added, the increase would be minimal, the employees would be in the lower income categories and would come from within the South Coast area. These assumptions are based on past practices and in consideration of housing costs. No new management positions would be created as a result of the project. Therefore, demand for additional housing would not be 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?	X	
b) Police protection?	X	
c) Schools?	X	
d) Maintenance of public facilities, including roads?	X	
e) Other governmental services?	X	
f) Electrical power or natural gas?	X	
g) Water treatment or distribution facilities?	X	
h) Sewer or septic tanks?	X	
i) Water distribution/demand?		Not Significant
j) Solid waste disposal?	X	

Discussion/Mitigation: 9.a - h and j. While increasing usage of the conference facilities would result in an increased demand on public services, the increase would be minimal. No significant impacts are expected to occur.

9.i. The water threshold set out for the Park Plaza Specific Plan (of which this project is a part) is 2.4 acre fee per year (AFY)/acre of potable water. Reclaimed water use is not assessed as part of this threshold. In 1998, the City installed a new water meter for the hotel that increased the accuracy of potable water use measurements, often indicating greater water usage. Water usage data for the calendar year 2000 indicates that the Doubletree Resort utilized 73.4 acre feet per year of potable water, or 3.14 acre feet per year/acre (assuming 23.35 acres). This exceeds the threshold set for the entire Specific Plan area, the Doubletree being one of three sites included in this allotment. In 1999, the potable water use totaled 42 acre feet per year, or roughly 1.79 acre feet per year/acre. The reason for this substantial difference in usage from 1999 to 2000 is not clear, and there have been no significant fluctuations in guest occupancy or other facility changes and operations to account for the recent increase in water use. Based on monthly potable water use records to date from the Doubletree, it appears that the water usage for calendar year 2001 may be somewhat less than that for 2000.

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 maximum amount of water the system would actually have to supply over the long term, including the safety margin, is 18,200 AFY. For the calendar year 2000, the demand as measured by the system production was 14,227 Acre Feet (AF). An additional 739 AF of non potable (recycled) water was used in 2000.

The Doubletree Resort management has requested that the potable water allotment for the Doubletree Resort be increased to 3.2 acre feet per year/acre, or 74.72 acre feet per year. This amount assumes an annual average 75 percent hotel occupancy. Given the amount of water produced by the City, as noted above, this increase would not significantly impact the City's water supply. Moreover, while an incremental rise in water usage could be expected with the approval of the remainder of the proposed condition amendments, the resulting increase in usage is expected to be minor, and able to be accommodated by the City.

The increase to 3.2 acre feet per year/acre, or 74.72 acre feet per year, for the Doubletree Resort does not account for water usage of the other two parcels included in the Park Plaza Specific Plan. Therefore, total water usage by all of the sites in the Park Plaza Specific Plan would be greater. Even if the other two sites, the Waterfront Hotel and the Chase Palm Park Expansion, each used the same amount of water as that being requested by the Doubletree Resort, a total of 224.16 acre feet per year could still be accommodated by the City. Therefore, the Doubletree Resort project is not expected to result in significant impacts to water supply. Given these anticipated water use and supply outcomes, the City has recommended that the 2.4 acre feet per acre/year allotment identified in the Park Plaza Specific Plan be eliminated entirely.

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

Discussion/Mitigation: While increasing usage of the conference facilities could result in an increased demand on parks and recreational facilities, the increase would be minimal from an environmental standpoint. No significant impacts are expected to occur.

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

Discussion/Mitigation: The proposed Final Supplemental Environmental Impact Report (SEIR) certified November 1996 for a very similar project at the Red Lion Resort (now Doubletree Resort) analyzed impacts to parking and project-specific and cumulative traffic. The results of that analysis are summarized below.

Traffic: The SEIR found that there would be significant cumulative impacts to intersections in the project area, which could be fully mitigated by conducting street and intersection improvements, resulting in no residual impacts. For the proposal to allow up to six "special events" per year, impacts were considered less than significant, since the City's traffic thresholds do not apply to such episodic events.

Since the SEIR was prepared, however, there have been changes in circumstances relating to traffic, which could change the project's impacts. The existing baseline traffic volumes, against which the project's impacts are assessed, have changed over the last several years. There have also been some alterations to roadway facilities in the project area. Lastly, there have been changes in the cumulative project scenario. Therefore, additional traffic analysis is necessary.

There are some intersections in the Doubletree Resort area that exceed or approach impacted levels of service during peak morning and afternoon commute hours and Sunday afternoons. That is, they are approaching or exceeding 0.77 volume to capacity ratio, and LOS D. The City's threshold of significance for cumulative traffic identifies any traffic contribution to an intersection already impacted or impacted with cumulative traffic as a significant impact. Intersections in the project vicinity that need to be analyzed due to their levels of service and/or proximity to the Doubletree Resort include:

- Milpas/Cabrillo
- Milpas/101 Northbound
- Milpas/101 Southbound offramp
- Highway 101/Cabrillo/Hot Springs
- Garden/101 Southbound
- Garden/101 Northbound
- Milpas/Calle Puerto Vallarta
- Milpas/Indio Muerto/101 Southbound onramp
- Cabrillo/State

The project has the potential to result in significant cumulative traffic impacts, given the

existing or expected levels of service of area intersections.

Parking: The SEIR found significant environmental impacts to parking during peak parking demand periods. The assumption for the peak parking demand period is that there would be 1,200 non-hotel guests attending conferences (600 spaces), along with the base demand of 400 spaces for the 360-room hotel. The hotel's parking lot has 880 spaces. This assumes the assignment of 100 spaces from the Doubletree Resort to the adjacent Waterfront Hotel. An agreement between the Waterfront and Doubletree Hotels reserves 50 of the 100 spaces for the exclusive use of the new hotel (Waterfront). An additional 50 spaces controlled by the Waterfront Hotel can be used by the Doubletree if 30 days advance notice is provided of an upcoming need by the Doubletree and the new hotel does not have a conflicting event scheduled which requires the use of those spaces. Therefore, the Doubletree parking capacity can be expanded from 880 to 930, with 50 spaces requested through advance notice to the Waterfront Hotel from its allocation. Pursuant to the SEIR, a parking deficit of 70-120 spaces would remain during peak parking demand periods. However, the following measures involving scheduling coordination and redesign of parking facilities would mitigate the potentially significant impacts.

P-1. Coordinate Scheduling: The Doubletree shall avoid coincidental scheduling of major conferences and special events by coordinating its scheduling with the Waterfront Hotel.

P-2. Maximize Parking Spaces from Redesign for Driveway Relocation on Calle Cesar Chavez: Doubletree parking capacity shall not be further reduced by the design for the driveway relocation at the west end of the site.

P-3. Maximize Parking from Existing Lot Capacity/Expand Valet Parking: The existing parking lot accommodates only another 50 cars through valet parking, and has no spaces set aside for compact cars. This capacity shall be further expanded through redesign of the parking lot.

The hotel parking lot could not accommodate the estimated demand for 1,436 parking spaces during the "special events," and it is assumed that a remote parking lot with shuttle service would be required. Because four of the six annual "special events" would require a parking plan approved by the City, parking impacts for those events could be managed by the parking plan. However, the application request includes a provision that two of the six annual events be held without a parking plan, when they are timed to coincide with other special Waterfront Area events. Impacts to parking from these events were found to be adverse, but less than significant, since the City's parking thresholds do not apply to such episodic events.

Lastly, impacts to internal circulation were found to be less than significant.

Since preparation of the SEIR, there have been no changes in circumstances relating to parking or internal circulation that might result in changes to the project's impacts described above.

Residual Impacts:

With the incorporation of measures P-1, P-2, and P-3 noted above, the residual impacts from day-to-day parking would be mitigated to less than significant. Impacts to parking for special events would continue to be adverse, but less than significant, and impacts to internal circulation would continue to be less than significant.

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

Discussion/Mitigation: Because there would be no physical changes as a result of the project, there would be no potential for impacts on the water environment.

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 wildlife 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 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 environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	X	

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 in the areas of air quality and traffic, and further study in an ENVIRONMENTAL IMPACT REPORT is required.

Case Planner/Initial Study Preparer: Janice M. Hubbell, Project Planner, and Allison Cook, Contract Planner

Environmental Analyst: Barbara Shelton 9/24/01 Barbara R. Shelton

Date: August 28, 2001

EXHIBITS:

1. Conference Center Site Plan
2. Vicinity Map
3. Park Plaza Specific Plan Conditions
4. Parking Modification Conditions of Approval
5. Development Plan Conditions of Approval
6. Letter from Applicant, August 1999
7. Supplemental Final Environmental Impact Report, Perspective Planning, July 1996.
8. Conference Center Fire Code Occupancy Limitations

LIST OF SOURCES USED IN PREPARATION OF THIS INITIAL STUDY

California Environmental Quality Act (CEQA) & CEQA Guidelines

General Plan Circulation Element

General Plan Conservation Element

Housing Element

General Plan Housing Element Addendum

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

Institute of Traffic Engineers Trip Generation

Local Coastal Plan (Main & Airport)

Master Environmental Assessment

Parking Design Standards

Santa Barbara Municipal Code & City Charter

Special District Map

Uniform Building Code as adopted by City

Zoning Ordinance & Zoning Map

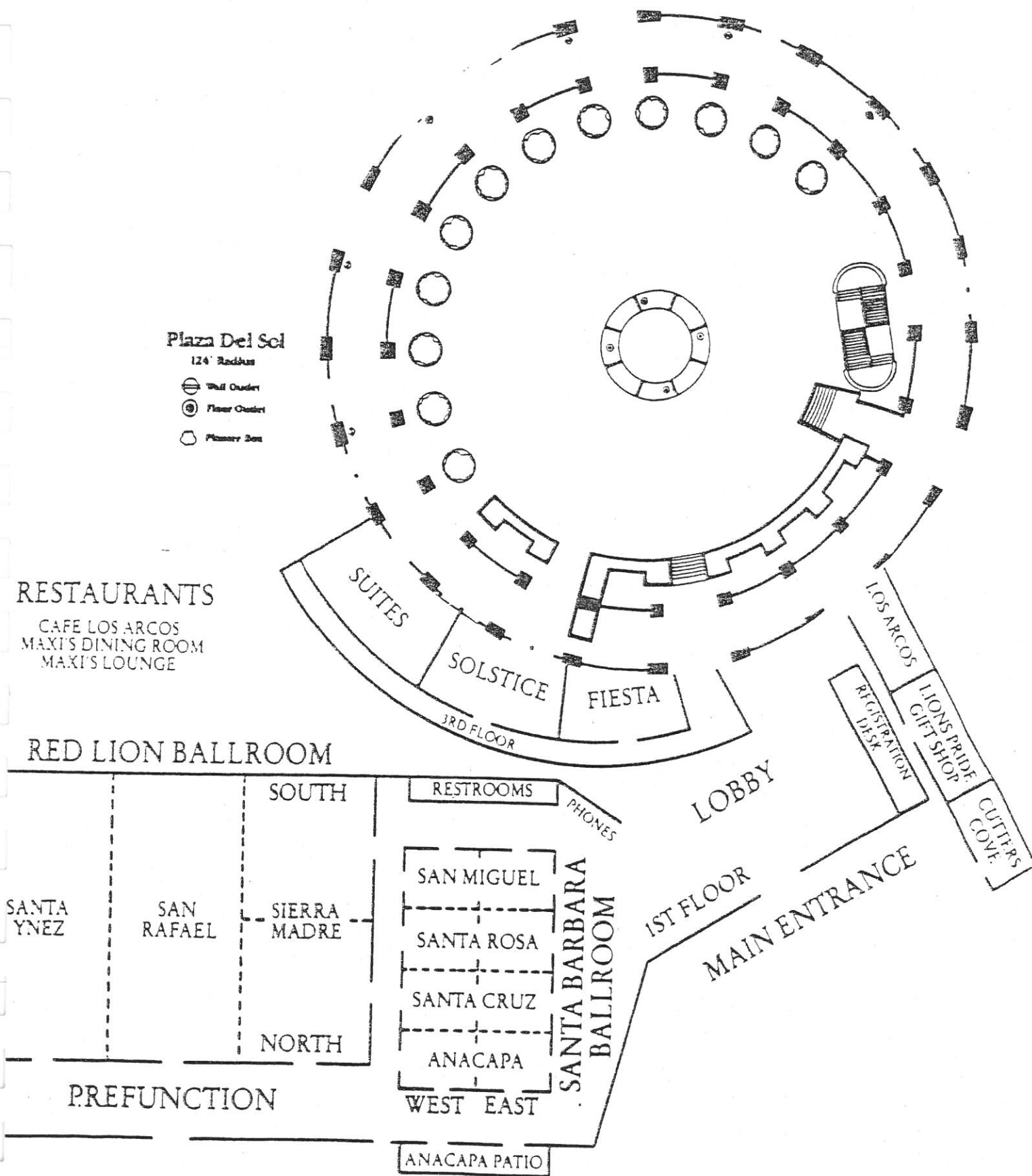
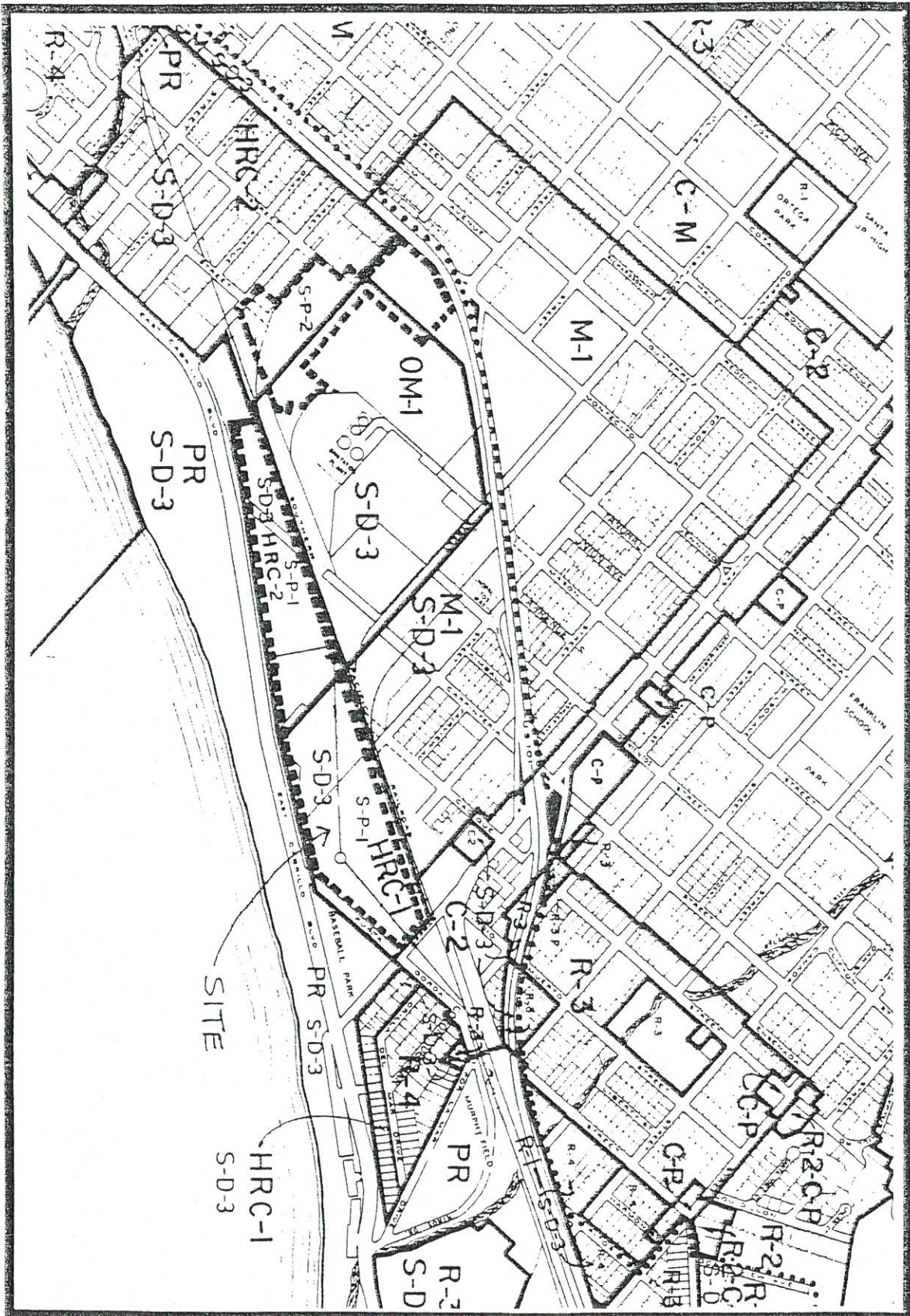


EXHIBIT 1



VICINITY MAP

AUTHORITY AND CONDITIONS FOR
SPECIFIC PLAN NO. 1 PARK PLAZA

I. Authority for Specific Plan No. 1

This amended Specific Plan No. 1 is approved in accordance with Sections 65450 through 65452 of the State of California Government Code.

II. Boundary of Specific Plan No. 1

The City Council of the City of Santa Barbara hereby establishes Specific Plan No. 1, applicable to that area described in the attached legal description (Exhibit A), and the area shown on the map (Exhibit B), shown as Parcel A, Parcel B, Parcel C, Salsipuedes Street, Carpinteria Street, Milpas Street, Calle Puerto Vallarta and Cabrillo Boulevard and City owned land between Parcel A and Cabrillo Boulevard.

III. Intent and Purpose

The intent and purpose of Specific Plan No. 1 is to ensure the orderly development of the area described herein, in accordance with the General Plan and Local Coastal Plan of the City of Santa Barbara. The Specific Plan is intended to provide regulatory controls that conform to the General Plan elements, Local Coastal Plan, and mitigation measures that minimize any adverse environmental impacts as outlined in the Final Environmental Impact Report for the Waterfront Park and Hotel project.

IV. Procedures

Any and all future development of the property shall conform to the provisions of Specific Plan No. 1. No further development shall be permitted without the following:

- A. Development Plan review and approval by the Planning Commission. Said approval, disapproval, or conditional approval shall follow the same procedures established for Development Plan Approval and Coastal Development Permits in accordance with Municipal Code Title 28 (the Zoning Ordinance).
- B. Architectural Review and approval by the Historic Landmarks Commission. Said approval, disapproval, or conditional approval shall follow the same procedures established for such approval in the Municipal Code.

V. Development Phasing

Phasing of development is permitted if a phasing plan is reviewed and approved by the Planning Commission as a part of the Development Plan Approval of development for one or more parcels.

VI. Permitted Uses

A. Parcel A (as referenced herein)

1. Recreational/open space and public parking; and/or,
2. Visitor-serving uses in accordance with the Local Coastal Plan "Hotel and Related Commerce I" designation (HRC-I) as follows:
 - a. Hotel, motel, or lodge
 - b. Conference center in conjunction with a hotel, motel, or lodge.
 - c. Restaurant or restaurants in conjunction with a hotel, motel, or lodge.
 - d. Cocktail lounge or lounges in conjunction with a hotel, motel, or lodge.
 - e. Stores or shops in conjunction with a hotel, motel, or lodge.
 - f. Health club in conjunction with a hotel, motel, or lodge.
 - g. Recreational facilities in conjunction with a hotel, motel, or lodge.
 - h. Automobile rental in conjunction with a hotel, motel, or lodge.
 - i. Bicycle rentals in conjunction with a hotel, motel, or lodge.
 - j. Ancillary uses for the express purpose of hotel, motel, or lodge operations include, but not limited to, the following:
 - (1) Employee cafeteria
 - (2) Kitchens
 - (3) Restrooms
 - (4) Lobby
 - (5) Storage and back-of-the-house
 - (6) Coat/phones
 - (7) Administrative offices

B. Parcels B and C

1. Primary Use

As indicated in the City's Local Coastal Plan (LCP), the primary land use for Parcels B and C shall be public park and recreational facilities developed in conjunction with public parking in accordance with Chapter 28.37 of the Municipal Code.

2. Secondary Use for Parcel B

Notwithstanding the primary use specified above, if Parcels B is not acquired, dedicated, or otherwise developed for public park and recreational facilities, the following uses shall be considered in compliance with the underlying land use designation described in the City's Local Coastal Plan subject to all development regulations adopted pursuant to the authority and conditions herein:

- a. Visitor-serving uses in accordance with the Local Coastal Plan designation for "Hotel and Related Commerce II."
 - b. Recreation and open space facilities in conjunction with parking.
3. In accordance with the Conditions of Approval set forth in the Coastal Development Permit (4-81-205) for the hotel development on Parcel A, approved by the California Coastal Commission (CCC) on October 7, 1981, the following standards shall apply to development on Parcels B and C:
- a. The total area to be developed on Parcels B and C pursuant to Section VI.B.1 and 2 above, and parking for those allowed uses, shall be limited to 3.0 acres. Upon development of Parcels B and/or C, all areas outside the identified building envelope shall be dedicated for public open recreational use.
 - b. If the total area allocated to development (commercial uses, associated parking and landscaping) on Parcels B/C exceeds two acres, provisions for a 75 bed hostel shall be made consistent with Condition D(1), (2) or (3) of Coastal Development Permit 4-81-205.
4. The following additional standards apply to Parcel B if the site is developed with a hotel/resort which does not primarily provide low and moderate cost visitor serving accommodations:
- a. The hostel provided for by Coastal Development Permit 4-81-205 shall be increased in size from 75 to 100 beds. The developer of Parcel B shall be responsible for funding the additional beds, associated additional construction and land costs.
 - b. The hostel shall meet the criteria for a superior grade hostel facility equivalent to that established by the American Youth Hostel Association. The hostel shall be dedicated to a public agency or private organization which will own and operate it in perpetuity as a hostel. If the hostel is not located on Parcel B, it shall not displace existing low or moderate income lodging facilities within the City's Coastal Zone and shall be done in a manner consistent with the City's housing policies of its LUP. The hostel shall not be provided above space utilized for entertainment or night activity.

- c. The land dedicated for public open recreational use in Section VI.B.3.a above shall also be developed with recreational uses consistent with those uses shown on the Santa Barbara Park and Hotel Plan, dated June 15, 1992. The recreational uses shall be constructed concurrent with development of the hotel and completed prior to occupancy of the hotel on Parcel B.
- d. The hostel required in Section VI.B.3.b above shall be increased in size from 75 to 100 beds. Issuance of the building permit for the hostel shall be a prerequisite for the issuance of the building permit for the hotel/resort. In addition, the issuance of the Certificate of Occupancy for the hostel shall be a prerequisite for the issuance of the Certificate of Occupancy for the hotel/resort.

VII. Development Regulations

A. Deficiency Point System

1. Traffic and Circulation

a. Parcel A

During the period that the City of Santa Barbara utilizes the 100 point "deficiency points" system (Policy 11.2 and 12.1 of the adopted Local Coastal Plan) as one of the criteria in the evaluation of proposed developments within the Waterfront Area, the City shall not permit development within Parcel A of Specific Plan 1 that will generate traffic that exceeds a cumulative total of 20 deficiency points or 360 p.m. peak hour trips (in plus out) as determined by the Department of Public Works.

b. Parcel B and C

In accordance with the policies for the City's Coastal Zone, the development of Parcels B and C is not a priority use for which deficiency points have been reserved. Development of Parcels B and C shall be evaluated for deficiency points in the same manner as all other projects in the Waterfront Area consistent with LCP Policies 11.2, 12.1, and Coastal Act Section 30254. The cumulative total of the development of Parcels A, B and C shall not exceed 30 deficiency points or 552 p.m. peak hour trips as determined by the Department of Public Works with the exception of the peak hour trips associated with the portion of land not included in the original Specific Plan. Trips associated with the additional land (see shaded portion of Exhibit B) included in this amended Specific Plan shall be permitted in accordance with the LCP and Municipal Code Section 28.87.300.

c. Monitoring

Automatic traffic counters shall be installed at the entrances and exits of each parcel which can be monitored for purposes of assuring compliance with "a" and

"b" above. If, upon inspection by the City, violations of these conditions are found, development permits approved pursuant to the authority and conditions of this plan shall be reviewed by the Planning Commission for additional controls and conditions to reduce traffic generated by such developments.

2. Parking

- a. Developer shall provide parking in accordance with the minimum City ordinance requirements. However, parking needs for individual development may be evaluated on a site/use-specific basis. Parking shall be provided to meet peak parking needs as justified through written evaluation by the applicant and reviewed by the Transportation and Parking Manager and/or Planning Commission. New development may, based upon site/use-specific considerations, be required to provide parking in excess of the minimum ordinance requirements. In the case that parking needs are determined to be less than minimum ordinance requirements, the Planning Commission may approve a Modification Application.
- b. The developer shall waive the right to protest the formation of a Waterfront Area parking district.
- c. All legal on-street parking removed as a result of any project shall be replaced on site, or off-site in close proximity within the Coastal Zone as approved by the Planning Commission, on a one-for-one basis. The number of parking spaces to be replaced shall be determined by the Transportation and Parking Manager. Said spaces shall be in addition to the minimum required in accordance with (2.a), above.

3. Alternative Transportation Incentives

a. Parcels A and B

(1) Any hotel/motel use shall meet the following requirements:

- (a) The developer, upon application for hotel/motel uses, shall submit to the Planning Commission for review and approval, a visitor information program. The program shall include, but not be limited to, the following:
 - (i) A means of providing train, bus, airline schedules and maps to prospective hotel guests.
 - (ii) A means of providing hotel guests with alternative transportation modes, schedules, and maps of access to the Central Business District, beach area, and other local and regional points of interest.

- (iii) Advertisement for and to solicit conferences which includes the City's clean air and energy goals and explanation of the benefits of using alternative transportation modes.
 - (iv) A means of coordinating special events with the City (i.e., Fiesta) so that appropriate traffic controls, rerouting, and timing of events can be achieved.
- (b) A shuttle service to the Airport, train depot, bus depot, and other hotels shall be provided.
- (c) Bike rentals shall be provided for hotel guests.
- (2) Bicycle parking shall be provided as follows:
 - (a) One (1) bicycle parking space for every seven (7) automobile spaces shall be provided.
 - (b) Lockable employee bicycle parking spaces shall be provided within an enclosed, covered area. All bicycle rack areas shall be located in an area within direct view of security personnel.
- (3) Shower and locker facilities shall be provided for use by all employees.
- (4) Carpool spaces shall be provided for employees: At least 10% of the employee parking spaces.
- (5) Employees shall be made aware of the Ride Sharing program administered by the Area Planning Council.
- (6) Maps showing bicycle route and bus route/schedule information shall be posted in a least two (2) locations.
- (7) Free bus passes shall be made available to all employees.
- b. Parcel C
 - (1) One (1) bicycle parking space for every seven (7) automobile spaces shall be provided.
 - (2) Maps showing bicycle route and bus route/schedule information shall be posted in a least two (2) locations.
 - (3) Shower, locker and enclosed lockable bike parking facilities shall be provided for use by employees of any use employing twenty (20) or more persons.

4. Public Improvements

- a. The developer shall widen adjacent streets as necessary to accommodate estimated future traffic volumes, non-project plus project. The calculations to support the proposed street widening, if any, shall be approved by the City Transportation Engineer.
- b. Adequate storage lengths for right-turn or left-turn movements shall be provided on streets adjacent to the project, including, but not limited to:
 - * (1) Eastbound left-turn on Cabrillo Boulevard at Calle Puerto Vallarta.
 - * (2) Westbound right-turn on Cabrillo Boulevard at Calle Puerto Vallarta.
 - * (3) Southbound on Calle Puerto Vallarta at Cabrillo Boulevard.
 - * (4) Northbound left-turn on Calle Puerto Vallarta at Milpas Street.
 - * (5) Southbound right-turn on Milpas Street at Calle Puerto Vallarta.
 - * (6) Northbound left-turn on Calle Puerto Vallarta at project driveways.
 - * (7) Signalized pedestrian crossing shall be provided at Salsipuedes Street/Cabrillo Boulevard and Punta Gorda Street/Cabrillo Boulevard.
 - (8) Northbound left-turn on Salsipuedes Street at project driveway(s).

The adequacy of such turning lanes shall be substantiated to the satisfaction of the City Transportation Engineer.

- * c. The developer shall install or contribute to full-actuated traffic signals at the following intersections. In addition, said signals shall be bicycle actuated and interconnected with existing signal systems. Signals shall be in full operation prior to occupancy clearance.

<u>Intersection</u>	<u>Contribution</u>	<u>Timing</u>
Calle Puerto Vallarta at Milpas Street	100%	Concurrently with construction of hotel/conference center.
Calle Puerto Vallarta at Cabrillo Boulevard	100%	" "
Salsipuedes Street at Cabrillo Boulevard	100%	" "

Milpas Street at southbound 25%
U.S. 101 on-ramp

Concurrently with construction of
hotel/conference center.

* Improvements required for Parcel A have been completed.

- d. The developer shall offer for dedication and improve Salsipuedes Street within the Specific Plan Area and shall improve the extension of Salsipuedes Street across City owned lands to an intersection with Cabrillo Boulevard. Salsipuedes Street shall have a right of way width of eighty-four (84') feet and be improved with a paved width of sixty-seven (67') feet with curbs, gutters, sidewalks, street trees, street lights, street name signs and stop signs in conformance with the Standards of the City for the construction of public streets. The developer shall also install traffic lights at the intersection of Salsipuedes Street and Cabrillo Boulevard when directed by the City. Said dedication shall be accomplished by the Final Map creating Parcels A, B and C. The easterly half of said improvements shall be required as a condition of approval of the site plan for the development of Parcel A and the westerly half of said improvements shall be required as a condition of approval of the site plan for the development of Parcel B.
- e. The following alternative transportation measures shall be instituted as a minimum:
 - (1) Bus pockets, shelters, and bike parking facilities, shall be provided as determined appropriate by the developer, in concurrence with the City Transportation Engineer and the Metropolitan Transit District.
 - (2) Use of bicycles shall be encouraged by:
 - (a) Constructing shower and locker facilities for use by employees of any use employing (20) or more persons.
 - (b) Linking any on-site bikeways with adjacent City bikeways. This should include linking to bike lanes on adjacent streets where appropriate.
 - (c) Constructing bicycle storage facilities as required by City ordinance.

B. Visual and Aesthetics

1. Building Setbacks

a. Cabrillo Boulevard

(1) Parcel A

- (a) 120-feet measured from the existing curb line for one story buildings and parking facilities.
- (b) 180-feet measured from the existing curb line for two (2) story buildings.
- (c) Plazas and recreational facilities for public use must be set back at least 50 feet measured from the existing curb line.

(2) Parcels B and C

- (a) 75-feet minimum measured from the existing curb line.
- (b) Plazas, parking, driveways, and structures for recreational facilities (i.e., storage buildings, kiosks, restrooms and carousel) for public use must be set back at least 10 feet measured from the existing curb line.

b. Calle Puerto Vallarta/Milpas Street

- (1) 40-feet measured from the property line for one story buildings and parking structures and 75-feet measured from the property line for two story buildings and parking structures.
- (2) Surface and underground parking, plaza and recreation areas must be set back at least 25 feet from the property line along Salsipuedes Street, and up to 10 feet from Calle Puerto Vallarta and Milpas Street.

c. Salsipuedes Street

- (1) 33.5-feet measured from the new curb line pursuant to Section VII.A.4.d.above.

d. Santa Barbara Street

- (1) As required by Chapter 28.22 of the Municipal Code.

2. Landscaping

- a. All setback areas as specified above shall be landscaped.
- b. Parking lots shall be landscaped in accordance with the City's Parking Ordinance and completely screened from all streets.
- c. Landscaping along Cabrillo Boulevard shall be compatible with that of Chase Palm Park. Existing mature and healthy trees shall be saved and included in the landscaping design, or as provided within the development plan approval.
- d. Dense, fast-growing species of trees and shrubs shall be provided along the railroad right-of-way as allowed by the Public Utilities Commission.
- e. All plant material shall be a drought tolerant species.
- f. All loading docks, trash areas, and service areas shall be screened with structural enclosures and dense landscaping.

3. Building Height

- a. Two (2) stories, not to exceed thirty (30) feet; or
- b. Provide a height-setback relation study for the purpose of maximizing view protection/enhancement and creation of contiguous open space areas. If utilizing this method to determine building height, in no case shall any buildings exceed three (3) stories and 45 feet. Determination to allow height-setbacks shall be by the Planning Commission through advisement by the Historic Landmarks Commission.

4. Architectural Design

- a. The development of Parcels A, B and C shall be subject to review by the Historic Landmarks Commission to ensure that the architectural design, scale, and character are reflective of the character of the El Pueblo Viejo District.

5. View Corridors/Distance Between Buildings

- a. Prior to the development of Parcels A, B and C, a view corridor study shall be provided to determine the necessary distances between buildings. Views shall be assessed from Cabrillo Boulevard toward the foothills and mountains. The Historic Landmarks Commission shall advise the Planning Commission on the determination of view corridors. In no case shall building separations be less than permitted in the basic zone established for the property.

- b. All buildings shall be oriented to preserve and enhance the determined view corridors.

6. Signs

- a. All signs shall be subject to review and approval, disapproval, or conditional approval by the Sign Committee in accordance with section 22.70 of the Municipal Code.
- b. Signs shall be minimal, clear and unobtrusive and be complementary to other signs within the Specific Plan area.

7. Other Regulations

- a. All utilities shall be placed underground.
- b. All exterior lighting shall be of low intensity and within the "white" light color spectrum, except as necessary for recreational activities.
- c. Lighting standards shall be designed in harmony with the coastal orientation of the site and architectural design of the building.
- d. Lighting standards shall not exceed 12 feet in height, excepting public street lights along the street right-of-way or as necessary for recreational activities.

C. Recreation and Open Space

1. Parcel A

A condition of development of a hotel/conference center on Parcel A shall include dedication and the improvement of a park site. The amount of park area shall be 4 acres per 1000 persons based upon two (2) persons per guest room.

2. Parcels B and C

Additional dedication and improvement of park land shall be required. The amount will be predicated upon the generated recreation demand by the particular project.

Prior to the issuance of a building permit to develop Parcel B with a hotel/resort which does not primarily provide low and moderate cost visitor serving accommodations, Parcel C shall be issued a building permit for development of recreation and open space uses, consistent with those uses shown on the Santa Barbara Waterfront Park and Hotel Plan, dated June 15, 1992, subject to approval by the Planning Commission and the Parks and Recreation Commission. In addition, issuance of a Certificate of Occupancy for the park shall be a prerequisite for the issuance of a Certificate of Occupancy for the hotel/resort.

3. Appropriate signage shall be provided between the northwest corner of Salsipuedes Street and Cabrillo Boulevard and the easterly entrance to the floral gateway (as shown on the Santa Barbara Waterfront Park and Hotel Plan, dated June 15, 1992), at the northeast corner of Santa Barbara Street and Cabrillo Boulevard, and facing Cabrillo Boulevard adjacent to the pump house which clearly states that the recreation and open space areas are for the use and enjoyment of the general public. Interpretive signage about wetland habitat and other natural history features of the site shall be provided at appropriate locations in the park area.
4. Prior to the issuance of a Coastal Development Permit to develop Parcels B or C, a deed restriction must be recorded which indicates that the approved use is a visitor serving use exclusively available to the general public. The deed restriction shall also specify that conversion of any portion of the approved facilities to a private or member only use or the implementation of any program to allow extended or exclusive use or occupancy of the facilities by an individual or limited group or segment of the public is not authorized and would require an amendment or new coastal development permit.

D. Geology and Drainage

1. Geology

Prior to the issuance of building permits, the applicant shall submit a geotechnical report. This report should relate specifically to the submitted plan and address at a minimum:

- a. The recommended design earthquake magnitude, the engineering characteristics of this earthquake (i.e., maximum ground acceleration, duration of strong shaking, etc.) including the effects of site conditions, and likelihood of occurrence. Site effects may include changes in near surface conditions that will occur as a result of grading.
- b. Measures to be implemented to reduce the potential for liquefaction beneath the proposed structures to a level that is consistent with hazard reduction policies of the City.
- c. Measures to be implemented to reduce settlement to amounts that can be accommodated by the proposed site improvements (i.e., structures, drainage devices, etc.).

This report shall be reviewed by an independent qualified Engineering Geologist and a Soils Engineer retained by the City to ensure that the measures proposed meet the intent of City policies regarding hazard reduction. The design earthquake characteristics as developed in this report shall be taken into account by the structural engineer in the design of the proposed site improvements.

2. Drainage

Public Works Department approval must be obtained for a drainage plan to provide adequate storm drainage for a 100 year storm for all parcels, considering each parcel as fully developed. Adequate positive drainage for this site shall mean a positive underground storm drain system meeting the criteria of the Interim Design and Improvement Standards of the City as well as that no major sheet flow from the site shall significantly impede two lanes of traffic along Cabrillo Boulevard.

As each parcel develops, the portion of the underground drainage for that parcel must be constructed prior to issuance of a building permit to assure that there will be "no flooding" as described above during site construction with the site drainage for the parcel to be completed prior to issuance of the Certificate of Occupancy.

Since Calle Puerto Vallarta is to be reconstructed with an increase in elevation, positive drainage must be provided from the park on the south side.

E. Housing

Development proposals for Parcels A, B or C shall satisfy the City's requirement to mitigate any impact the project may have on the City's housing stock through the creation of new affordable housing as required by Chapter 28.87.300 of the Municipal Code.

F. Public Service

1. Water Conservation

- a. Development of Parcels A, B and C shall be limited to a maximum water consumption of public potable water of two and four-tenths (2.4) acre feet per year per acre. Data shall be provided by the developer to ensure compliance with this provision and based on water consumption standards approved by the Department of Public Works.
- b. Water conservation fixtures shall be provided as follows, but not limited to:
 - (1) 1.5 gallon per flush toilets and urinals
 - (2) One-half gallon per minute (0.5 gpm) flow faucets
 - (3) Two gallon per minute (2.0 gpm) flow shower heads
 - (4) State-of-the-art water-conserving dishwashers
 - (5) Recycling of laundry water

- c. Landscaping shall be drought tolerant vegetation. Irrigation systems for landscaping shall be designed for use of reclaimed water, except in areas where salt leaching and other technical problems preclude use of reclaimed water.
- d. Water sprinklers shall be shut off between 8:00 a.m. and 6:00 p.m. in summer season.

2. Fire, Security, and Safety Protection

- a. A complete disaster evacuation and safety plan shall be reviewed and approved by the Fire Chief. Said plan shall include, but not be limited to, the following:
 - (1) Smoke detectors in all commercial areas, units, guest rooms and work spaces.
 - (2) Fire alarm system that is tested and reliable during all adverse circumstances.
 - (3) Sprinkler systems where determined to be necessary.
 - (4) Posted safety procedures and evacuation routes throughout.
 - (5) An evacuation and safety plan to include flood, fire, earthquake, hazardous materials, and tsunami disaster warning.
- b. Adequate fire flow pressure as required by the Fire Chief shall be provided.
- c. Building materials shall be fire resistant and designed to minimize fire hazards due to earthquakes or other natural disasters.
- d. Security systems shall be provided, and such plans shall be approved by the Police Chief.

G. Noise Protection

Building construction methods shall be utilized in the building design to attain interior noise levels no greater than 45 db(A). Such design features may include, but are not limited to:

- 1. Deep recessed windows with double strength tempered glass.
- 2. Walls that face the noise source constructed of solid masonry or other comparable materials with few or no openings for doors or windows.
- 3. Where doors and windows are provided, adequate caulking, double glazing and heavy grade weather stripping shall be provided.

4. Solid sealing of wall/roof surfaces.

5. Insulation.

H. Energy Conservation

Prior to the submittal of plans for development plan approval for Parcels A, B or C, the applicant shall submit a detailed energy conservation plan(s) which shall include, but not be limited to the following:

1. Electrical and Lighting

- a. Minimize use of unnecessary lighting with use of timers and automatic shut off switches.
- b. Establish lighting needs and priorities for different periods of the day and night.
- c. Develop a plan to minimize peak power demand.
- d. Use of alternative lighting types with the most effective energy savings.
- e. Maximize use of natural lighting.
- f. Survey effective passive cooling and ventilation features including structure design to take advantage of sun shading and wind induced cross ventilation, such as:
 - (1) Air scoops to collect prevailing winds.
 - (2) Proper location of vegetation.
 - (3) Roof overhangs.
 - (4) Sunshades to increase wind pressure near inlets.
 - (5) Insulate and ventilate attic space.
 - (6) Use gravity ventilation to create natural ventilation.
- g. Insulation of walls, floors and ceilings.

2. Natural Gas

- a. Provide adequate solar design, where feasible, including:
 - (1) Insulation of walls, floors and ceilings.

- (2) Use of building materials that store daytime heat.
- (3) Controlled penetration of sun through south facing windows (i.e., awnings, special blinds, double glazed windows, overhangs).
- (4) Provide solar water heaters.

The final plans for energy conservation shall be reviewed and approved by the City prior to the release of building permits. Their report and analysis shall be forwarded to the Land Use Controls Division for incorporation into the project as built.

VIII. Administration Of Specific Plan No. 1

- A. All references herein to ordinances are to ordinances as currently written unless expressly provided to the contrary. To the extent legally permitted, in the event of any conflict between the Specific Plan and the General Plan, ordinances or other policies of the City of Santa Barbara, the Specific Plan shall prevail. In the event any condition or term herein set forth is declared illegal or unenforceable, the other terms and conditions shall remain in full force and effect to the full extent permitted by law.

[jh\park\sp1-ccc.doc]

SANTA BARBARA CITY PLANNING COMMISSION

RESOLUTION NO. 36

SUBJECT: Request of Park Plaza Corporation for a modification under provisions of Section 28.90.100 of Title 28 of the Municipal Code, the Zoning Ordinance, applied to Assessor's Parcel No. 17-010-37 in order to permit 900 off-street parking spaces instead of the required 1,642.

WHEREAS, the City Planning Commission has held the required public hearing on the above application, and the applicant was present; and,

WHEREAS, 9 persons appeared to speak in favor of the application and 23 appeared to speak in opposition thereto, and various technical reports and studies were presented for the record; and,

WHEREAS, the matter having been fully considered by this Commission, the Planning Commission finds as follows:

- (1) That the Commission has read and considered the Final Environmental Impact Report and have included the relevant mitigation measures into their approval; and,
- (2) That the request is not inconsistent with the purposes and intent of the City's Parking Ordinance.

NOW, THEREFORE IT IS RESOLVED that the City Planning Commission hereby approves the subject request, subject to the following conditions:

(see attached conditions)

Passed and adopted this 11th day of June 1981, by the Planning Commission of the City of Santa Barbara, by the following vote:

AYES: 5

NOES: 1

Abstained:

Absent: 1

CITY PLANNING COMMISSION
SANTA BARBARA, CALIFORNIA

I hereby certify that the above Resolution was adopted by the Santa Barbara City Planning Commission at its meeting of the above date.

Date: June 16, 1981

Signed by: David Davis, City Planner

PARK PLAZA
MODIFICATION CONDITIONS
June 12, 1981

1. A minimum of 925 private and 17 public automobile parking spaces shall be provided. However, if within five (5) years from the opening of the entire facility there are impacts created from a lack of parking, the applicant/owner shall provide up to 300 additional parking spaces on Parcel A. Adequate surface land area or other means determined through the development plan approval process shall be provided to assure the addition of the optimum number of parking spaces.
2. An annual report of parking activities shall be provided by the applicant/owner with a comprehensive inventory of conference participation, hotel occupancy and parking space occupancy on an average daily and weekend basis and during peak use. Said report shall be subject to review by the Director of Public Works and the Community Development Director. Determination of parking impacts shall be made based upon said report and the nature, frequency, and validity of complaints registered through the Police, Fire and Public Works Departments.
3. The conference center capacity shall not exceed 1,000 persons at any time.
4. The conference center shall be closed to non-hotel guests on summer Sunday afternoons (June-September) and any other day where the peak hour trips exceed 360. The determination of when these alternate closure times would occur is subject to the determination of the Director of Public Works based upon monitoring by the Transportation Staff.
5. Hotel and conference center activities shall be scheduled for arrival and departure times at off-peak hours. Activities shall be scheduled so that arrival and departure times do not coincide with arrival and departure times of other activities.
6. Van, bus, and/or jitney service shall be provided for conference participants staying in other hotels and/or motels.
7. No more than 500 persons not residing at the hotel shall be permitted to attend hotel conferences.
8. Attendant parking shall be provided during all conference events.
9. Alternative transportation incentives shall be provided as follows:
 - A. The developer, upon application for hotel/motel uses, shall submit to the Planning Commission for review and approval a visitor information program. The program shall include, but not be limited to, the following:
 - (1) A means of providing train, bus and airline schedules and maps to prospective hotel guests.

PARK PLAZA
MODIFICATIONS CONDITIONS
June 12, 1981 Page 2 of 2

- (2) A means of providing hotel guests with alternative transportation modes, schedules, and maps of access to the Central Business District, beach area and other local and regional points of interest.
 - (3) Advertisement and solicitations for conferences shall include a statement of the City's clean air and energy goals and explanation of the benefits of using alternative transportation modes.
 - (4) A means of coordinating special events with the City (i.e., Fiesta) so that appropriate traffic controls, rerouting, and timing of events can be achieved.
- B. A shuttle service to the airport, train depot, bus depot, and other hotels shall be provided.
 - C. One (1) bicycle parking space for every seven (7) automobile spaces shall be provided. In addition, lockable employee bicycle parking spaces shall be provided within an enclosed, covered area. All bicycle rack areas shall be located in an area within direct view of security personnel.
 - D. Showers and locker facilities shall be provided for use by all employees.
 - E. Bike rentals shall be provided for hotel guests.
 - F. Carpool spaces shall be provided for employees: At least 10% of the employee parking spaces.
 - G. Employees shall be made aware of the Ride Sharing Program administered by the Area Planning Council.
 - H. Maps showing bicycle routes and bus route/schedule information shall be posted in at least two (2) prominent locations.
 - I. Free bus passes shall be made available to all employees.
 - J. The public parking area shall be clearly signed and marked for public use not related to hotel/conference activities.

SANTA BARBARA CITY PLANNING COMMISSION

RESOLUTION NO. 37

SUBJECT: Request of Park Plaza Corporation for development plan approval of a Hotel/Conference Center located on East Cabrillo Boulevard at Punta Gorda Street.

WHEREAS, the City Planning Commission has held the required public hearing on the above application, and the applicant was present; and,

WHEREAS, 9 persons appeared to speak in favor of the application and 23 appeared to speak in opposition thereto, and development plan exhibits and various technical reports were presented for the record; and,

WHEREAS, the matter having been fully considered by this Commission, the Planning Commission finds as follows:

- (1) That the Commission has read and considered the Final Environmental Impact Report and has included the relevant mitigation measures into their approval; and,
- (2) That the plan is consistent with the State Coastal Act, Local Coastal Plan, and the proposed Specific Plan No. 1.

NOW, THEREFORE IT IS RESOLVED that the City Planning Commission hereby approves the subject request, subject to the following conditions:

(see attached conditions)

Passed and adopted this 11th day of June 1981, by the Planning Commission of the City of Santa Barbara, by the following vote:

AYES: 5

NOES: 1

Abstained:

Absent: 1

CITY PLANNING COMMISSION
SANTA BARBARA, CALIFORNIA

I hereby certify that the above Resolution was adopted by the Santa Barbara City Planning Commission at its meeting of the above date.

Date: June 16, 1981

Signed by: David Davis, City Planner

PARK PLAZA
DEVELOPMENT PLAN CONDITIONS
June 12, 1981

1. All conditions of Specific Plan No. 1 and Tentative Subdivision Map as applied to Parcel A, and Modification shall apply.
2. Approval of the Development Plan shall be subject to City Council approval of the appurtenant General Plan Amendment, Zone Change, and Specific Plan No. 1.
3. The hotel shall be designed to a maximum of 360 guest rooms and a conference center facility with approximately 20,000 square feet of active meeting space. The conference center capacity shall not exceed 1,000 persons at any time.
4. The conference center shall be closed to non-hotel guests on summer Sunday afternoons (June-September) and any other day where the peak hour trips exceed 360. The determination of when these alternate closure times would occur is subject to the determination of the Director of Public Works based upon monitoring by the Transportation Staff.
5. Hotel and conference center activities shall be scheduled for arrival and departure times at off-peak hours. Activities shall be scheduled so that arrival and departure times do not coincide with arrival and departure times of other activities. Peak hours shall be specified by the Director of Public Works.
6. No more than 500 persons not residing at the hotel shall be permitted to attend hotel conferences.
7. A monthly report shall be provided to the Community Development Director outlining usage of the conference facilities during the preceding month. Said report shall consist of, but not be limited to, the following:
 - a. Number of attendees at each event by date and time (name of group shall not be included).
 - b. Number of attendees at each event residing at the hotel.
 - c. Number of attendees at each event residing at the hotel that have their own vehicle at the hotel.

Such report shall be signed by the manager of the hotel, or in his absence by the assistant manager, under penalty of perjury. The report shall be received by the Community Development Director no later than thirty (30) days after the end of the month to which the report pertains.

8. If it is found that the Conference Center capacity, as specified herein, is exceeded, the City by prohibitory or mandatory injunction or such other remedy as the law

PARK PLAZA
DEVELOPMENT PLAN CONDITIONS

June 12, 1981 Page 2 of 7

allows shall regulate the use of the conference facility by closing all or a portion of the facility or other such method to assure compliance with the conditions specified herein.

9. All existing mature and healthy trees shall be saved and included in the landscaping design. Trees and major shrubs may be removed, however, subject to the approval by the Community Development Director and, where appropriate, the Parks and Recreation Commission. An arborist shall be retained at the developer's expense to review and make recommendations, as well as supervise, the trimming and removal of trees on the City's open space strip along Cabrillo Boulevard to enhance the view corridors.
10. The following shall be submitted to and subject to approval by the Architectural Board of Review:
 - a. Landscaping Plans, including the City owned open space strip
 - b. Lighting Plan, including means of shielding parking lot and tennis court lights
 - c. Exterior elevations and details
 - d. Public sidewalks within setback areas
 - e. Complete screening of parking areas
11. The developer shall make an offer of dedication for park and recreational use to the City of 2.1 acres of land across Parcels A, B, and C fronting on Cabrillo adjacent to the City owned strip. The developer shall develop and maintain the public and private open space areas in perpetuity for purposes of mitigating recreational and open space impacts.
12. Any facilities, plazas, sidewalks and/or other encroachments within the setback areas along Cabrillo Boulevard as provided for in Specific Plan No. 1 shall be designed and oriented for public use. Said facilities shall be directly accessible to the public from the setback area. The plaza adjacent to the conference facility/lobby shall have only a limited glass enclosure and shall be designed to invite and encourage public use.
13. Public sidewalks shall be provided on all public street frontages, as well as throughout the setback area along Cabrillo Boulevard.
14. Driveway access to Milpas Street shall be limited to service vehicles through a physically controlled means that prohibits ingress/egress by all other vehicles. Such control mechanism shall be approved by the City Transportation Engineer.

15. Alternative means of transportation shall be incorporated into the project through the following programs:

I. Visitor Information Program

The program will include, but not be limited to, the following:

- A. Incorporation of general information relative to regional air, train, and bus service serving the Santa Barbara area into all major advertising efforts including pamphlets, brochures, information to travel agents, newspaper advertisements, and radio and television broadcasts.
- B. Provision of specific regional airline, train, and bus schedule information and maps in information provided to future hotel guests and conference participants through direct mailings, travel agents, and conference booking agents.
- C. Provision of specific information and/or schedules to hotel guests and conference participants relative to local alternative transportation modes, including Metropolitan Transit District service, taxi service, airport limousine service, and charter bus service. This information will be distributed at check-in and will relate to trips normally made by hotel guests to the airport, train station, bus depot or other local points of interest. Maps showing bus route/schedule information will be posted in the hotel lobby.
- D. When appropriate, advertisements and information provided to hotel guests and conference participants would include an explanation of the City's clean air and energy goals and the benefits of using alternative transportation modes.
- E. The visitor information program will be reviewed and approved by the City prior to implementation, and yearly thereafter.

II. Local Events Coordination

Coordination of hotel/conference center activities and local special events will be as follows:

- A. A meeting will be held at the hotel each January to determine what local events scheduled during the upcoming year might conflict with hotel activities. This meeting will include the following representatives:

PARK PLAZA
DEVELOPMENT PLAN CONDITIONS
June 12, 1981 Page 4 of 7

1. The Hotel Manager
2. The City Police Chief
3. The City Transportation Engineer
4. The City Parks Director
5. The City Recreation Director
6. Chamber of Commerce

The hotel management will not schedule events which will interfere with local special events.

- B. For events unknown at the time of the January meeting, the hotel management will work with City representatives to minimize hotel-related impacts.

III. Hotel/Conference Center Bus and Van Service

Bus and van service will be provided by the hotel/conference center as follows:

- A. Buses will be chartered from local charter bus companies to transport large groups of hotel guests and conference participants between the hotel and the airport, train station, bus depot, other hotels, and regional points of interest.
- B. A minimum of six hotel vans will be provided to transport individual guests or small groups of guests, conference participants, and employees between the hotel and the airport, train station, bus depot, other hotels, and local points of interest.
- C. Communication between the hotel and the airport will be via private telephone lines. Telephones will be conveniently located in the airport lobby. Similar communication, if warranted, will be provided between the hotel and the train station, bus depot, taxi companies, and car rental agencies.

IV. Bicycle Utilization

Utilization of bicycles will be encouraged through the following measures:

PARK PLAZA
DEVELOPMENT PLAN CONDITIONS
June 12, 1981 Page 5 of 7

- A. One bicycle parking space for every seven automobile parking spaces will be provided. These spaces will be placed at convenient locations throughout the development.
- B. Fifty of the provided lockable employee bicycle parking spaces will be provided within an enclosed, covered area.
- C. Separate shower and locker facilities for men and women employees will be provided. Each facility will consist of a small locker room containing three showers and 25 lockers.
- D. A bicycle rental shop will be provided for hotel guests.
- E. Maps showing bicycle routes will be posted in the bike rental shop and at two other locations in the hotel complex.

V. Carpool Program

The hotel management will set up and administer a carpool program as follows:

- A. County Ride Sharing Program personnel will work with the hotel management to set up a carpooling program. They will also meet the hotel employees to explain the program and the benefits of carpooling.

VI. Employee Transit Use

The hotel will promote employee transit use as follows:

- A. A free bus pass will be provided to each employee who desires to ride the bus.

16. Energy conservation measures which shall be incorporated into the building design will include, but not be limited to, the following:

- A. Develop a plan to minimize the peak electrical power demands (load shedding).
- B. Establish lighting needs based on the task performed.
- C. Establish lighting needs and priorities for different periods of the day and night.

PARK PLAZA
DEVELOPMENT PLAN CONDITIONS
June 12, 1981 Page 6 of 7

- D. Minimize unnecessary nighttime lighting with the use of electronic timers and switches.
- E. Maximize use of natural lighting that would be consistent with insulation requirements, seismic safety criteria, and Spanish Colonial architecture.
- F. The lighting systems will make a maximum use of luminaries of the high intensity discharge (HID) type and of fluorescent luminaries maximizing the luminary output per watt of power consumption.
- G. Where practical appliances will be selected on the basis of energy consumption performance.
- H. Electrical resistant heating or electrical heat pumps will not be used.
- I. The attic spaces will be ventilated with a non-depleting energy source.
- J. The design of the structure will take advantage of passive heating, cooling, and ventilation to the extent that it will be consistent with the mandated Spanish Colonial style of architecture.
- K. The building envelope will be insulated to minimize heat gain or heat loss.
- L. Where possible, the effect of solar penetration through south facing windows will be controlled.
- M. Guest room windows will be openable to take advantage of natural ventilation.
- N. Domestic hot water will be solar heated with a standby system to be used only when needed. Storage will be provided for solar heated water. Solar panels will be located on the flat roof of the conference center and possibly some in the roof wells of the guest rooms all of which will be screened from view. The swimming pool water will be solar heated the same as domestic water.
- O. Shower water will be reduced by 75% (see Water Study) thus reducing the use of natural gas for that purpose.
- P. Laundry water will be reused thus reducing the use of natural gas by 25% for that purpose.
- Q. Rejected heat from the main hotel building air conditioning system (cooling tower) will be recaptured by means of coils in the discharge stream and stored for space heating or domestic water heating.

PARK PLAZA
DEVELOPMENT PLAN CONDITIONS
June 12, 1981 Page 7 of 7

- R. The applicant should consider heating and cooling the rooms with hot and cold water to a fan coil in each room. If the rooms are air conditioned, the use will be limited by the use of telemetry. This is a system where the unit is shut-off by means of a FM signal to that room when the guest checks out thus limiting the use of energy.
- S. The heating and cooling system of the main hotel and conference building will be micro-processor controlled to minimize the use of energy. Such as: monitor outside air temperature and use it to reduce the cooling demands, optimal start-up control to pre-heat or pre-cool a room before occupancy to keep the demand down on the power system (it takes more energy to heat or cool a space after the load has build-up), and load shedding to take a unit out of service when the power demand reaches a high level.
- T. The floor of the outside Plaza will be designed as a heat sink and will radiate heat into the evening hours, thus eliminating any need for supplemental heat.
- U. The developer will prepare a program to encourage the hotel guests, visitors, and employees to conserve energy.

Final plans for energy conservation shall be reviewed and approved by the City's Energy Conservation Committee prior to the release of building permits. Their report and analysis shall be forwarded to the Land Use Controls Division for incorporation into the project as built.

- 17. The owner shall waive the right to protest the formation of any public improvement district.
- 18. The owner and/or hotel manager shall submit to the Community Development Department for approval prior to the issuance of the Certificate of Occupancy an employee recruitment program which shall delineate all methods to be used in attempting to employ and train persons from the Santa Barbara area in order to mitigate the potential for adverse housing impacts. The applicant shall comply with the approved program.
- 19. The project shall be limited to 400 full-time equivalent employees.

RECEIVED

SEP 26 2001

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August 20, 1999

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DALE E. HANST, RETIRED

Chairperson Barbara Lowenthal
and Members of the Planning Commission
City of Santa Barbara
c/o Community Development Department
620 Garden Street
Santa Barbara, California 93101

Re: Fess Parker's Doubletree Resort
Request for Revision of Development
Plan and Parking Modification Conditions

Dear Chairperson Lowenthal and Members of the Planning Commission:

This firm represents Park Plaza and Red Lion California Partnership, Ltd., a joint venture which owns Fess Parker's Doubletree Resort (the "Red Lion"). It is operated as a Doubletree Hotel. On behalf of our client, we have submitted an application to the City requesting that several conditions imposed on the Red Lion's Development Plan, Parking Modification and Coastal Development Permit ("CDP") be revised.

In summary, the Red Lion is requesting the following:

1. The elimination of the condition which limits the capacity of the conference center to 1,000 persons;

2. The revision of the condition which imposes a 500-person cap on the number of non-hotel guests attending events at the conference center as follows:

a. By increasing the limitation from 500 persons to 1,200 persons who travel to and from the event by private vehicles;

b. By eliminating the limitation for guests who travel to the event by bus.

3. The deletion of a condition which requires that conference center events not begin or end during peak hours;

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4. The revision of certain conditions relating to bicycle parking spaces and the provision of shuttle vans.

In addition, we are requesting that a new condition be added to the Development Plan, to the Parking Modification, and to the CDP which would permit six special events to be held at the Red Lion annually without any limitation on attendance, subject to a City-approved parking plan. Two of the events could be held without a parking plan if they coincided with pre-established Waterfront Area events.

The purpose of this letter is (1) to review with you the background of the conditions; (2) to explain the revised conditions and the proposed new conditions; and (3) to set forth the reasons why the revised conditions and the new conditions are appropriate.

BACKGROUND

In July 1981, the City Council adopted "Specific Plan No. 1" which covered the property bordered by Milpas Street, Punta Gorda Street, Cabrillo Boulevard, City-owned property bordering on Santa Barbara Street, and the Southern Pacific right-of-way. The property on which the Red Lion is currently located was designated as Parcel A in the Specific Plan.

In addition, the City Council approved a Development Plan for the Red Lion and a Parking Modification. A number of conditions were imposed on both the Development Plan and the Parking Modification. The Development Plan and the Parking Modification included the following condition:

"No more than 500 persons not residing at the Hotel shall be permitted to attend Hotel conferences."

In addition, both approvals included a condition related to the Hotel's conference center capacity which states as follows:

"The conference center capacity shall not exceed 1,000 persons at any time."

It is my understanding that both of the conditions relating to the Red Lion's conference center which are set forth above were imposed to ensure that the parking facilities provided by the Red Lion would be sufficient to serve the parking needs of its various uses. The Red Lion has developed 1,000 parking spaces on-site. As I will explain later in this letter, a large number of these parking spaces are rarely utilized.

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A similar application was submitted on December 1, 1995, by Park Plaza and Red Lion. The application was processed and a final supplemental environmental impact was prepared in July 1996 which assessed the environmental effects of the Red Lion's request.

A hearing was scheduled before the Planning Commission on August 22, 1996, to act on the request. The staff report concerning the request recommended approval of the application.

At the commencement of that hearing, due to a disagreement between Fess Parker and Red Lion Hotels, the matter was continued indefinitely by the Planning Commission.

The Hotel is currently operated by Doubletree Hotels. However, it is still owned by Park Plaza and Red Lion California Partnership, Ltd.

APPLICATION

1. Conference Center Capacity

A. Condition: Development Plan Condition No. 3 and Modification Condition No. 3 state as follows:

"The Hotel shall be designed to a maximum of 360 guest rooms and a conference center facility with approximately 20,000 square feet of active meeting space. The conference center capacity shall not exceed 1,000 persons at any time" (DP Condition No. 3).

"The conference center capacity shall not exceed 1,000 persons at any time." (Modification Condition No. 3.)

B. Request: The Red Lion requests that the 1,000 person conference center capacity be deleted from these conditions.

C. Justification: There is no direct relationship between the 20,000 square foot size of the conference facility and the 1,000 person capacity limitation. Uniform Building Code Regulations require 15 square feet per person for dining and seven square feet per person for receptions. Therefore, there is sufficient space in the conference center facilities to accommodate a dinner or luncheon for over 1,300 persons and a reception for over 2,800 persons. Moreover, the land use impacts of large events

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at the conference center are primarily traffic, air quality and parking impacts.

If an event at the conference center is attended by persons who are Hotel guests, their presence at the event does not cause any land use impacts since they are already at the Hotel. As a result of this condition, currently no more than 500 hotel guests could attend a conference center event which was attended by 500 non-hotel guests. However, if each of the 360 guest rooms were occupied by two guests, those 720 guests could not attend an event at the conference center which was also attended by 500 non-hotel guests even though their attendance would not cause any land use impacts and would not exceed the Building Code capacity of the facility. Clearly, this 1,000 person limitation does not serve any useful purpose.

2. Local Residents' Attendance at Conference Center Events

A. Condition: Development Plan Condition No. 6 and Modification Condition No. 7 state as follows:

"No more than 500 persons not residing at the Hotel shall be permitted to attend Hotel conferences."

B. Request: Our client is requesting that these conditions be modified as follows:

1. By increasing the limitation from 500 persons to 1,200 persons who travel to and from the event in private vehicles;

2. By eliminating the limitation for guests who travel to the event by bus.

C. Justification: Our client's request is justified because (1) there is ample parking to accommodate at events in the Red Lion's conference facilities 1,200 persons who are not residing at the Hotel; (2) there is a community need for a conference center accommodating 1,200 persons; and (3) when guests travel by bus there is no adverse traffic or parking impacts.

Every month since the Red Lion opened on January 26, 1987, it has conducted daily counts of its parking lot's vehicle occupancy four times a day at 8 a.m., 1 p.m., 6 p.m., and 10 p.m. All of the 1,000 parking spaces in the Red Lion's lot have never been occupied at the same time. In fact, only rarely since the Red

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Lion opened have more than 50 percent of the parking spaces been occupied at the same time. Typically, the Hotel's parking lot is a large unutilized "sea of asphalt."

Associated Transportation Engineers have reviewed the parking space utilization information recorded by the Red Lion as well as statistics regarding Hotel room occupancy and conference center use by local groups. Based upon this information and based upon Shared Parking, a publication of the Urban Land Institute, Associated Transportation Engineers determined that the capacity of the Hotel's parking lot would not be exceeded by a conference center event attended by 1,250 non-guest participants when the Hotel guest room occupancy did not exceed 75 percent.

To my knowledge, the Red Lion is the only hotel facility in the Santa Barbara area which can hold Christmas parties and other special events attended by a large number of local residents. Attached as Exhibit 1 are letters from Applied Magnetics, Santa Barbara Cottage Hospital and Inamed expressing their need to use the Red Lion facilities for special events attended by more than 500 of their employees who are local residents.

Last year, the staff permitted a waiver of this condition to permit more than 500 students from Antelope Valley to attend a high school prom because they all traveled to the Hotel by bus. The staff correctly concluded that it was appropriate to waive the condition because the event would not have adverse traffic or parking impacts.

We are proposing to eliminate the event attendance limitation for guests who travel by bus. If the conditions were modified, more than 1,200 non-hotel guests could attend an event if no more than 1,200 traveled by private vehicle and the rest were transported by bus.

3. Special Events.

Our client proposes that two additional conditions be added to the Development Plan and to the Parking Modification. These conditions would permit the Red Lion to hold six events annually to which the numerical limitation on non-hotel guests attending events at the conference would not apply. Six of these special events would require the Red Lion to submit a parking plan to the Community Development Director describing the manner in which the motor vehicles of persons attending the event could be parked without adversely impacting the community. Two of the six special events would be permitted to occur on days in which large Water-

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front Area events are already occurring without the preparation of a parking plan. For example, the Fourth of July.

With respect to the six special events for which a parking plan would have to be approved, we propose the following condition:

"The Hotel may hold six special events annually to which the numerical limitation in Condition No. 6 on non-hotel guests attending events in the conference center shall not apply. These special events may be held only with the prior written approval of the City's Community Development Director based upon a finding that the event will not cause an adverse impact on the community. Not less than 60 days prior to the event, the Hotel shall submit a parking plan to the Community Development Director describing the manner in which the motor vehicles of persons attending the event can be parked without adversely impacting the community. The Community Development Director shall act upon the request within 30 days of receipt. Subject to the approval of the Community Development Director, two of these six special events could be held without any approved parking plan if they coincided with pre-established Waterfront Area events."

4. Peak Hour Restrictions

A. Condition: Development Plan and Modification Condition Nos. 4 and 5 state as follows:

"4. The conference center shall be closed to non-hotel guests on summer Sunday afternoons (June - September) and any other day when the peak hour trips exceed 360. The determination of when these alternative closure times would occur is subject to the determination of the Director of Public Works based upon monitoring by the Transportation Staff.

"5. Hotel and conference center activities shall be scheduled for arrival and departure time at off-peak hours. Activities shall be scheduled so that arrival and departure times do not coincide with arrival and departure times of other activities."

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B. Request: Our client requests that Condition Nos. 4 and 5 be deleted.

C. Justification: Condition No. 4 is based upon a development regulation in the Specific Plan. Specifically, Section VII.A.1 of the Specific Plan limited development of Parcel A of the Specific Plan to that which would generate no more than 360 peak hour trips. However, this provision only applied "during the period that the City of Santa Barbara uses the 100 'deficiency point' system" of the Local Coastal Plan. Policies 11.2 and 12.1 of the Local Coastal Plan provide that the deficiency point system would be applicable only until the crosstown freeway was completed. Since the crosstown freeway has been completed, this condition should be deleted.

Condition No. 5 has created serious operational and enforcement problems for the Red Lion and the City. It is very difficult to ensure that persons attending conference center events do not arrive or depart during peak hours. To my knowledge, the Red Lion is the only development in Santa Barbara which is subject to a condition of this type. The extensions of Salsipuedes Street and Garden Street have been completed. This has significantly improved the traffic circulation in the Waterfront Area. Now, vehicles can access the Hotel during peak hours without impacting the Milpas/Highway 101 intersection.

5. Bicycle Parking

A. Conditions: Development Plan Condition Nos. IV.A and IV.B state as follows:

"A. One bicycle parking space for every seven automobile parking spaces will be provided. These spaces will be placed at convenient locations throughout the development.

"B. Fifty of the provided lockable employee bicycle parking spaces will be provided within an enclosed, covered area."

B. Request:

(1) Our client requests that Condition No. IV.A be revised to read as follows:

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"Twenty-five bicycle parking spaces shall be provided. These spaces shall be placed at convenient locations throughout the development."

(2) Our client requests that Condition No. IV.B be revised to read as follows:

"Not less than twenty-five lockable employee bicycle parking spaces shall be provided within a covered area. Additional spaces shall be provided if necessary."

C. Justification: With respect to Condition No. IV.A, the current condition requires 133 bicycle parking spaces. Based upon the Red Lion's experience, the required number of bicycle spaces far exceeds the demand. Hotel guests with bicycles generally store their bicycle in their room or in their car. Therefore, bicycle parking spaces were only used by persons using the Red Lion's restaurants or attending conference center events. The Red Lion's experience is that few of these persons travel to and from the Red Lion by bicycle. Revising the condition to require 25 rather than 133 bicycle parking spaces will address the actual need for such spaces.

With respect to employee bicycle parking spaces, less than 20 Hotel employees commute by bicycle. Although the Red Lion has provided 50 covered bicycle parking spaces for employees, most of them are not used.

6. Shuttle Van Condition

A. Condition: Development plan Condition III.B provides as follows:

"A minimum of six Hotel vans will be provided to transport individual guests or small groups of guests, conference participants, and employees between the Hotel and the airport, train station, bus depot, other hotels and local points of interest."

B. Request: Our client proposes that this condition be revised to read as follows:

"A shuttle service to the airport, train depot, and bus depot shall be provided."

Ms. Barbara Lowenthal and
Members, Planning Commission -9-

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C. Justification: Again, the Red Lion's experience is that six vans far exceeds the demand. Instead of specifying the number of vans to be provided, the revised condition would merely require that complimentary shuttle service be available. This condition would permit the Red Lion to meet the demand for shuttle service when needed instead of being required to maintain six Hotel vans for that purpose.

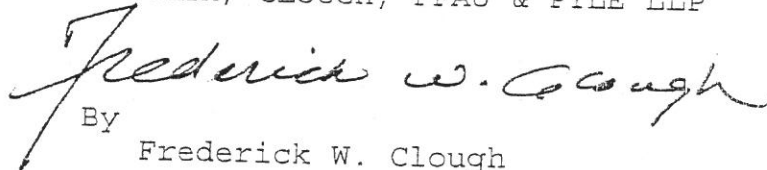
CONCLUSION

The Red Lion believes that approval of its application will enable it to more effectively serve the needs of the Santa Barbara community without causing any adverse impacts.

Thank you for your consideration of this request.

Sincerely yours,

REICKER, CLOUGH, PFAU & PYLE LLP


By Frederick W. Clough

FWC:mc

Enclosures

cc: Mr. Timothy Bridwell (w/enc.)
Robert Andrews, Esq. (w/enc.)

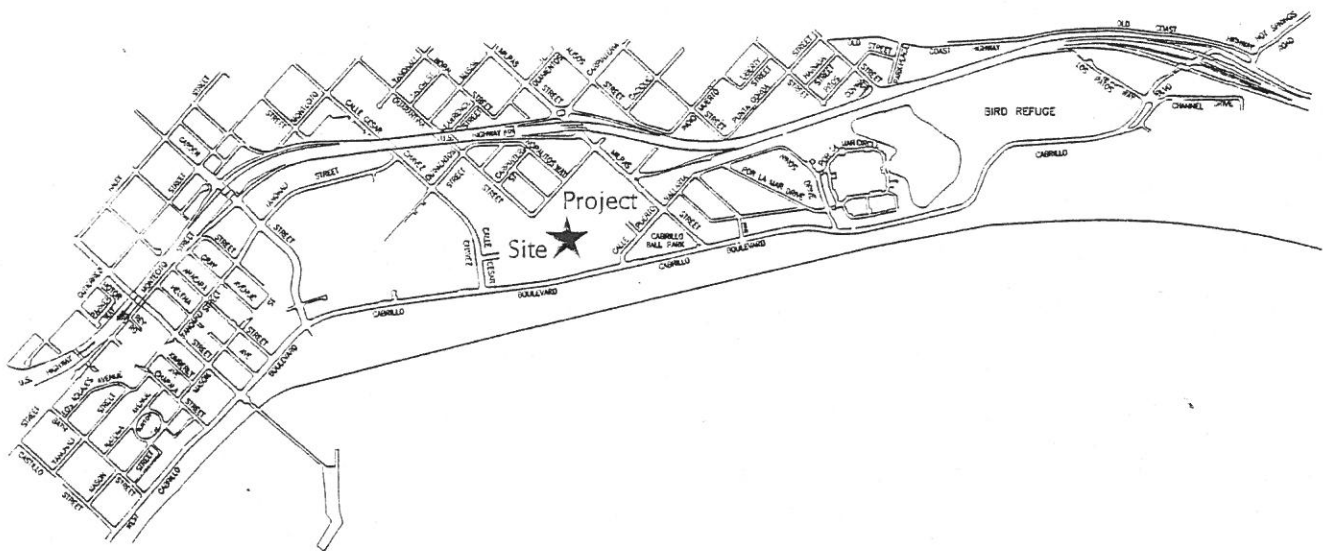
Fess Parker's Red Lion Resort

	Dimensions	Reception	School Room	Theatre	Conference	U-Shape	Hollow Square	Banquet	Posted Occupancy
Red Lion Ballroom	130 x 92	1200	680	1450	N/A	N/A	N/A	798	1708
Sierra Madre	92 x 43	400	220	484	N/A	N/A	N/A	264	565
-North	46 x 43	200	110	176	66	54	66	193	282
-South	46 x 43	200	110	176	66	54	66	193	282
San Rafael	92 x 43	400	220	484	N/A	N/A	N/A	264	565
Santa Ynez	92 x 43	400	220	484	N/A	N/A	N/A	264	565
Santa Barbara Ballroom	80 x 50	400	216	440	N/A	N/A	N/A	267	580
San Miguel	50 x 22	100	52	108	48	40	48	73	145
-East	25 x 22	50	24	50	24	20	24	37	73
-West	25 x 22	50	24	50	24	20	24	37	73
Santa Rosa	50 x 20	100	52	108	48	40	48	73	145
-East	25 x 20	50	24	50	24	20	24	37	73
-West	25 x 20	50	24	50	24	20	24	37	73
Santa Cruz	50 x 20	100	52	108	48	40	48	73	145
-East	25 x 20	50	24	50	24	20	24	37	73
-West	25 x 20	50	24	50	24	20	24	37	73
Anacapa	50 x 20	100	52	108	48	40	48	73	145
-East	25 x 20	50	24	50	24	20	24	37	73
-West	25 x 20	50	24	50	24	20	24	37	73
Fiesta	36 x 32	150	64	125	28	34	36	77	188
Solstice	36 x 26	108	56	110	20	34	32	62	144
Plaza del Sol	200 Dia	1000	N/A	N/A	N/A	N/A	N/A	1340	2872

Appendix B

Traffic and Circulation Study

REVISÉD TRAFFIC AND CIRCULATION STUDY



ATE #01109

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REVISED TRAFFIC AND CIRCULATION STUDY FOR THE DOUBLETREE RESORT PROJECT - CITY OF SANTA BARBARA, CALIFORNIA

Associated Transportation Engineers (ATE) is pleased to submit the following traffic and circulation study for the Doubletree Resort Project, located in the City of Santa Barbara. The study addresses potential traffic and circulation impacts associated with the project and identifies improvements where appropriate. This revised report also addresses the comments submitted by City staff on the Draft study (ATE report dated July 5, 2002).

Associated Transportation Engineers

Scott A. Schell, AICP
Principal Transportation Planner

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4.1 SUMMARY

The potential traffic and circulation impacts associated with the proposed condition modification for the Doubletree Resort in Santa Barbara were assessed by Associated Transportation Engineers (ATE). Analysis of Existing conditions found that the Cabrillo Boulevard/U.S. 101 Southbound intersection exceeds the City's LOS C standard during the Existing Weekday and Summer Sunday P.M. peak hour periods. The project would generate 450 new peak hour trips. This traffic would generate potential project-specific impacts at the Cabrillo Boulevard/U.S. 101 Southbound Ramps intersection and at the Garden Street/U.S. 101 Northbound Ramps intersection on weekdays; and at the Cabrillo Boulevard/U.S. 101 Southbound Ramps intersection and the Milpas Street/Calle Puerto Vallarta intersection on Summer Sundays. Cumulative impacts would be generated at the same locations as well as at the Garden Street/Gutierrez Street and Cabrillo Street/State Street intersections. The improvements identified in this section are not funded or scheduled for implementation, thus the project's impact would be remain Class I at the identified locations.

4.1.1 PROJECT CHARACTERISTICS

The Doubletree Resort, located at 633 East Cabrillo Boulevard, proposes the following changes in the operational conditions for the conference facilities at the hotel.

Current Conditions	Proposed Conditions
1. The conference center capacity shall not exceed 1,000 persons at any time.	Condition eliminated.
2. No more than 500 persons not residing at the Hotel shall be permitted to attend Hotel conferences.	Non-hotel guest attendance increased to 1,200 persons traveling in private vehicles.
3. The conference center shall be closed to non-hotel guest on summer Sunday afternoons (June-September) and any other day when the peak hour trips exceed 360.	Conditions eliminated.
4. There are presently no conditions that allow special events that exceed the conference center capacity limitations.	Allow 6 special events annually which exceed non-hotel guest limitations.

4.1.2 SETTING

a. Street Network. The project site is served by a network of highways, arterial streets and collector streets, as illustrated in Figure 4.1-1. The following text provides a brief discussion of the major components of the study-area street network.

U.S. Highway 101, located north of the site, provides regional access to the site via the Garden, Milpas and Cabrillo Boulevard interchanges. U.S. 101 connects the City of Santa Barbara with Goleta, Buellton and Santa Maria to the north; and with Montecito, Carpinteria and Ventura to the south. U.S. 101 is a 6-lane freeway west of the Milpas interchange, and a 4-lane freeway east of the interchange.

Cabrillo Boulevard extends east from Castillo Street along the Santa Barbara Waterfront until it intersects with the U.S. 101 freeway (northwest of the interchange the roadway becomes Coast Village Road). This four-lane arterial provides access to the site via the Calle Puerto Vallarta and the Calle Cesar Chavez intersections. On-street parking is available on the south side of the road, and a Class I bike lane is present along the waterfront. All Cabrillo Boulevard intersections analyzed in this traffic study are signalized, except for the Cabrillo Boulevard/U.S. 101 interchange, which features a four-way stop control at the Northbound Off-Ramp/Southbound On-Ramp intersection and a northbound left-turn yield control at the Northbound On-Ramp intersection.

Milpas Street connects the eastside of Santa Barbara with the Waterfront. It extends northeast from Cabrillo Boulevard as a two-lane road to the Milpas Street/U.S. 101 Southbound On-Ramp intersection where it becomes a 4-lane arterial until its terminus at Anapamu Street. The Milpas Street/Calle Puerto Vallarta, Milpas Street/U.S. 101 Southbound On-Ramp, and Milpas Street/U.S. 101 Southbound Off-Ramp intersections are signalized. The Milpas Street/U.S. 101 Northbound Ramps intersection is configured as a roundabout.

State Street is a 2-lane primary arterial extending northwest from Cabrillo Boulevard through the downtown area. It widens into 4 lanes at Constance Avenue and continues westerly until it crosses the U.S. Highway 101 and turns into Hollister Avenue at the State Route 154 intersection. The State Street/Cabrillo Boulevard intersection is signalized. Class II bike lanes are provided along the roadway.

Garden Street, located three blocks east of State Street, is a four-lane divided roadway south of the U.S. Highway 101, including Class II bike lanes. It connects downtown and waterfront traffic with U.S. 101. North of the Garden Street/Guiterrez Street intersection the roadway is 2 lanes and extends in the northwestern direction until it turns into Constance Avenue at the Santa Barbara Mission.

Calle Cesar Chavez is 2-lane roadway which extends south of the Salsipuedes Street/Guiterrez Street intersection under the U.S. Highway 101 and widens to 4 lanes until it connects to Cabrillo Boulevard, providing an extra link between the Waterfront area and the Downtown and Eastside areas of the City. A driveway on Calle Cesar Chavez provides access to the Doubletree Resort.

Transit Facilities. The Waterfront area and Downtown area are served by the Metropolitan Transit District (MTD). Local services include the Downtown Waterfront Shuttle, which runs along Downtown State Street and Cabrillo Boulevard, and Line 14. In addition, the MTD provides several transit services between the Downtown area and the Upper State, Goleta, UCSB areas, as well as connections to Montecito, Summerland and Carpinteria.

Bicycle Facilities. Several bicycle facilities are located within the study area. These include a Class I bike lane on Cabrillo Boulevard and the on-street bike lanes (Class II) on State Street, Garden Street, Calle Cesar Chavez and Milpas Street. Additional bicycle opportunities exist on the local residential streets in the areas.

b. Intersection Operations. Because traffic flow on urban arterials is most constrained at intersections, detailed traffic flow analyses focus on the operating conditions of critical intersections during peak travel periods. In rating intersection operations, "Levels of Service" (LOS) A through F are used, with LOS A indicating free flow operations and LOS F indicating congested operations (more complete definitions of levels of service are included in the Technical Appendix). The City considers LOS C with a volume-to-capacity ratio of 0.77 as the minimum acceptable operating standard for signalized intersections, and an average delay per vehicle of 22 seconds as the minimum standard for unsignalized intersections.

The study area intersections analyzed in this report were determined based on input provided by City staff. Both weekday P.M. peak hour and Summer Sunday P.M. peak hour traffic conditions were identified for analyses. Existing Weekday and Summer Sunday peak hour volumes were derived from Waterfront Area Transportation Study (WATS 2).¹ Updated Weekday traffic counts were completed in the Milpas Street corridor in February, 2002 to account for the completion of the improvements in this area which were under construction during the WATS 2 study period. Updated weekday traffic counts (collected by ATE in 2001) were also used for the Garden Street corridor to account for traffic diversions which may have been occurring as a result of the Milpas interchange construction which was occurring during the WATS 2 surveys.

Table 4.1-1 outlines the key intersections included in the analysis, and indicates the source of the traffic counts used for this study.

¹ Waterfront Area Traffic Study 2, Associated Transportation Engineers, May, 2001.

**Table 4.1-1
Key Study-Area Intersections**

Intersection	Intersection Count Source	
	P.M. Peak Hour Weekday	Summer Sunday
1. Cabrillo Blvd/U.S. 101 NB	WATS2	WATS2
2. Cabrillo Blvd/U.S. 101 SB ^a	WATS2	WATS2
3. Milpas St/Carpinteria St-U.S. 101 NB	New 2002 Counts	WATS2
4. Milpas/U.S. 101 SB off-ramp	New 2002 Counts	WATS2
5. Milpas St/Indio Muerto (U.S. 101 SB On-Ramp)	New 2002 Counts	WATS2
6. Milpas St/Calle Puerto Vallarta	New 2002 Counts	WATS2
7. Milpas St/Cabrillo Blvd	New 2002 Counts	WATS2
8. Garden St/Haley St	ATE 2001 Counts	WATS2
9. Garden St/Gutierrez St	ATE 2001 Counts	WATS2
10. Garden St/U.S. 101 SB	ATE 2001 Counts	WATS2
11. Garden St/U.S. 101 NB	ATE 2001 Counts	WATS2
12. Cabrillo Blvd/State St	WATS2	WATS2
13. Cabrillo Blvd/Calle Puerto Vallarta	Adjusted 2002	WATS2
14. Cabrillo Blvd/Castillo St.	WATS2	WATS2
15. Cabrillo Blvd/Garden St.	WATS2	WATS2
16. Cabrillo Blvd./Calle Cesar Chavez	WATS2	WATS2

Figure 4.1-2 shows the Existing Weekday P.M. peak hour traffic volumes for the study-area intersections, and Figure 4.1-3 shows the existing Summer Sunday P.M. peak hour traffic volumes.

Table 4.1-2 lists the Existing Weekday and Summer Sunday peak hour levels of service (calculation worksheets are contained in the Technical Appendix). Levels of service for the signalized study-area intersections were calculated based on the "Intersection Capacity Utilization" (ICU) methodology. Levels of service for the intersections controlled by stop signs were determined by using the Highway Capacity Software (HCS). The HCS determines levels of service by calculating the total *control delay* of the intersections. Control delay is defined as the total elapsed time required for a vehicle to travel from the last-in-queue

position to the first-in-queue position, including deceleration from free-flow speed to the speed of vehicles in queue, and acceleration from the stop line to free-flow speed. The level of service of the U.S. 101 Northbound Ramps/Milpas Street roundabout was determined by using the SIDRA software program, which calculates the average delay (including control delay) per vehicle on all approaches of the roundabout. The level of service for the roundabout is thus expressed in seconds per vehicle.

Table 4.1-2
Existing Levels of Service

Intersection	P.M. Peak Hour			
	Weekday		Summer Sunday	
	ICU	LOS	ICU	LOS
1. Cabrillo Blvd/U.S. 101 NB ^(a)	9.6 s/v	LOS A	9.0 s/v	LOS A
2. Cabrillo Blvd/U.S. 101 SB ^(a)	>50.0 s/v	LOS F	>50.0 s/v	LOS F
3. Milpas St/Carpinteria St-U.S. 101 NB ^(a)	5.0 s/v	LOS A	4.2 s/v	LOS A
4. Milpas/U.S. 101 SB off-ramp	0.59	LOS A	0.50	LOS A
5. Milpas St/Indio Muerto (U.S. 101 SB On-Ramp)	0.47	LOS A	0.55	LOS A
6. Milpas St/Calle Puerto Vallarta	0.43	LOS A	0.69	LOS B
7. Milpas St/Cabrillo Blvd	0.35	LOS A	0.59	LOS A
8. Garden St/Haley St	0.64	LOS B	0.50	LOS A
9. Garden St/Gutierrez St	0.71	LOS C	0.47	LOS A
10. Garden St/U.S. 101 NB	0.74	LOS C	0.47	LOS A
11. Garden St/U.S. 101 SB	0.56	LOS A	0.50	LOS A
12. Cabrillo Blvd/State St	0.43	LOS A	0.69	LOS B
13. Cabrillo Blvd/Calle Puerto Vallarta	0.39	LOS A	0.53	LOS A
14. Cabrillo Blvd/Castillo St.	0.43	LOS A	0.65	LOS B
15. Cabrillo Blvd/Garden St.	0.34	LOS A	0.57	LOS A
16. Cabrillo Blvd./Calle Cesar Chavez	0.33	LOS A	0.43	LOS A

(a) Unsignalized - ICU not applicable.

Bolded values exceed City standards

The data presented in Table 4.1-2 show that the Cabrillo Boulevard/U.S. 101 Southbound intersection exceeds the City's LOS C standard during the Existing Weekday and Summer Sunday peak hour periods. It is noted that the weekday intersection delay values reported for the Cabrillo/U.S. 101 interchange are slightly different than the WATS 2 data. These differences resulted from the updated version of the Highway Capacity Manual (HCM 2000) which were used for the analysis in this EIR.

4.1.3 IMPACT ANALYSIS

a. **Significance Thresholds.** The City's project-specific and cumulative impact thresholds are outlined below.

Project-Specific Threshold. The City's project-specific impact threshold states that if a development project would cause the V/C ratio at an intersection to exceed 0.77, or if the project would increase the V/C ratio at intersections which already exceed 0.77 by 0.01, the project's impact is considered significant.

Cumulative Threshold. The City cumulative impact threshold states that if a development project would add five or more trips to an intersection which is forecast to operate above V/C 0.77 with cumulative traffic volumes, the project's contribution is considered a significant cumulative impact. The distribution and impact analysis is based on the City's practice of following 5 vehicle trips or more through adjacent intersections. This provides a statistical certainty for project-generated traffic additions at critical intersections on a day-to-day basis.

b. **Project-Specific Impacts.** The following text presents the results of the project-specific impact analysis.

Trip Generation. Table 4.1-3 shows the trip generation estimates for the proposed modifications. The trip generation estimates were calculations based on the assumptions used in the previous study completed by Omni-Means.² The estimates assume: a) that all non-hotel guest would drive to and from the hotel; b) a 2.0 vehicle occupancy rate, and; c) 75% of attendees leave within the peak hour.

**Table 4.1-3
Project Trip Generation Estimates**

Amount	AVO	P.M. PHT			
		Rate	In	Out	Total
1,200 Persons	2.0	0.75	45	405	450

Table 4.1-3 shows that the proposed modifications would generate 450 new peak hour trips. The table also shows that 90% would be outbound trips and 10% would be inbound trips.

² Red Lion Resort Development Plan Modifications SEIR, Traffic & Circulation section, Omni-Means, 1996.

Trip Distribution. Table 4.1-4 and Figure 4.1-4 show the project trip distribution percentages. Trip distribution percentages were derived from the Omni-Means traffic study that was previously completed for the hotel. These distribution percentages were adjusted by City Transportation staff based on current travel patterns. Interchange percentage splits for traffic using U.S. 101 were developed based on guest arrival information provided by the Doubletree Resort.

**Table 4.1-4
Project Trip Distribution Percentages**

Origin/Destination	Direction	Percentage
U.S. 101	North	43% ^a
U.S. 101	South	16% ^b
Garden Street	Northwest	12%
Cabrillo Boulevard	West	9%
State Street	Northwest	6%
Milpas Street	North	6%
Salsipuedes Street	Northwest	5%
Hot Springs Road	East	3%
Total		100%

^a Distribution: 28% via U.S.101/Milpas interchange;
16% via U.S.101/Garden St. interchange.

^b Distribution: 16% via U.S.101/Milpas interchange;
0% via Cabrillo Interchange.

Once distributed, project-generated traffic was assigned to the study-area street system. Figure 4.1-5 shows the project added peak hour traffic volumes for the Weekday and Summer Sunday P.M. peak periods.

Weekday Intersection Impacts. Levels of service were calculated for the study-area intersections assuming the Weekday Existing + Project P.M. peak hour traffic forecasts shown in Figures 4.1-6. Table 4.1-5 lists the results of the level of service calculations.



FIGURE 4.1-5

Table 4.1-5
Existing + Project Weekday Levels of Service

Intersection	P.M. Peak Hour				
	Existing		Existing + Project		
	ICU	LOS	ICU	LOS	Project Trips
1. Cabrillo Blvd/U.S. 101 NB ^(a)	9.6 s/v	LOS A	10.1 s/v	LOS B	13
2. Cabrillo Blvd/U.S. 101 SB ^(a)	> 50.0 s/v	LOS F	> 50.0 s/v	LOS F	13
3. Milpas St/Carpinteria St-U.S. 101 NB ^(a)	5.0 s/v	LOS A	6.5 s/v	LOS A	148
4. Milpas/U.S. 101 SB off-ramp	0.59	LOS A	0.59	LOS A	160
5. Milpas St/Indio Muerto (U.S. 101 SB On-Ramp)	0.47	LOS A	0.52	LOS A	226
6. Milpas St/Calle Puerto Vallarta	0.43	LOS A	0.56	LOS A	233
7. Milpas St/Cabrillo Blvd	0.35	LOS A	0.35	LOS A	13
8. Garden St/Haley St	0.64	LOS B	0.67	LOS B	54
9. Garden St/Gutierrez St	0.71	LOS C	0.71	LOS C	54
10. Garden St/U.S. 101 NB	0.74	LOS C	0.78	LOS C	115
11. Garden St/U.S. 101 SB	0.56	LOS A	0.59	LOS A	122
12. Cabrillo Blvd/State St	0.43	LOS A	0.43	LOS A	67
13. Cabrillo Blvd/Calle Puerto Vallarta	0.39	LOS A	0.43	LOS A	73
14. Cabrillo Blvd/Castillo St.	0.43	LOS A	0.45	LOS A	40
15. Cabrillo Blvd/Garden St.	0.34	LOS A	0.35	LOS A	106
16. Cabrillo Blvd./Calle Cesar Chavez	0.33	LOS A	0.38	LOS A	116

(a) Unsignalized - ICU not applicable

Bolded values are Project-Specific Impacts according to City standards.

Table 4.1-5 indicates that with Existing + Project Weekday traffic volumes most of intersections would continue to operate at LOS C or better.

Impact TC-1 **The project would significantly impact the Cabrillo Boulevard/U.S. 101 Southbound Ramps intersection during the Weekday P.M. peak period.**

The project would contribute 13 P.M. peak hour trips to the Cabrillo Boulevard/U.S. 101 Southbound Ramps intersection. The intersection currently operates at LOS F and project traffic would add to the significantly high delays and queuing at the intersection, a project-specific impact.

Mitigation TC-1 **Caltrans is currently assessing potential improvement project alternatives to accommodate existing and future traffic at this interchange. The improvement project is currently funded and scheduled for implementation by 2008.**

The intersection operates above capacity, and the southbound on- and off-ramp freeway connections are "left-hand" ramps that do not meet the State's standards for freeways. Caltrans is studying alternative projects to remedy the existing deficiency. The alternatives will be reviewed with respect to meeting design standards, providing accessibility to the

adjacent land uses and traffic sheds, and improve traffic flow to acceptable standards. The improvements are currently funded and scheduled for completion by the year 2008.

Given that this improvement is not scheduled to be completed prior to 2008, the project's impact would remain **Class I** at this location.

Impact TC-2 **The project would significantly impact the Garden Street/U.S. 101 Northbound Ramps during the Weekday P.M. peak period.**

The project would contribute 115 P.M. peak hour trips to the Garden Street/U.S. 101 Northbound Ramps intersection, increasing the V/C to 0.78, which is a project-specific impact based on the City's thresholds.

Mitigation TC-2 **Restripe the intersection to provide an optional through-right turn lane for the southbound Garden to northbound Highway 101 movement (see Technical Appendix for schematic illustration of this improvement).**

The original Caltrans striping plan implemented at the interchange provided a right-turn lane and shared through-plus-right-turn lane on the southbound Garden Street approach at the U.S. 101 Northbound On-Ramp (see Technical Appendix for Caltrans striping plan). The original striping has been modified to provide a single right-turn lane and no shared through + right turn lane. There are two lanes for turning left at westbound Gutierrez Street and two southbound through lanes on Garden Street at Gutierrez Street. If the shared through + right turn striping were re-installed, the two-lane on-ramp could be continuously fed by the two westbound lanes from Gutierrez Street and the two southbound from Garden Street. The intersection would operate at LOS C (V/C 0.72) with this improvement under Existing + Project conditions.

It is noted that implementation of the Caltrans striping plan would create an additional conflict point between bicycles travelling south on Garden Street and vehicles turning right from the shared through + right-turn lane onto the northbound on-ramp. The striping modification would also require that the existing "protected-permissive" left-turn phasing on northbound Garden Street at the intersection be changed to protected phasing only. It is further noted that Caltrans would likely require implementation of a ramp meter on the northbound on-ramp if this improvement were implemented.

Given that this improvement is not scheduled or funded, the project's impact would remain **Class I** at this location.

Summer Sunday Intersection Impacts. Levels of service were calculated for the study-area intersections assuming the Summer Sunday Existing + Project P.M. peak hour traffic forecasts shown in Figure 4.1-7. Table 4.1-6 list the results of the level of service calculations.

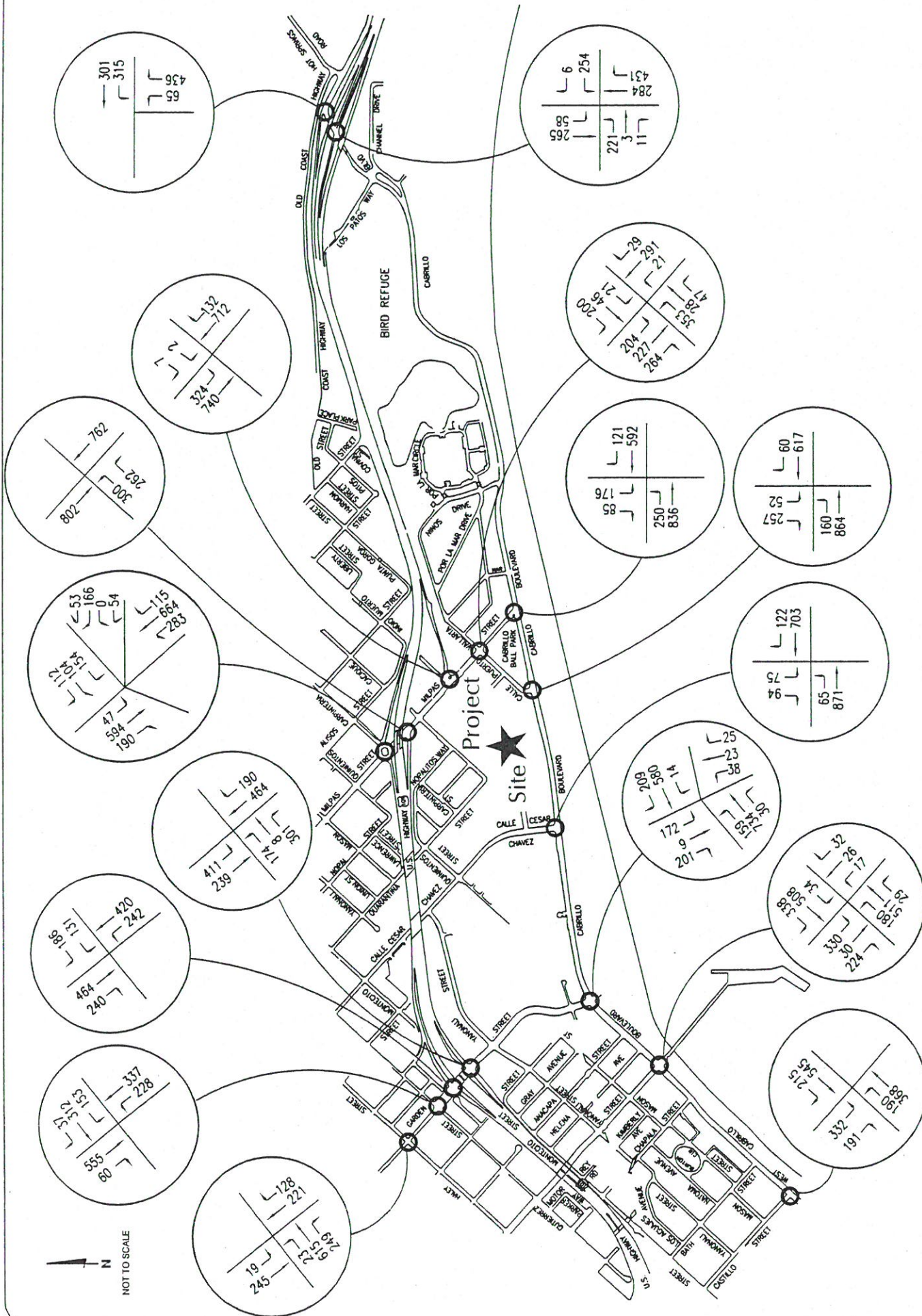


FIGURE 4.1-7

Existing + Project Summer Sunday P.M. Peak Hour Traffic Volumes

Table 4.1-6
Existing + Project Summer Sunday Levels of Service

Intersection	Summer Sunday P.M. Peak Hour				
	Existing		Existing + Project		
	ICU	LOS	ICU	LOS	Project Trips
1. Cabrillo Blvd/U.S. 101 NB ^(a)	9.3 s/v	LOS A	9.8 s/v	LOS A	13
2. Cabrillo Blvd/U.S. 101 SB ^(a)	> 50.0 s/v	LOS F	> 50.0 s/v	LOS F	13
3. Milpas St/Carpinteria St-U.S. 101 NB ^(a)	4.2 s/v	LOS A	4.1 s/v	LOS A	148
4. Milpas/U.S. 101 SB off-ramp	0.50	LOS A	0.52	LOS A	160
5. Milpas St/Indio Muerto (U.S. 101 SB On-Ramp)	0.55	LOS A	0.55	LOS A	226
6. Milpas St/Calle Puerto Vallarta	0.69	LOS B	0.78	LOS C	233
7. Milpas St/Cabrillo Blvd	0.59	LOS A	0.59	LOS A	13
8. Garden St/Haley St	0.50	LOS A	0.53	LOS A	54
9. Garden St/Gutierrez St	0.47	LOS A	0.47	LOS A	54
10. Garden St/U.S. 101 NB	0.47	LOS A	0.51	LOS A	115
11. Garden St/U.S. 101 SB	0.50	LOS A	0.53	LOS A	122
12. Cabrillo Blvd/State St	0.69	LOS B	0.71	LOS C	67
13. Cabrillo Blvd/Calle Puerto Vallarta	0.53	LOS A	0.57	LOS A	73
14. Cabrillo Blvd/Castillo St.	0.65	LOS B	0.67	LOS B	40
15. Cabrillo Blvd/Garden St.	0.57	LOS A	0.60	LOS A	106
16. Cabrillo Blvd./Calle Cesar Chavez	0.43	LOS A	0.45	LOS A	116

(a) Unsignalized - ICU not applicable.

Bolded values are Project-Specific Impacts according to City standards.

Impact TC-3 The project would significantly impact the Cabrillo Boulevard/U.S. 101 Southbound Ramps intersection under Summer Sunday conditions.

The level of service calculation results for the Existing + Project Summer Sunday scenario shows that the Cabrillo Boulevard/U.S. 101 Southbound Ramps currently operate at LOS F. Project traffic would contribute to the significantly high delays and queuing at the intersection, a project-specific impact.

Mitigation TC-3 The Project-Specific measures identified for the Weekday peak period would mitigate the Summer Sunday impact at this location.

Impact TC-4 The project would significantly impact the Milpas Street/Calle Puerto Vallarta intersection under Summer Sunday conditions.

The Milpas Street/Calle Puerto Vallarta intersection operates at LOS B with Existing volumes. The addition of project traffic would increase the V/C ratio to V/C 0.78, exceeding the City's project-specific impact threshold.

Mitigation TC-4 Restripe the eastbound approach to include one left-turn lane and one left-through-right lane (see Technical Appendix for schematic illustration of this improvement).

The eastbound Calle Puerto Vallarta approach currently contains one left-turn lane and one through-right lane. The project would add a significant number of left-turns to this approach as a peak event is ending. Restriping the approach to provide one left-turn lane and one left + through + right lane would provide LOS B. This mitigation would also require a 2nd northbound lane on Milpas Street from Calle Puerto Vallarta to just north of the Union Pacific Railroad tracks (where 2 northbound lanes are currently provided).

The location of Tri-County Produce, the bike lane and the parking configuration at Tri-County Produce do not allow for this restriping or reconfiguration of Milpas Street without the purchase of additional right-of-way and the relocation of parking from the front of Tri-County Produce to the north side of the building. The improvement would also require that the eastbound and westbound signal phases be operated separately (split-phase operation), and that additional striping and signing be installed on Calle Puerto Vallarta for westbound traffic.

Given that this improvement is not scheduled or funded, the project's impact would remain **Class I** at this location.

c. Cumulative Impacts. The following section presents the results of the cumulative analysis. The mitigation measures are derived from those outlined in the WATS 2 study for consistency in developing long range plans for the infrastructure improvements that will be required to accommodate future traffic.

Cumulative Traffic Volumes. Cumulative traffic volume forecasts were developed based on lists of approved and pending projects provided by the City as well as consideration of cumulative projects in the Montecito area (lists are included in the Technical Appendix for reference). Trip generation estimates for the approved and pending projects were developed using rates presented in the ITE Trip Generation Manual (worksheets showing the cumulative trip generation estimates are in the Technical Appendix). It is noted that the cumulative model includes a City project to narrow the mid-block segments of State Street to 2 travel lanes (from 4 lanes) between the Union Pacific Railroad tracks and Cabrillo Boulevard. This narrowing would occur in the mid-block segments between intersections, and would not affect the lane geometry at the Yanonali Street/State Street and Cabrillo Boulevard/State Street intersections. Figures 4.1-8 and 4.1-9 show the Cumulative P.M. traffic volumes for the Weekday and Summer Sunday scenarios.

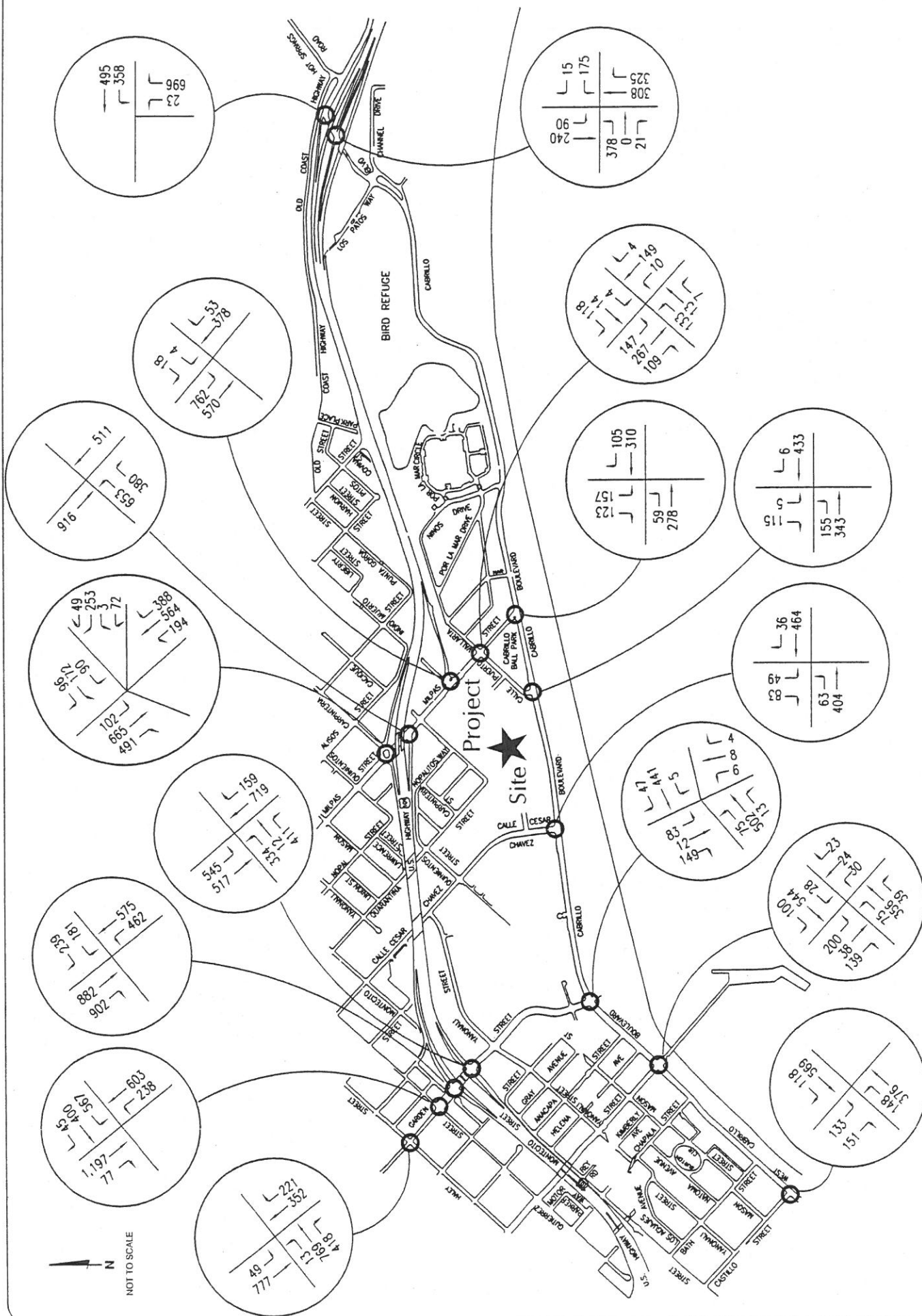


FIGURE 4.1-8

Cumulative Weekday P.M. Peak Hour Traffic Volumes

ASSOCIATED
TRANSPORTATION
ENGINEERS



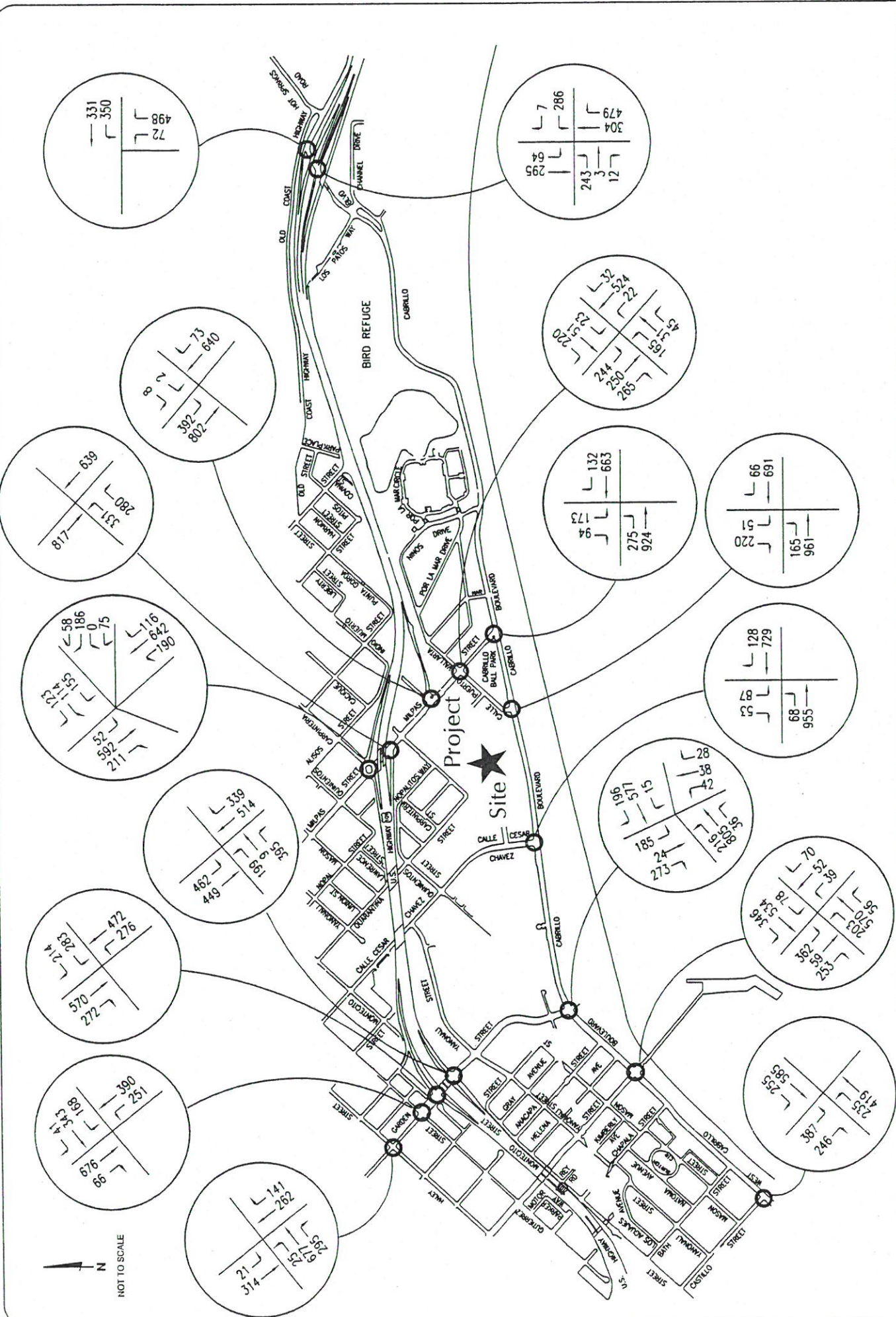


FIGURE 4.1-9

Cumulative Summer Sunday P.M. Peak Hour Traffic Volumes

Weekday Intersection Impacts. Project-generated traffic was added to the Weekday Cumulative volumes to determine the project's cumulative impact. Cumulative + Project P.M. peak hour traffic volumes are shown in Figure 4.1-10. Table 4.1-7 presents the Cumulative + Project P.M. peak hour levels of service for the study-area intersections.

Table 4.1-7
Cumulative and Cumulative + Project
Weekday Levels of Service

Intersection	Weekday P.M. Peak Hour			
	Cumulative ICU/LOS	Cumulative + Project ICU/LOS	Project-Added Trips	Impact
1. Cabrillo Blvd/U.S. 101 NB ^(a)	9.8 s./LOS A	9.8 s./LOS A	13	No
2. Cabrillo Blvd/U.S. 101 SB ^(a)	> 50.0 s./LOS F	> 50.0 s./LOS F	13	Yes
3. Milpas St/Carpinteria St-U.S. 101 NB ^(a)	5.7 s./LOS A	7.7 s./LOS A	148	No
4. Milpas/U.S. 101 SB off-ramp	0.56/LOS A	0.57/LOS A	160	No
5. Milpas St/Indio Muerto (U.S. 101 SB On-Ramp)	0.48/LOS A	0.54/LOS A	226	No
6. Milpas St/Calle Puerto Vallarta	0.44/LOS A	0.57/LOS A	233	No
7. Milpas St/Cabrillo Blvd	0.37/LOS A	0.37/LOS A	13	No
8. Garden St/Haley St	0.74/LOS C	0.77/LOS C	54	No
9. Garden St/Gutierrez St	0.78/LOS C	0.79/LOS C	54	Yes
10. Garden St/U.S. 101 NB	0.86/LOS D	0.90/LOS D	115	Yes
11. Garden St/U.S. 101 SB	0.70/LOS B	0.74/LOS C	122	No
12. Cabrillo Blvd/State St	0.50 LOS A	0.50/LOS A	67	No
13. Cabrillo Blvd/Calle Puerto Vallarta	0.41/LOS A	0.45/LOS A	73	No
14. Cabrillo Blvd/Castillo St.	0.50/LOS A	0.51/LOS A	40	No
15. Cabrillo Blvd/Garden St.	0.40/LOS A	0.40/LOS A	106	No
16. Cabrillo Blvd./Calle Cesar Chavez	0.35/LOS A	0.40/LOS A	116	No

(a) Unsignalized - ICU not applicable

Bolded values are Project-Specific Impacts according to City standards.

Impact TC-5 The proposed project would result in a significant cumulative impact at the **Cabrillo Boulevard/U.S. 101 Southbound Ramps intersection** during the Weekday P.M. peak hour period.

The intersection currently operates at LOS F and will continue to degrade as cumulative development projects occur in the area. The project would add 13 peak hour trips to the intersection, a significant cumulative impact. The project's share of cumulative traffic at the intersection is 18.5%.

Mitigation TC-5 The Project-Specific mitigation (TC-1) would also mitigate the cumulative impact at the **Cabrillo Boulevard/U.S. 101 Southbound Ramps intersection**.

Impact TC-6 The project would result in a significant cumulative impact at the Garden Street/Gutierrez Street and the Garden Street/U.S. 101 Northbound Ramps intersections during the Weekday P.M. peak hour period.

The project would add 54 trips to the Garden Street/Gutierrez Street intersection and 115 trips to the Garden Street/U.S. 101 Northbound Ramps intersection. Both intersections are forecast to operate above the LOS C (V/C 0.77) standard during the Weekday P.M. peak hour period with Cumulative + Project traffic. This is considered a significant cumulative impact. The project's share of cumulative traffic is 12.6% at the Garden Street/Gutierrez Street intersection and 18.6% at the Garden Street/U.S. 101 Northbound Ramps intersection.

Mitigation TC-6 Add one northbound through lane and one westbound lane to the Garden Street/Gutierrez Street intersection; and restripe the Garden Street/U.S. 101 Northbound Ramps intersection to provide an optional through-right turn lane for the southbound Garden to northbound Highway 101 movement (see Technical Appendix for schematic illustration of these improvements).

These two intersections will require additional capacity in order to provide LOS C with Cumulative + Project traffic. A Project Study Report (PSR) may be required to analyze alternatives that would provide the needed capacity. The PSR is prepared by the local jurisdiction (or Caltrans) to satisfy the requirements of Caltrans for construction projects on the State Highway system. Preliminary review of the existing configuration shows that levels of service could be improved at the Garden/Gutierrez intersection by adding a northbound through lane (currently one lane) and a westbound lane (currently three lanes). The second northbound through lane would extend to Haley Street, thereby improving its operation as well. The widening necessary would require right-of-way acquisition along the east side of Garden Street and would affect 8 properties within the block.

The level of service at the Garden Street/U.S. 101 Northbound Ramps intersection could be improved by restriping to provide an optional through-right turn lane for the southbound Garden Street to northbound Highway 101 movement, as originally designed and implemented by Caltrans. There are two lanes for turning left on the westbound Gutierrez Street approach and two through lanes on the southbound Garden Street approach but only one right-turn lane from southbound Garden Street to access the two-lane Highway 101 on-ramp. The two-lane on-ramp could be continuously fed by the two westbound lanes on Gutierrez with the identified improvements. The Gutierrez Street intersection would flow better by dispersing the traffic more evenly over the westbound lanes and the Garden Street/U.S. 101 Northbound Ramps intersection would operate better by providing two lanes of traffic onto the U.S. 101 northbound on-ramp.

It is noted that implementation of the Caltrans striping plan would create an additional conflict point between bicycles travelling south on Garden Street and vehicles turning right from the shared through + right-turn lane onto the northbound on-ramp. The striping modification would also require that the existing "protected-permissive" left-turn phasing on

northbound Garden Street at the intersection be changed to protected phasing only. It is also noted that Caltrans would likely require implementation of a ramp meter on the northbound on-ramp if this improvement were implemented.

Summer Sunday Intersection Impacts. Project generated traffic volumes were added to the Summer Sunday Cumulative volumes to determine the project's cumulative impacts. Summer Sunday Cumulative + Project P.M. peak hour traffic volumes are shown in Figure 4.1-11. Table 4.1-8 presents the Summer Sunday Cumulative + Project P.M. peak hour levels of service for the study-area intersections.

Table 4.1-8
Cumulative and Cumulative + Project
Summer Sunday Levels of Service

Intersection	Weekday P.M. Peak Hour			
	Cumulative V/C - LOS	Cumulative + Project V/C - LOS	Project- Added Trips	Impact
1. Cabrillo Blvd/U.S. 101 NB ^(a)	9.3 s./LOS A	9.4 s./LOS A	13	No
2. Cabrillo Blvd/U.S. 101 SB ^(a)	> 50.0 s./LOS F	> 50.0 s./LOS F	13	Yes
3. Milpas St/Carpinteria St-U.S. 101 NB ^(a)	4.9 s./LOS A	6.1 s./LOS A	148	No
4. Milpas/U.S. 101 SB off-ramp	0.53/LOS A	0.54/LOS A	160	No
5. Milpas St/Indio Muerto (U.S. 101 SB On-Ramp)	0.61/LOS B	0.62/LOS B	226	No
6. Milpas St/Calle Puerto Vallarta	0.72/LOS C	0.85/LOS D	233	Yes
7. Milpas St/Cabrillo Blvd	0.63/LOS B	0.63/LOS B	13	No
8. Garden St/Haley St	0.58/LOS A	0.61/LOS A	54	No
9. Garden St/Gutierrez St	0.53/LOS A	0.53/LOS A	54	No
10. Garden St/U.S. 101 NB	0.63/LOS B	0.67/LOS B	115	No
11. Garden St/U.S. 101 SB	0.64/LOS B	0.67/LOS B	122	No
12. Cabrillo Blvd/State St	0.78/LOS C	0.81/LOS D	67	Yes
13. Cabrillo Blvd/Calle Puerto Vallarta	0.58/LOS A	0.52/LOS A	73	No
14. Cabrillo Blvd/Castillo St.	0.75/LOS C	0.76/LOS C	40	No
15. Cabrillo Blvd/Garden St.	0.67/LOS B	0.72/LOS C	106	No
16. Cabrillo Blvd./Calle Cesar Chavez	0.47/LOS A	0.48/LOS A	116	No

(a) Unsignalized - ICU not applicable

Bolded values are Project-Specific Impacts according to City standards.

Impact TC-7 **The project would result in a significant impact at the Cabrillo Boulevard/U.S. 101 Southbound Ramps intersection under the Summer Sunday cumulative scenario.**

The intersection currently operates at LOS F on Summer Sundays and will continue to degrade as cumulative development occurs in the area. The project would add 13 peak hour trips to the intersection, a significant cumulative impact. The project's share of Summer Sunday Cumulative traffic at the intersection is 6.5%.

Mitigation TC-7 **The Project-Specific mitigation (TC-1) would also mitigate the Summer Sunday cumulative impact at the Cabrillo Boulevard/U.S. 101 Southbound Ramps intersection.**

Caltrans has funded and scheduled improvements for the Cabrillo Boulevard/U.S. 101 Southbound Ramps intersection. Given that these improvements are not scheduled to be completed prior to 2008, the project's impact would remain **Class I** at this location.

Impact TC-8 **The project would result in a cumulative impact at the Milpas Street/Calle Puerto Vallarta intersection under the cumulative Summer Sunday scenario.**

The project would add 233 peak hour trips to the intersection, which is forecast to operate at LOS D with cumulative Summer Sunday traffic. This addition is considered a significant cumulative impact. The project's share of Summer Sunday Cumulative traffic at the intersection is 57.0%.

Mitigation TC-8 **The Project-Specific mitigation (TC-4) would also mitigate the Summer Sunday cumulative impact at the Milpas Street/Calle Puerto Vallarta intersection.**

Implementation of this mitigation would result in LOS C (V/C 0.76) operations. As stated in the project-specific section, this mitigation would require the addition of an extra northbound lane on Milpas Street between Calle Puerto Vallarta to just north of the Union Pacific Railroad tracks. The location of the bike lane and the parking configuration at Tri-County Produce do not allow for this restriping or reconfiguration of Milpas Street without the purchase of additional right-of-way and the relocation of parking from the front of Tri-County Produce to the north side of the building. The improvement would also require additional striping and signing on Calle Puerto Vallarta for westbound traffic, and would require that the eastbound and westbound signal phases be operated separately (split-phase operation).

Given that this improvement is not scheduled or funded, the project's impact would remain **Class I** at this location.

Impact TC-9 **The project would result in a cumulative impact at the Cabrillo Boulevard/State Street intersection under the cumulative Summer Sunday scenario.**

Project traffic would degrade the intersection level of service from LOS C to LOS D, adding a total of 67 PHT. This is considered a significant cumulative impact. The project's share of Summer Sunday Cumulative traffic at the intersection is 13.5%.

Mitigation TC-9 **Add a separate right-turn lane on the westbound approach (see Technical Appendix for schematic illustration of this improvement).**

Adding a separate westbound right-turn lane would provide LOS B with Summer Sunday Cumulative + Project volumes. Implementation of the right-turn lane would require modifications to the Mission Creek Bridge. Improvements to the bridge could potentially impact the Tidewater goby and the Southern Steelhead, both on the Endangered Species list. The improvement would also add to the crosswalk distance on Cabrillo Boulevard and misalign the corner in front of Eladio's Restaurant, which would affect pedestrian circulation in the area.

Given that this improvement is not scheduled or funded, the project's impact would remain **Class I** at this location.

4.1.4 PARKING

The ability of the on-site parking supply to accommodate the additional demands associated with 1,200 person events was included in the Omni-Means analysis conducted for the Red Lion SEIR. The following text summarizes the supply and demand analyses completed for events and identifies potential parking impacts.

a. Parking Supply. There are 930 passenger vehicle parking spaces provided in the Doubletree Resort parking lot and within the hotel's entry court. There are also various curbside loading and unloading areas near the hotel and conference center entrances, and eight bus parking spaces at the western end of the parking lot. As a convenience to guests and other patrons of the hotel, free valet parking is provided. Up to 50 additional vehicles can be accommodated by valet parking, increasing the on-site capacity to approximately 980 spaces.

When the City approved the Waterfront Hotel Project, a condition was added to provide that for special events, that the Waterfront Hotel is required to provide 100 parking spaces off-site for special events, either in the Doubletree lot or on the Southern Pacific property north of the railroad tracks. An agreement to that effect has been executed between the two properties, although the use of the 100 spaces is made permanent and is not restricted to special events. The agreement also provides that the Waterfront Hotel may request use of an additional 50 spaces in the Doubletree lot, subject to 30 days notice to the Doubletree Hotel. The agreement provides a reciprocal right to the Doubletree to use up to 50 spaces within the 100-space portion of the lot that is yielded to the Waterfront Hotel. Essentially,

the agreement reduces the capacity of the Doubletree parking lot from 980 to 880 spaces, with a peak-use capacity of 930 when the Doubletree requests 50 spaces from the Waterfront Hotel, and when the Waterfront Hotel does not require their use for that hotel's activities.

b. Parking Demands. The peak potential for parking impacts would occur when the hotel is fully occupied and a local conference/event is scheduled. For the hotel the maximum parking demand would occur during the later evening hours (after 9 PM) when demand by hotel guests and demand by patrons of the restaurant/lounge would be at an absolute peak. Previously parking demand surveys at the Doubletree indicate the potential peak hotel parking demand to be about 400 spaces, not accounting for conference center activity.³ If a local event were scheduled for the evening, the parking demand by the non-hotel guest participants would be added to the estimated base hotel demand. A 1,200 person local event held in the evening would overlap with the basic hotel demand. Using the 2.0 auto occupancy factor, the non-hotel guests would generate a peak demand for 600 spaces. This 600-space demand, together with the base hotel demand for 400 spaces would result in a combined peak demand for 1,000 spaces.

Impact TC-10

Parking demands generated by 1,200 person events would generate a peak demand for 600 parking spaces, resulting in a shortage of parking on the site.

During times when the potential peak demand occurs the estimated parking space requirement is for 1,000 spaces. This demand would exceed the hotel's maximum capacity, which would either be 880 spaces assuming valet parking or 930 spaces assuming valet parking plus use of 50 spaces from the Waterfront Hotel. Thus, a deficit of about 70-120 space would occur during typical busy evenings when a large conference is also scheduled. This peak parking deficit is considered to be a potentially significant parking impact.

Mitigation TC-10 Develop a parking management plan to address potential parking deficiencies during peak periods.

The potential peak parking deficit would be about 70-120 spaces when peak events coincide with high occupancy of the hotel. It is recommended that the hotel develop a parking management plan to address this potential impact. The plan, which would be completed and approved by the City prior to increasing the number of conference users, would include coordination of event scheduling between the Doubletree and the Waterfront Hotel, re-

3 It is noted that when hotel occupancy was at least 95% during 1995, the average hotel parking demand at 10 PM was 318 spaces. During 1995, the peak evening demand for a fully-occupied hotel was 473 spaces, but peak evening demand of over 400 spaces was recorded on only 5 occasions during 1995. Therefore, 400 spaces is considered to be the reasonable worst case for purposes of calculating parking demands.

design of the existing parking facilities to increase the number of on-site spaces, additional use of valet parking, and securing off-site parking with a shuttle service to events.

4.1.5 SPECIAL EVENTS

The applicant is requesting to host six Special Events annually that would exceed the proposed 1,200 person condition. The Doubletree Resort Conference Facility capacity is 5,738 (2,866 indoors and 2,822 in Plaza del Sol). Table 4.1-9 shows the trip generation assumptions for the special events.

**Table 4.1-9
Special Event Trip Generation**

Size	AVO Rate	P.M. PHT	
		Rate	Trips
5,738 Persons	2.0	0.75	2,152

Special events would generate 2,152 P.M. peak hour trips. As identified in the previous EIR for the Red Lion Resort, the impacts generated by the Special Events are not significant because the City's thresholds are based on day-to-day traffic generation and not on infrequent events. Four of the Special Event are proposed to be governed on a case-by-case basis with approval of the Community Development Director. These events would require that the hotel develop a parking plan so that event attendees could park without adversely impacting the area.

Impact TC-10

Special Events held without a parking plan when other community events based in the Waterfront Area are being held would generate potential parking impacts.

Two of the Special Event are proposed without a parking plan when other community events based in the Waterfront Area are being held. As identified in WATS 2, the highest parking demands in the Waterfront are experienced during the summer period on holiday weekends (Memorial Day, 4th of July, Labor Day) or when special events (Fiesta) are occurring. Parking in the area is sometimes fully occupied during events. For instance, windshield surveys conducted in the East Beach area on Sunday afternoon on July 9, 2000 during the Karch Kiraly Volleyball Tournament found 100% use of the on-street and off-street parking resources in that area of the Waterfront. The entire Waterfront Area parking supply is full during the 4th of July evening fireworks show, the largest regular event. The additional parking demands generated by special events held at the Doubletree Inn would generate parking demands that may not be accommodated in the Waterfront area, a potentially significant impact.

Mitigation TC-10

Special Events that are scheduled when other community events are being held in the Waterfront Area should include a parking management plan that is approved by the City.

4.1.6 RESIDUAL IMPACTS

Tables 4.1-10 a and b show the intersection levels of service with the mitigation measures in place.

Table 4.1-10a
Mitigated Weekday Levels of Service

Intersection	Weekday P.M. Peak Hour			
	Existing + Project ICU/LOS	Mitigated Ex + Project ICU/LOS	Cumulative + Project ICU/LOS	Mitigated Cum + Project ICU/LOS
Cabrillo Blvd/U.S. 101 SB ^a	LOS F	LOS C	LOS F	LOS C
Garden St/Gutierrez St	N.A.	N.A.	0.79/LOS C	0.75/LOS C
Garden St/U.S. 101 NB	0.78/LOS C	0.71/LOS C	0.90/LOS D	0.85/LOS D

^a Intersection currently being studied by Caltrans. It is assumed that the improvement project will provide LOS C (the City standard).

N.A.: Not Applicable. Not a project-specific impact.

Table 4.1-10b
Mitigated Summer Sunday Levels of Service

Intersection	Summer Sunday P.M. Peak Hour			
	Existing + Project ICU/LOS	Mitigated Ex + Project ICU/LOS	Cumulative + Project ICU/LOS	Mitigated Cum + Project ICU/LOS
Cabrillo Blvd/U.S. 101 SB ^a	LOS F	LOS C	LOS F	LOS C
Milpas St/Calle Puerto Vallarta	0.78/LOS C	0.69/LOS B	0.85/LOS D	0.76/LOS C
Cabrillo Blvd/State St	N.A.	N.A.	0.81/LOS D	0.69/LOS C

^a Intersection currently being studied by Caltrans. It is assumed that the improvement project will provide LOS C (the City standard).

N.A.: Not Applicable. Not a project-specific impact.

As shown in Table 4.1-10a, the mitigated level of service at the Garden Street/U.S. 101 Northbound Ramps intersection would be LOS D, which would still exceed the City's LOS C standard.

Table 4.1-11 summarizes the status of the projects, including whether the measures are programmed, funded and scheduled.

**Table 4.1-11
Mitigation Status Summary**

Measure No.	Description	Programmed	Funded	Completion Date
TC-1, 3,	Improvements to Cabrillo/101 SB interchange (TBD)	Yes	Yes	2008
TC-2	Restripe Garden/101 NB interchange to provide	No	No	NA
TC-8	Restripe EB approach to Milpas/ Calle Puerto	No	No	NA
TC-6	Add 1 NB through lane & 1 WB lane to Garden/Gutierrez intersection & add NB lane to	No	No	NA
TC-9	Add right-turn lane to WB Cabrillo/State	No	No	NA
NA	U.S. Hwy 101 improvements between Winchester	Yes	No	No

All of these intersection and lane improvement measures are technically feasible. However, most of them are not scheduled or funded. None of them are scheduled to be in place prior to the potential approval of the Doubletree Resort project changes, which could be put in place immediately following project approval since no construction is needed. On that basis, the project would result in significant unavoidable traffic impacts until such time as the improvements are completed. Some of the measures are very expensive and may not be pursued at all (acquisition, relocation and demolition costs could be very high on Garden Street). In addition, if there is inadequate right-of-way on Cabrillo Boulevard to add a right turn lane from westbound Cabrillo Boulevard to State Street, it would be necessary to widen the bridge over Mission Creek. This would potentially impact the Tidewater goby and the Southern Steelhead, both on the Endangered Species list.

4.1.7 PROJECT ALTERNATIVES

Alternative 1: No Project. This option assumes no changes in the conditions from the existing project approval. This alternative would not generate any additional traffic and therefore not generate impacts.

Alternative 2: Environmentally Preferred Alternative. This alternative allows all the proposed changes except that events would not be permitted to start or end within the P.M. peak hour. This alternative would result in 1,200 new daily trips, however, these trips would not occur during the P.M. peak hour period and therefore would not generated any traffic impacts according to City thresholds. This alternative would generate the same parking impacts as the proposed project and those mitigations would apply.

Alternative 3: Medium Size Events. The traffic analysis completed for this scenario determined the maximum number of non-hotel persons that could attend events held during the P.M. peak hour period while not generating a significant impact. The locations that are most constrained are the Cabrillo Boulevard/Highway 101 Southbound ramps intersection (LOS F for Existing and Cumulative conditions); and the Garden Street/Highway 101 Northbound Ramps intersection (LOS C Existing and LOS D cumulative). The 1,200 person events would need to be reduced by 97% to result in impacts that are less than significant at these locations. Events with 40 persons would result in about 1 P.M. peak hour trip being added to the Cabrillo Boulevard/Highway 101 Southbound Ramps intersection and less than 5 P.M. peak hour trip being added to the Garden Street/Highway 101 Northbound Ramps intersection. These traffic additions would be less than significant.

4.1.8 CONGESTION MANAGEMENT PROGRAM ANALYSIS

The Santa Barbara County Association of Governments (SBCAG) has developed a set of traffic impact thresholds to assess the impacts of land use decisions made by local jurisdictions on regional transportation facilities located within the Congestion Management Plan (CMP) roadway system. The following guidelines were developed by SBCAG to determine the significance of project-generated traffic impacts on the regional CMP system.

a. Impact Guidelines

1. For any roadway or intersection operating at "Level of Service" (LOS) A or B, a decrease of two levels of service resulting from the addition of project-generated traffic.
2. For any roadway or intersection operating at LOS C, project-added traffic that results in LOS D or worse.
3. For intersections within the CMP system with existing congestion, the following table defines significant impacts.

Level of Service	Project-Added Peak Hour Trips
LOS D	20
LOS E	10
LOS F	10

4. For freeway or highway segments with existing congestion, the following table defines significant impacts.

Level of Service	Project-Added Peak Hour Trips
LOS D	100
LOS E	50
LOS F	50

b. Potential Impacts

Intersections. The CMP intersections located in the vicinity of the project site are listed in Table 4.1-11, along with the Weekday Existing and Existing + Project P.M. peak hour levels of service. Table 4.1-12 shows the Weekday Cumulative and Cumulative + Project P.M. peak hour levels of service. Worksheets showing the level of service calculations, which were completed using the Highway Capacity Manual (HCM) signalized intersection methodology, are attached for reference.

Table 4.1-11 shows that all study-area intersections are forecast to operate at LOS B or better with Existing + Project traffic volumes based on the HCM operations methodology. The project would not exceed the CMP impact threshold at any of the intersections under Existing + Project conditions.

Table 4.1-12 shows that all the intersections are forecast to operate at LOS C with Cumulative + Project traffic volumes based on the HCM operational methodology. The project's addition would not exceed the CMP impact threshold at any of the intersections under Cumulative + Project conditions.

Table 4.1-12
Existing & Existing + Project CMP Levels of Service

Intersection	Delay/LOS		
	Existing	Existing + Project	Project-Added Trips
Milpas St/Carpinteria St-U.S. 101 NB	5.0 sec./LOS A	6.5 sec./LOS A	148 trips
Milpas/U.S. 101 SB off-ramp	9.9 sec./LOS A	10.2 sec./LOS B	160 Trips
Milpas St/Cabrillo Blvd	7.1 sec./LOS A	7.6 sec./LOS A	13 Trips
Garden St/U.S. 101 NB	10.3 sec./LOS B	11.4 sec./LOS B	115 Trips
Garden St/U.S. 101 SB	16.8 sec./LOS B	16.8 sec./LOS B	122 Trips
Cabrillo Blvd/State St	9.5 sec./LOS A	9.6 sec./LOS A	67 Trips
Cabrillo Blvd/Castillo St	7.3 sec./LOS A	7.5 sec./LOS A	40 Trips

Table 4.1-13
Cumulative & Cumulative + Project CMP Levels of Service

Intersection	Delay/LOS		
	Cumulative	Cumulative + Project	Project-Added Trips
Milpas St/Carpinteria St-U.S. 101 NB	5.7 sec./LOS A	7.7 sec./LOS A	148 trips
Milpas/U.S. 101 SB off-ramp	10.3 sec./LOS A	10.6 sec./LOS B	160 Trips
Milpas St/Cabrillo Blvd	7.4 sec./LOS A	7.5 sec./LOS A	13 Trips
Garden St/U.S. 101 NB	15.4 sec./LOS B	20.5 sec./LOS C	115 Trips
Garden St/U.S. 101 SB	19.6 sec./LOS B	20.4 sec./LOS C	122 Trips
Cabrillo Blvd/State St	13.4 sec./LOS B	13.2 sec./LOS B	67 Trips
Cabrillo Blvd/Castillo St	8.2 sec./LOS A	8.1 sec./LOS A	40 Trips

Freeways. U.S. Highway 101 currently operates at LOS E-F on the 4-lane segment south of the Milpas Street interchange during the P.M. peak hour period. The project would add 74 P.M. peak hour trips to this segment, which is considered a potentially significant impact according to the CMP criteria. SBCAG is currently developing a deficiency plan for Highway 101 between the Winchester Canyon interchange in the Goleta area and the county line south of Carpinteria. The project would be required to participate in the improvement programs outlined in the deficiency plan.

■ ■ ■

REFERENCES AND PERSONS CONTACTED

Associated Transportation Engineers

Scott A. Schell, AICP, Principal Transportation Planner
Dan Dawson, Senior Transportation Planner
Dennis Lammers, Traffic Technician II

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TECHNICAL APPENDIX

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CMP INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

LEVEL OF SERVICE DEFINITIONS

Signalized Intersection Level of Service Definitions

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

^a Average control delay per vehicle in seconds.

Unsignalized Intersection Level of Service Definitions

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

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

¹ Highway Capacity Manual, National Research Board, 2000



APPROVED AND PENDING PROJECTS LISTS

**Cumulative Project List – Doubletree Resort
TRIP GENERATION - DOWNTOWN SANTA BARBARA PROJECTS**

Address	Project Description	Sunday Afternoon Average Daily Trips	Sunday Afternoon Peak Hour Trips	Weekday P.M. Average Daily Trips	Weekday P.M. Peak Hour Trips
1. 2050 Alameda Padre Serra	Demolish 9,467 s.f. commercial, build new 12,467 s.f. commercial	61	6	122	11
2. 634 Anacapa St.	Demolish two commercial buildings totalling 5,507 sq. ft. and one residential unit. Construct 32,000 sq. ft. computer software company and three residential units.	-71	-4	388	62
3. 622-626 Anacapa St.	Demo 8,940 non-residential floor area, construct new mixed use complex w/7,045 s.f. of commercial and 7 new units .	2	0	-32	-3
4. 1021 Anacapa Street	Demolish 28,780 s.f. office, build new 29,780 s.f. office	1	0	39	2
5. 500-526 Anacapa Street	Demolish 15,943 s.f. comm + 9 du, build new 15,943 s.f. comm + 24 du	69	13	99	9
6. 1221 Anacapa Street	Lot 6	??	??	??	229
7. 75. 501 Anacapa St.	Add 354 s.f. of storage space to commercial bldg.	7	1	14	1
8. 26 W. Anapamu Street	3,000 s.f. commercial	61	6	122	11
9. 104 Bath Street	2,084 s.f. commercial	43	4	85	8
10. 2421 Bath Street	1,155 s.f. medical office	10	1	42	4
11. 816 Cacique Street	Homeless Center - 11,856 interior added	10	1	10	1
12. 100 W. Carrillo St.	New supermarket	Completed	0	0	0
13. 335 W. Carrillo St.	42-unit downtown employee affordable housing project (studio & 1 bedroom, limited parking available)	246	21	278	26
14. 608-614 Chapala St.	5,799 s.f. addition to existing software company offices	5	1	167	23

15. 1035 Chapala St.	New 35,000 s.f. software company on a vacant lot	28	6	635	86
16. 328 Chapala St.	Demo 1,736 s.f. and construct 10,583 sq. ft. commercial building and 17 residential condos with 2,113 s.f. of non-residential work space attached to units	306	30	545	49
17. 423 Chapala St.	Demolish 8,124 s.f. Salvation Army facility and construct new 17,342 s.f. facility	188	18	375	33
18. 700 Block Cliff Drive	Santa Barbara City College Long Range Development Plan amendment: increase enrollment from 12,000 to 15,000 students; additional and remodel of classrooms	0	0	5,670	501
19. 433 E. Cabrillo Blvd.	150-room luxury hotel	893	84	48	92
20. 28 W. Cabrillo Blvd.	Add 15 rooms to existing hotel	89	8	123	9
21. 301 W. Cabrillo Blvd.	Building addition and 2,500 s.f. deck at Sea Landing to an existing sightseeing/charter boat businesses. Addition would include a proposed new small deli.	51	5	102	9
22. 33 E. Carrillo Street	3,000 s.f. office addition to existing 13,970 s.f. commercial building	2	1	99	14
23. 31 W. Carrillo Street	New 95-room hotel to replace demolished Carrillo Hotel (site has been vacant for approx. 18 months)	565	53	782	58
24. 22 N. Calle Cesar Chavez	Demo 4,095 s.f. and construct 6,000 s.f. warehouse	2	0	10	1
25. 301 W. Cabrillo Blvd	1,187 s.f. addition to commercial bldg., add 1,764 s.f. to existing deck and walkway	24	2	48	4
26. 632 E. Canon Perdido	Relocation of historic house from Channel Dr, (County) to downtown for use as a day care center (Boys & Girls Club)	-6	2	175	30
27. 513 Coronel	demolish 4 condos, construct 9 condos			29	3
28. 414 Garden St.	Demo. 936 s.f. residence, replace with 784 s.f. workshop/garage and 775 s.f. office. Convert garage and 441 s.f. res.	0	0	69	9

29. 519 Garden Street	New storage building replacing existing residence	-7	-1	-5	-1
30. 727 Garden Street	New mixed use building (2,887 office; two residential units)	14	3	112	15
31. 915 Garden Street	Demolish 1,625 s.f. commercial structure, construct 23-room hotel measuring 13,054 s.f.	104	10	123	8
32. 130 Garden Street	Demolish 19,505 s.f. of industrial buildings and construct 155,470 s.f. 250-room family hotel	912	85	1,922	194
33. 518 Garden Street	7,150 new building and 2,000 s.f. expansion to existing building for Planned Parenthood	220	22	288	47
34. 123 W. Gutierrez St.	Addition to existing 6,147 s.f. commercial building	25	2	49	4
35. 502-512 E. Gutierrez Street	14,300 s.f. office building (under construction). CUP for Antioch College to occupy the building (pending).	11	2	317	44
36. 401 E. Haley Street	carwash, minus 1 duplex and retail	434	20	434	20
37. 409 E. Haley St.	1,500 s.f. com/manuf. bldg. with 3 car carport	1	0	6	1
38. 132 Harbor Way	3,240 s.f. office and retail addition	3	1	99	14
39. 1900 Lausen Road	Hotel - 5 cottages addition + 1,500 s.f. commercial	30	3	28	3
40. 810 E. Mason	5,860 s.f. warehouse	5	0	29	3
41. 811 E. Mason	2,600 s.f. commercial storage building	2	0	13	1
42. 414 N. Milpas St.	1,103 s.f. storage and office addition to comm. bldg.	1	0	43	6
43. 601 E. Micheltorena	30,000 addition medical office	134	54	1,084	110
44. 222 N. Milpas Street	Addition to existing 30,640 s.f. supermarket	499	57	335	35
45. 302 N. Milpas St.	Demo. 1,008 s.f. service station and canopies, construct new 4,622 s.f. commercial bldg.	-580	-49	-486	-41
46. 321 W. Mission Street	Elderly group home - 12 rooms, minus 2 sfu	22	2	22	2
47. 12 E. Montecito Street	11,091 s.f. 100-bed youth hostel	149	14	206	15

48. 220 E. Montecito Street	6,386 s.f. comm, 1 du	130	13	260	24
49. 22 E. Montecito Street	72-room, 31,100 hotel replacing 14,900 s.f topless juice bar adult book store and bar	428	40	593	44
50. 308 W. Montecito Street	3,500 s.f. storage units, 4 du	26	2	9	1
51. 403 E. Montecito Street	New office building	6	1	208	29
52. 819 Montecito Street	2,741 s.f. commercial	56	6	111	10
53. 820 Montecito St	demolish 1 du, add 2,995 s.f. commercial	52	5	112	10
54. 1136 E. Montecito Street	7,300 s.f. clinic	176	18	230	38
55. 535 E. Montecito St.	Demolish existing 28,610 s.f. building; construct 43,600 s.f. educational facility (Brooks Institute)	23	3	275	26
56. 500 Ninos Drive	Demo 800 s.f. nature bldg & platform, construct 8,035 s.f. educ. bldg. Add 2 residential units	??	6	??	10
57. 334 Los Olivos Road	9,375 medical building	42	10	339	34
58. 531 E. Ortega Street	Addition to existing 8,402 s.f. structure used by Girls Inc. for after-school/summer recreation program	91	10	153	12
59. 434 E. Ortega St.	1,938 s.f. addition to comm. Bldg. used as transition shelter for homeless.	40	4	79	7
60. 135 E. Ortega St.	Enclose loading dock/patio of office bldg.	1	0	51	7
61. 308 Palm Avenue	992 s.f. addition	20	2	40	4
62. 231 W. Pueblo Street	1,633 s.f. medical office	7	1	59	6
63. 117 N. Quarantina	37,600 s.f. light industrial	26	4	262	37
64. 408 N. Quarantina	2,717 s.f. comm, minus 1 du	38	5	101	9
65. 406 N. Quarantina	2,653 s.f. comm, minus 1 du	38	5	98	9

66. 815 Quinientos Street	Demolish existing residence; construct new light industrial manufacturing building	1	1	95	14
67. 623 Quinientos Street	1,450 s.f. office	1	0	56	3
68. 1007 Rinconada Road	6 du	53	5	57	6
69. 320 S. Salinas Street	6 multi-family du	37	4	40	4
70. 111 Santa Barbara Street	29,983 s.f. commercial, 58 live/work units	952	111	1219	110
71. 219 W. Sola Street	6 du	53	5	57	6
72. 35 State Street	Entrada de Santa Barbara - demolish 18,826 s.f. of commercial buildings and convert (now vacant) Californian Hotel. Construct 162 timeshare units and 17,532 s.f. retail and restaurant commercial	NP	-91	-1,025	-84
73. 620 State Street	Demolish existing 6,890 s.f. commercial building; construct a new 9,890 s.f. commercial building	61	6	122	11
74. 230 Stearns Wharf	Rebuild Santa Barbara Shellfish Co. (seafood market/coffee shop) destroyed in Nov. 1998 fire	38	4	75	6
75. 211 Stearns Wharf	1,754 commercial	158	4	71	6
76. 518 State Street	Demolish existing newsstand; construct 3,915 s.f. of office/retail space and 5 units	27	3	146	18
77. 210 Stearns Wharf	Remodel and addition to existing 10,830 s.f. 406-seat restaurant and add 39 seats for a total of 445 seats	202	25	188	16
78. 220 Stearns Wharf	Rebuild Moby Dick's coffee shop restaurant destroyed in Nov. 1998 fire	641	90	634	53
79. 214 State St.	Convert 3,230 s.f. comm. office bldg. to fish market, add 3000 s.f. office space.	65	7	131	12
80. 220 Stearns Wharf	Enclose 418 s.f. sun porch, add 29 s.f. to east vestibule, add 53 s.f. to west vestibule of Moby Dick's restaurant.	372	47	348	30

81. 920 Summit Rd.	Add and remodel 2,000 s.f. cart barn, construct new 640 s.f. pavilion, 1,350 s.f. swimming pool cabana and 864 s.f. maintenance bldg.	66	7	111	8
82. 709 Union Street	4,320 s.f. industrial (repair garage)	3	0	6	1
83. 728 Union Street	Warehouse addition	1	0	7	1
84. 502 Vera Cruz Ln.	1,608 s.f. commercial storage bldg.	33	3	6	6
85. 2031 De La Vina	7,000 s.f. Braille Inst	0	0	68	1
86. 2415 De La Vina	8,330 s.f. office	7	1	356	21
87. 21 E. Victoria	1,909 s.f. office	2	0	74	4
88. 414 De La Vina Street	Six multiple family units	35	3	40	4
89. 214 E. Yanonali St.	Demolish 38,067 s.f. misc. commercial/industrial buildings; construct 2,000 s.f. corner market and 41 multiple family residential units	1,731	147	1,691	125

Sources: Waterfront Area Transportation Study II, ATE, 2001

Trip Generation Worksheet for the Doubletree Resort Traffic Study, ATE, 2002

**Cumulative Project List – Doubletree Resort
TRIP GENERATION - MONTECITO PROJECTS**

Reference	Project Description	Sunday Afternoon Average Daily Trips	Sunday Afternoon Peak Hour Trips	Weekday P.M. Average Daily Trips	Weekday P.M. Peak Hour Trips
1.	Montecito Fire Station #2 Replacement Project	NA	NA	NA	NA
2.	Breakers Club/Coral Casino/ Four Seasons Biltmore Hotel			-53	2
3.	Westmont College Master Plan Update			86	13
4.	Music Academy of the West Master Plan			406	51
5.	Susnar			203	22
6.	Miramar Hotel			32	3
7.	Montecito Valley Ranch			216	22
8.	Cross Creek			29	3
9.	Rameson Parcel Map			19	2
10.	North Jameson Bikelane	NA	NA	NA	NA

2. Biltmore Historic Renovation Plan, Traffic & Parking study, ATE, 2002
3. Westmont Master Plan, Traffic & Parking Study, ATE, 2002
4. Music Academy of the West Master Plan, Traffic & Parking Study, ATE, 2002
5. Susnar Properties Project, Traffic & Parking Study, ATE, 2002
6. Miramar Hotel Remodel Project, Traffic & Parking Study, ATE, 1999

APPROVED AND PENDING PROJECT TRIP GENERATION WORKSHEET

PROJECT NAME

Land Use	Size	Multi-Trip Factor	ADT		P.M.					
			Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips
1. Spec. Retail	3,000	1.00	40.67	122	3.66	11	50%	6	50%	5
4. Office	1,000	1.00	38.63	39	2.00	2	17%	0	83%	2
5. Apartments	15	1.00	6.63	99	0.62	9	68%	6	32%	3
6. Lot 6 *	NA					229		97		132
8. Spec. Retail	3,000	1.00	40.67	122	3.66	11	50%	6	50%	5
9. Spec. Retail	2,085	1.00	40.67	85	3.66	8	50%	4	50%	4
10. Med. Office	1,155	1.00	36.13	42	3.66	4	27%	1	73%	3
11. Homeless Cntr	11,856	1.00	NA	10		1				1
12. Supermarket (Ralps)	49,600	Completed								
27. Condo	5	1.00	5.86	29	0.54	3	67%	2	33%	1
36. Spec. Retail	(2,314)	1.00	40.67	(94)	3.66	-8	50%	-4	50%	-4
Townhouse	(2)	1.00	5.86	(12)	0.54	-1	67%	-1	33%	0
Carwash	5	1.00	108.00	540	5.79	29	52%	15	48%	14
39. Hotel	-84	1.00	5.47	(459)	0.63	-53	54%	-29	46%	-24
Hotel	89	1.00	5.47	487	0.63	56	54%	30	46%	26
40. Warehouse	5,860	1.00	4.96	29	0.51	3	23%	1	77%	2
43. Med. Office	30,000	1.00	36.13	1,084	3.66	110	27%	30	73%	80
46. Congregate Care	10	1.00	2.15	22	0.17	2	59%	1	41%	1
48. Spec. Retail	6,386	1.00	40.67	260	3.66	23	50%	12	50%	11
SFD	1	1.00	9.57	10	1.01	1	64%	1	36%	0
50. Mini-Warehouse	3,500	1.00	2.50	9	0.26	1	50%	1	50%	0
Apartments	4	1.00	6.63	27	0.58	2	66%	1	34%	1
52. Spec. Retail	2,741	1.00	40.67	111	3.66	10	50%	5	50%	5
53. SFD	-1	1.00	9.57	(10)	1.01	-1	64%	-1	36%	0
Spec. Retail	2,995	1.00	40.67	122	3.66	11	50%	6	50%	5
54. Clinic	7,300	1.00	31.45	230	5.18	38	50%	19	50%	19
57. Med. Office	9,375	1.00	36.13	339	3.66	34	27%	9	73%	25
62. Med. Office	1,633	1.00	36.13	59	3.66	6	27%	2	73%	4
63. Light Industrial	37,600	1.00	6.97	262	0.98	37	12%	4	88%	33
64. SFD	-1	1.00	9.57	(10)	1.01	-1	64%	-1	36%	0
Spec. Retail	2,717	1.00	40.67	111	3.66	10	50%	5	50%	5
65. SFD	-1	1.00	9.57	(10)	1.01	-1	64%	-1	36%	0
Spec. Retail	2,653	1.00	40.67	108	3.66	10	50%	5	50%	5
67. Office	1,450	1.00	38.63	56	2.00	3	17%	1	83%	2
68. SFD	6	1.00	9.57	57	1.01	6	64%	4	36%	2
69. Apartments	6	1.00	6.63	40	0.62	4	68%	3	32%	1
70. Spec. Retail	29,983	1.00	40.67	1,219	3.66	110	50%	55	50%	55
Apartments	58	1.00	6.63	385	0.62	36	68%	24	32%	12
71. SFD	6	1.00	9.57	57	1.01	6	64%	4	36%	2
75. Spec. Retail	1,754	1.00	40.67	71	3.66	6	50%	3	50%	3
82. Industrial	4,320	1.00	1.50	6	0.19	1	50%	1	50%	0
86. SFD	-1	1.00	9.57	(10)	1.01	-1	64%	-1	36%	0
Office	7,586	1.00	38.63	293	2.00	15	17%	3	83%	12
Med. Office	2,014	1.00	36.13	73	3.66	7	27%	2	73%	5
87. Office	1,909	1.00	38.63	74	2.00	4	17%	1	83%	3
Project Total:				6,084		793		332		461

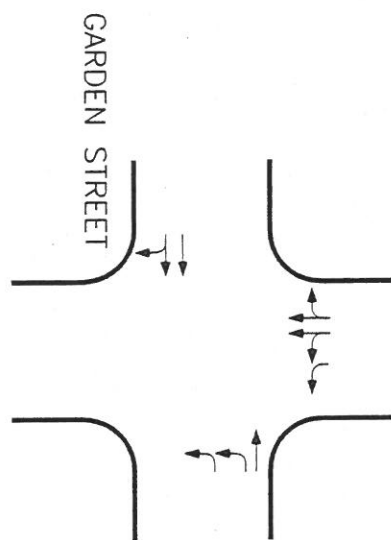
Source: ITE Trip Generation Handbook, 6th Edition, 1997
San Diego Traffic Generators, Sandag, 1996

* Santa Barbara Lot 6 Traffic Study Report, Wilbur Smith Associates, 2000

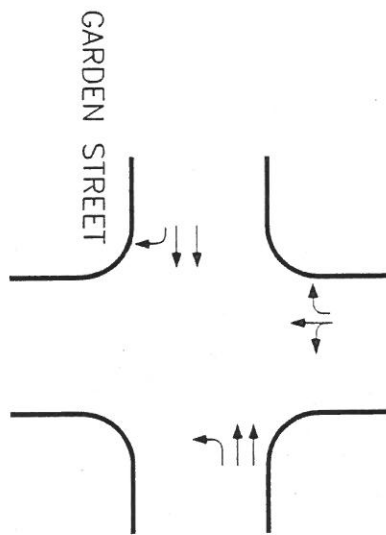
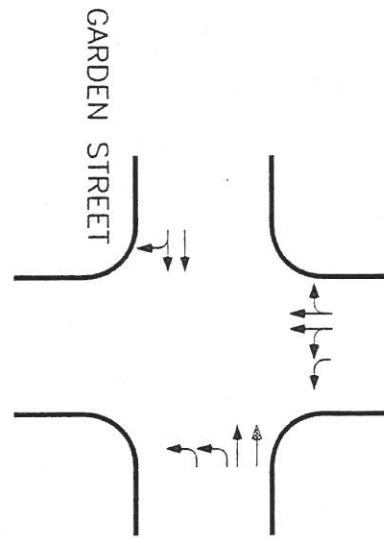
**PROPOSED INTERSECTION IMPROVEMENTS: GARDEN CORRIDOR, MILPAS/CALLE
PUERTO VALLARTA, & CABRILLO/STATE**

EXISTING LANES

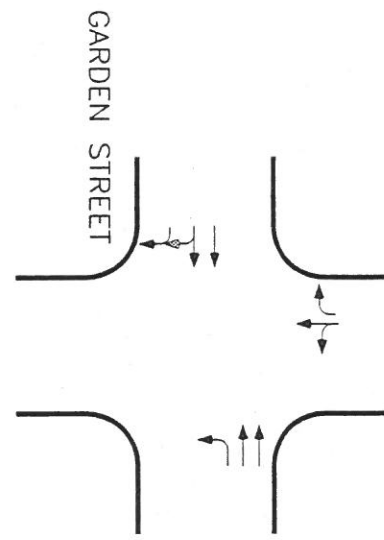
RECOMMENDED LANES



GUTIERREZ STREET



101 NB RAMPS



ASSOCIATED
TRANSPORTATION
ENGINEERS

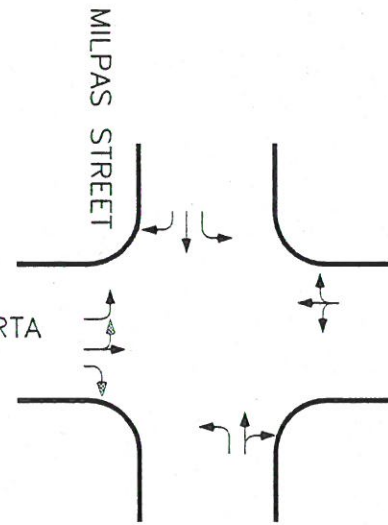
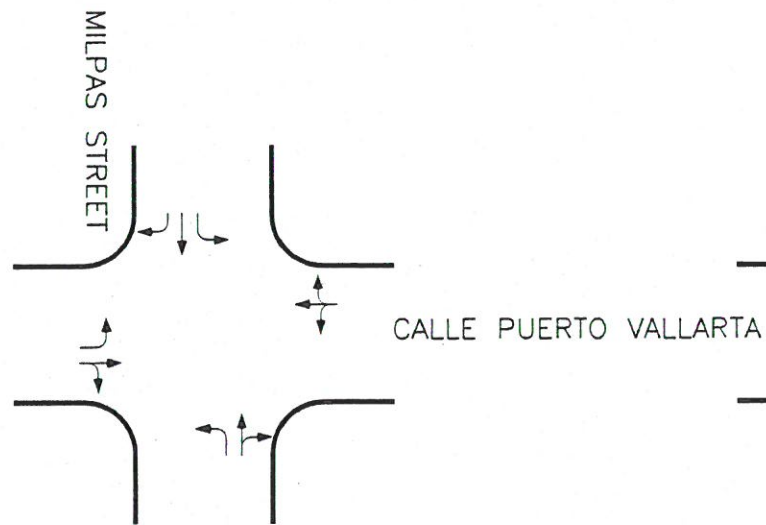
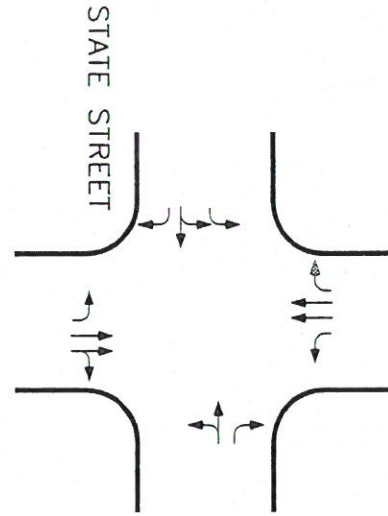
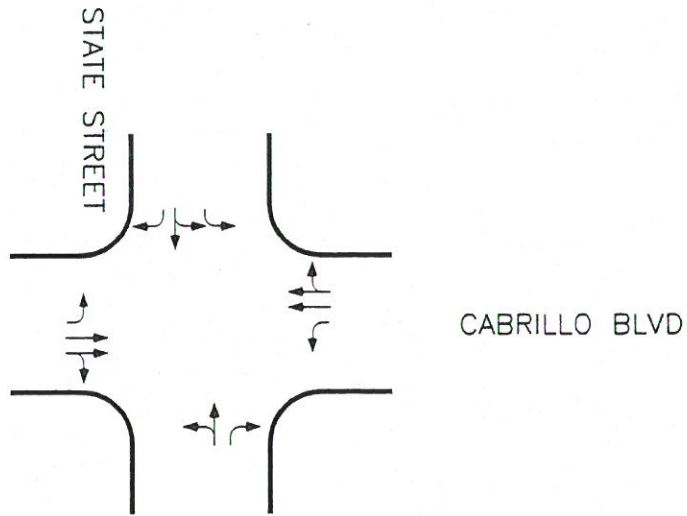
PROPOSED INTERSECTION IMPROVEMENTS
GARDEN STREET CORRIDOR

FIGURE

A

EXISTING LANES

RECOMMENDED LANES

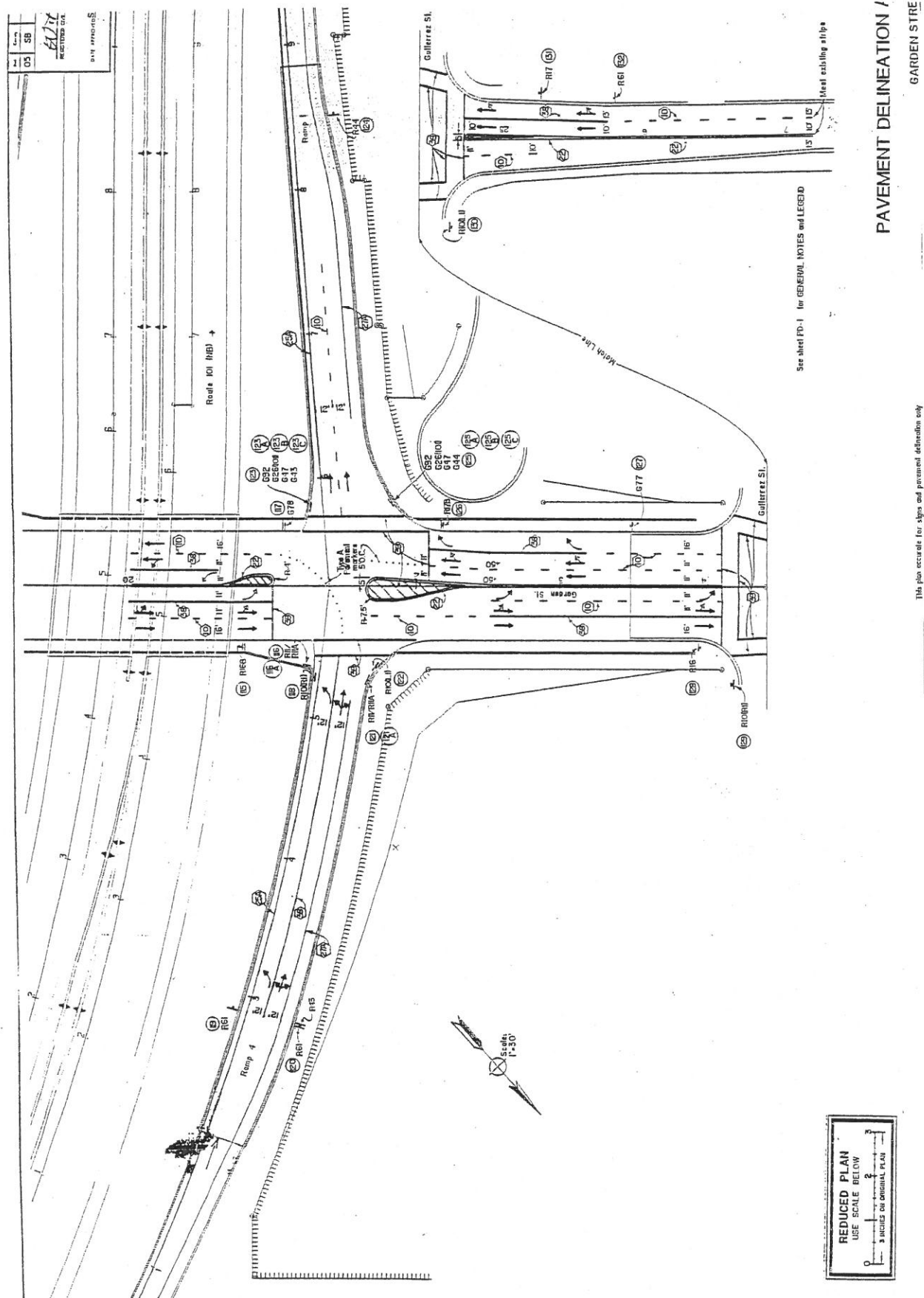


ASSOCIATED
TRANSPORTATION
ENGINEERS

PROPOSED INTERSECTION IMPROVEMENTS
CABRILLO BLVD/STATE ST & MILPAS ST/CALLE PUERTO VALLARTA

FIGURE

B



GARDEN ST / U.S. 101
ORIGINAL CALTRANS STRIPING DESIGN

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

- 1. Cabrillo Blvd/US 101 NB^(a)**
- 2. Cabrillo Blvd/US 101 SB^(a)**
- 3. Milpas St/Carpinteria St-US 101 NB^(a)**
- 4. Milpas/US 101 SB off-ramp**
- 5. Milpas St/Indio Muerto (US 101 SB On-Ramp)**
- 6. Milpas St/Calle Puerto Vallarta**
- 7. Milpas St/Cabrillo Blvd**
- 8. Garden St/Haley St**
- 9. Garden St/Gutierrez St**
- 10. Garden St/US 101 NB**
- 11. Garden St/US 101 SB**
- 12. Cabrillo Blvd/State St**
- 13. Cabrillo Blvd/Calle Puerto Vallarta**
- 14. Cabrillo Blvd/Castillo St.**
- 15. Cabrillo Blvd/Garden St.**
- 16. Cabrillo Blvd./Calle Cesar Chavez**

TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information	
Analyst	01EX_WEEKDAY		Intersection	CABRILLO ST/US 101 NB RAMPs
Agency/Co.	ATE		Jurisdiction	EXISTING PM VOLUMES
Date Performed	3/14/2002		Analysis Year	1/31/00
Analysis Time Period	PM			

Project Description *DOUBLETREE HOTEL PROJECT # 01109*

East/West Street: *CABRILLO ST*

North/South Street: *US 101 NB RAMPs*

Intersection Orientation: *North-South*

Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	18	652	0	0	354	475
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	18	652	0	0	354	475
Percent Heavy Vehicles	4	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	1	0	0	1	1
Configuration	L	T			T	R
Upstream Signal		0			0	

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

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L							
v (vph)	18							
C (m) (vph)	794							
v/c	0.02							
95% queue length	0.07							
Control Delay	9.6							
LOS	A							
Approach Delay	--	--						
Approach LOS	--	--						

>

TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information	
Analyst	01EX_PR_WEEKDAY		Intersection	CABRILLO ST/US 101 NB RAMPS
Agency/Co.	ATE		Jurisdiction	EXISTING+PROJECT PM VOLUMES
Date Performed	3/14/2002		Analysis Year	2002
Analysis Time Period	PM		Project ID	DOUBLETREE HOTEL PROJECT # 01109

East/West Street: CABRILLO ST	North/South Street: US 101 NB RAMPS
Intersection Orientation: North-South	Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	18	664	0	0	355	475
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	20	737	0	0	394	527
Percent Heavy Vehicles	4	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	1	0	0	1	1
Configuration	L	T			T	R
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	0	0	0
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	0	0	0	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration						

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L							
v (vph)	20							
C (m) (vph)	733							
v/c	0.03							
95% queue length	0.08							
Control Delay	10.0+							
LOS	B							
Approach Delay	--	--						
Approach LOS	--	--						

TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information	
Analyst	01EX_SUN_PM		Intersection	CABRILLO ST/US 101 NB RAMPS
Agency/Co.	ATE		Jurisdiction	EXISTING PM VOLUMES
Date Performed	3/14/02		Analysis Year	2002
Analysis Time Period	PM			

Project Description *DOUBLETREE HOTEL PROJECT # 01109*

East/West Street: *CABRILLO ST*

North/South Street: *US 101 NB RAMPS*

Intersection Orientation: *North-South*

Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	65	424	0	0	314	301
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	65	424	0	0	314	301
Percent Heavy Vehicles	4	--	--	0	--	--

Median Type	Undivided					
RT Channelized			0			0
Lanes	1	1	0	0	1	1
Configuration	L	T			T	R
Upstream Signal		0			0	

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

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L							
v (vph)	65							
C (m) (vph)	955							
v/c	0.07							
95% queue length	0.22							
Control Delay	9.0							
LOS	A							
Approach Delay	--	--						
Approach LOS	--	--						

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TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information	
Analyst	01EX_PR_SUN		Intersection	CABRILLO ST/US 101 NB RAMP
Agency/Co.	ATE		Jurisdiction	EXISTING+PROJECT PM VOLUMES
Date Performed	3/14/02		Analysis Year	2002
Analysis Time Period	PM		Project ID	DOUBLETREE HOTEL PROJECT # 01109

East/West Street: CABRILLO ST

North/South Street: US 101 NB RAMP

Intersection Orientation: North-South

Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	65	436	0	0	315	301
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	72	484	0	0	350	334
Percent Heavy Vehicles	4	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	1	0	0	1	1
Configuration	L	T			T	R
Upstream Signal		0			0	
Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	0	0	0
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	0	0	0	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration						

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L							
v (vph)	72							
C (m) (vph)	900							
v/c	0.08							
95% queue length	0.26							
Control Delay	9.3							
LOS	A							
Approach Delay	--	--						
Approach LOS	--	--						

TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information	
Analyst	01CUM_WEEKDAY		Intersection	CABRILLO ST/US 101 NB RAMP
Agency/Co.	ATE		Jurisdiction	CUMULATIVE PM VOLUMES
Date Performed	5/7/2002		Analysis Year	1/31/00
Analysis Time Period	PM			
Project Description DOUBLETREE HOTEL PROJECT # 01109				
East/West Street: CABRILLO ST			North/South Street: US 101 NB RAMP	
Intersection Orientation: North-South			Study Period (hrs): 1.00	

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	23	696	0	0	358	495
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	23	696	0	0	358	495
Percent Heavy Vehicles	4	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	1	0	0	1	1
Configuration	L	T			T	R
Upstream Signal		0			0	
Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	0	0	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	0	0	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration						

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L							
v (vph)	23							
C (m) (vph)	778							
v/c	0.03							
95% queue length	0.09							
Control Delay	9.8							
LOS	A							
Approach Delay	--	--						
Approach LOS	--	--						

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TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information	
Analyst	01CUM_PR_WEEKDAY		Intersection	CABRILLO ST/US 101 NB RAMP
Agency/Co.	ATE		Jurisdiction	CUM+PROJECT PM VOLUMES
Date Performed	5/7/2002		Analysis Year	1/31/00
Analysis Time Period	PM		Project ID	DOUBLETREE HOTEL PROJECT # 01109

East/West Street: CABRILLO ST

North/South Street: US 101 NB RAMP

Intersection Orientation: North-South

Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	23	697	0	0	358	507
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	23	697	0	0	358	507
Percent Heavy Vehicles	4	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	1	0	0	1	1
Configuration	L	T			T	R
Upstream Signal		0			0	

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

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L							
v (vph)	23							
C (m) (vph)	770							
v/c	0.03							
95% queue length	0.09							
Control Delay	9.8							
LOS	A							
Approach Delay	--	--						
Approach LOS	--	--						

TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information	
Analyst	01CUM_SUN_PM		Intersection	CABRILLO ST/US 101 NB RAMPS
Agency/Co.	ATE		Jurisdiction	CUMULATIVE PM VOLUMES
Date Performed	5/7/2002		Analysis Year	2002
Analysis Time Period	PM			

Project Description *DOUBLETREE HOTEL PROJECT # 01109*

East/West Street: *CABRILLO ST*

North/South Street: *US 101 NB RAMPS*

Intersection Orientation: *North-South*

Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	72	498	0	0	350	331
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	72	498	0	0	350	331
Percent Heavy Vehicles	4	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	1	0	0	1	1
Configuration	L	T			T	R
Upstream Signal		0			0	
Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	0	0	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	0	0	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration						

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L							
v (vph)	72							
C (m) (vph)	902							
v/c	0.08							
95% queue length	0.26							
Control Delay	9.3							
LOS	A							
Approach Delay	--	--						
Approach LOS	--	--						

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TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information	
Analyst	01CUM_PR_SUN_PM		Intersection	CABRILLO ST/US 101 NB RAMPS
Agency/Co.	ATE		Jurisdiction	CUM+PROJECT PM VOLUMES
Date Performed	5/7/2002		Analysis Year	2002
Analysis Time Period	PM		Project ID	DOUBLETREE HOTEL PROJECT # 01109

East/West Street: CABRILLO ST	North/South Street: US 101 NB RAMPS
Intersection Orientation: North-South	Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	72	499	0	0	350	343
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	72	499	0	0	350	343
Percent Heavy Vehicles	4	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	1	0	0	1	1
Configuration	L	T			T	R
Upstream Signal		0			0	

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

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L							
v (vph)	72							
C (m) (vph)	893							
v/c	0.08							
95% queue length	0.26							
Control Delay	9.4							
LOS	A							
Approach Delay	--	--						
Approach LOS	--	--						

ALL-WAY STOP CONTROL ANALYSIS

General Information			Site Information	
Analyst	02EX_WEEKDAY		Intersection	CABRILLO ST/US 101 SB RAMP
Agency/Co.	ATE		Jurisdiction	EXISTING PM VOLUMES
Date Performed	3/14/2002		Analysis Year	01/31/00
Analysis Time Period	PM			

Project ID DOUBLETREE HOTEL PROJECT # 01109

East/West Street: US 101 SB RAMP

North/South Street: CABRILLO ST

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	378	0	21	163	0	15
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	0	281	313	90	238	0
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LR		TR		L	T
PHF	1.00		1.00		1.00		1.00	1.00
Flow Rate	399		178		594		90	238
% Heavy Vehicles	4		4		4		4	4
No. Lanes	1		1		1		2	
Geometry Group	2		2		4a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.9		0.9		0.0		1.0	0.0
Prop. Right-Turns	0.1		0.1		0.5		0.0	0.0
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	0.0
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	7.82		7.82		7.82		7.82	7.82

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	3.20
x, initial	0.35		0.16		0.53		0.08	0.21
hd, final value	7.82		7.82		7.82		7.82	7.82
x, final value	0.87		0.43		1.19		0.22	0.56
Move-up time, m	2.0		2.0		2.0		2.3	
Service Time	5.8		5.8		5.8		5.8	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	456		387		594		340	410
Delay	54.02		18.42		387.09		13.72	21.62
LOS	F		C		F		B	C
Approach: Delay	54.02		18.42		387.09		19.45	
LOS	F		C		F		C	
Intersection Delay	174.21							
Intersection LOS	F							

ALL-WAY STOP CONTROL ANALYSIS

General Information				Site Information			
Analyst	02EX_PR_WEEKDAY	Intersection	CABRILLO ST/US 101 SB	Agency/Co.	ATE	RAMPS	
Date Performed	3/14/2002	Jurisdiction	EXISTING+PROJECT PM	Analysis Year	01/31/00	VOLUMES	
Analysis Time Period	PM	Project ID	DOUBLETREE HOTEL PROJECT		# 01109		

East/West Street: US 101 SB RAMPS

North/South Street: CABRILLO ST

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	378	0	21	163	0	15
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	0	293	313	90	239	0
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LR		TR		L	T
PHF	0.90		0.90		0.90		0.90	0.90
Flow Rate	443		197		672		100	265
% Heavy Vehicles	4		4		4		4	4
No. Lanes	1		1		1		2	
Geometry Group	2		2		4a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.9		0.9		0.0		1.0	0.0
Prop. Right-Turns	0.1		0.1		0.5		0.0	0.0
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	0.0
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	8.18		8.18		8.18		8.18	8.18

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	3.20
x, initial	0.39		0.18		0.60		0.09	0.24
hd, final value	8.18		8.18		8.18		8.18	8.18
x, final value	1.01		0.51		1.47		0.25	0.66
Move-up time, m	2.0		2.0		2.0		2.3	
Service Time	6.2		6.2		6.2		6.2	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	443		380		672		350	400
Delay	138.73		21.88		872.05		14.95	28.34
LOS	F		C		F		B	D
Approach: Delay	138.73		21.88		872.05		24.67	
LOS	F		C		F		C	
Intersection Delay	394.03							
Intersection LOS	F							

ALL-WAY STOP CONTROL ANALYSIS

General Information				Site Information	
Analyst	02EX_SUM_PM			Intersection	CABRILLO ST/US 101 SB RAMP
Agency/Co.	ATE			Jurisdiction	EXSITING PM VOLUMES
Date Performed	3/14/2002			Analysis Year	01/31/00
Analysis Time Period	PM				

Project ID *DOUBLETREE HOTEL PROJECT # 01109*

East/West Street: *US 101 SB RAMP*

North/South Street: *CABRILLO ST*

Volume Adjustments and Site Characteristics

Volume Adjustments and Control				Volume Adjustments and Control					
Approach	Eastbound			Westbound					
Movement	L	T	R	L	T	R			
Volume	221	3	11	254	0	6			
%Thrus Left Lane	50			50					
Approach	Northbound			Southbound					
Movement	L	T	R	L	T	R			
Volume	0	272	431	58	264	0			
%Thrus Left Lane	50			50					
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	LTR		LR		TR		L		T
PHF	1.00		1.00		1.00		1.00		1.00
Flow Rate	235		260		703		58		264
% Heavy Vehicles	4		4		4		4		4
No. Lanes	1		1		1		2		
Geometry Group	2		2		4a		5		
Duration, T	1.00								

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.9		1.0		0.0		1.0	0.0
Prop. Right-Turns	0.0		0.0		0.6		0.0	0.0
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	0.0
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	8.12		8.12		8.12		8.12	8.12

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	3.20
x, initial	0.21		0.23		0.62		0.05	0.23
hd, final value	8.12		8.12		8.12		8.12	8.12
x, final value	0.53		0.58		1.31		0.13	0.58
Move-up time, m	2.0		2.0		2.0		2.3	
Service Time	6.1		6.1		6.1		6.1	

Capacity and Level of Service

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	422		430		703		308	436
Delay	20.18		21.96		587.11		12.09	21.61
LOS	C		C		F		B	C
Approach: Delay	20.18		21.96		587.11		19.89	
LOS	C		C		F		C	
Intersection Delay	282.63							
Intersection LOS	F							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	02EX_PR_SUM	Intersection	CABRILLO ST/US 101 SB RAMP
Agency/Co.	ATE	Jurisdiction	EXSITING+PROJECT PM VOLUMES
Date Performed	3/14/2002	Analysis Year	01/31/00
Analysis Time Period	PM	Project ID	DOUBLETREE HOTEL PROJECT # 01109

East/West Street: US 101 SB RAMP

North/South Street: CABRILLO ST

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound				
Movement	L	T	R	L	T	R		
Volume	221	3	11	254	0	6		
%Thrus Left Lane	50			50				
Approach	Northbound			Southbound				
Movement	L	T	R	L	T	R		
Volume	0	284	431	58	265	0		
%Thrus Left Lane	50			50				
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LR		TR		L	T
PHF	0.90		0.90		0.90		0.90	0.90
Flow Rate	260		288		793		64	294
% Heavy Vehicles	4		4		4		4	4
No. Lanes	1		1		1		2	
Geometry Group	2		2		4a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.9		1.0		0.0		1.0	0.0
Prop. Right-Turns	0.0		0.0		0.6		0.0	0.0
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	0.0
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	8.54		8.54		8.54		8.54	8.54

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	3.20
x, initial	0.23		0.26		0.70		0.06	0.26
hd, final value	8.54		8.54		8.54		8.54	8.54
x, final value	0.62		0.67		1.60		0.15	0.69
Move-up time, m	2.0		2.0		2.0		2.3	
Service Time	6.5		6.5		6.5		6.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	403		412		793		314	416
Delay	25.05		28.43				12.85	28.79
LOS	D		D		F		B	D
Approach: Delay	25.05		28.43				25.94	
LOS	D		D		F		D	
Intersection Delay	532.75							
Intersection LOS	F							

ALL-WAY STOP CONTROL ANALYSIS

General Information			Site Information	
Analyst	02CUM_WEEKDAY		Intersection	CABRILLO ST/US 101 SB RAMP
Agency/Co.	ATE		Jurisdiction	CUMULATIVE PM VOLUMES
Date Performed	3/14/2002		Analysis Year	01/31/00
Analysis Time Period	PM			

Project ID DOUBLETREE HOTEL PROJECT # 01109

East/West Street: US 101 SB RAMP

North/South Street: CABRILLO ST

Volume Adjustments and Site Characteristics

Volume Adjustments and Control Parameters								
Approach	Eastbound			Westbound				
Movement	L	T	R	L	T	R		
Volume	378	0	21	175	0	15		
%Thrus Left Lane	50			50				
Approach	Northbound			Southbound				
Movement	L	T	R	L	T	R		
Volume	0	308	325	90	240	0		
%Thrus Left Lane	50			50				
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LR		TR		L	T
PHF	1.00		1.00		1.00		1.00	1.00
Flow Rate	399		190		633		90	240
% Heavy Vehicles	4		4		4		4	4
No. Lanes	1		1		1		2	
Geometry Group	2		2		4a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.9		0.9		0.0		1.0	0.0
Prop. Right-Turns	0.1		0.1		0.5		0.0	0.0
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	0.0
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	7.91		7.91		7.91		7.91	7.91

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	3.20
x, initial	0.35		0.17		0.56		0.08	0.21
hd, final value	7.91		7.91		7.91		7.91	7.91
x, final value	0.88		0.47		1.29		0.22	0.57
Move-up time, m	2.0		2.0		2.0		2.3	
Service Time	5.9		5.9		5.9		5.9	

Capacity and Level of Service

Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	451		386		633		340	406
Delay	57.53		19.42		555.57		13.88	22.32
LOS	F		C		F		B	C
Approach: Delay	57.53		19.42		555.57		20.02	
LOS	F		C		F		C	
Intersection Delay	248.02							
Intersection LOS	F							

ALL-WAY STOP CONTROL ANALYSIS

General Information				Site Information	
Analyst	02CUM_PR_WEEKDAY			Intersection	CABRILLO ST/US 101 SB RAMP
Agency/Co.	ATE			Jurisdiction	CUM+PROJECT PM VOLUMES
Date Performed	3/14/2002			Analysis Year	01/31/00
Analysis Time Period	PM			Project ID	DOUBLETREE HOTEL PROJECT # 01109

East/West Street: US 101 SB RAMP

North/South Street: CABRILLO ST

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound				
Movement	L	T	R	L	T	R		
Volume	378	0	21	175	0	15		
%Thrus Left Lane	50			50				
Approach	Northbound			Southbound				
Movement	L	T	R	L	T	R		
Volume	0	320	325	90	241	0		
%Thrus Left Lane	50			50				
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LR		TR		L	
PHF	1.00		1.00		1.00		1.00	
Flow Rate	399		190		645		90	
% Heavy Vehicles	4		4		4		4	
No. Lanes	1		1		1		2	
Geometry Group	2		2		4a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.9		0.9		0.0		1.0	0.0
Prop. Right-Turns	0.1		0.1		0.5		0.0	0.0
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	0.0
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	7.92		7.92		7.92		7.92	7.92

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	3.20
x, initial	0.35		0.17		0.57		0.08	0.21
hd, final value	7.92		7.92		7.92		7.92	7.92
x, final value	0.88		0.47		1.31		0.22	0.57
Move-up time, m	2.0		2.0		2.0		2.3	
Service Time	5.9		5.9		5.9		5.9	

Capacity and Level of Service

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	451		386		645		340	406
Delay	57.72		19.44		601.39		13.88	22.44
LOS	F		C		F		B	C
Approach: Delay	57.72		19.44		601.39		20.11	
LOS	F		C		F		C	
Intersection Delay	269.19							
Intersection LOS	F							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	02CUM_SUM_PM	Intersection	CABRILLO ST/US 101 SB RAMP
Agency/Co.	ATE	Jurisdiction	CUMULATIVE PM VOLUMES
Date Performed	5/7/2002	Analysis Year	01/31/00
Analysis Time Period	PM		

Project ID *DOUBLETREE HOTEL PROJECT # 01109*

East/West Street: *US 101 SB RAMP*

North/South Street: *CABRILLO ST*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound				
Movement	L	T	R	L	T	R		
Volume	243	3	12	286	0	7		
%Thrus Left Lane	50			50				
Approach	Northbound			Southbound				
Movement	L	T	R	L	T	R		
Volume	0	304	479	64	295	0		
%Thrus Left Lane	50			50				
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LR		TR		L	T
PHF	1.00		1.00		1.00		1.00	1.00
Flow Rate	258		293		783		64	295
% Heavy Vehicles	4		4		4		4	4
No. Lanes	1		1		1		2	
Geometry Group	2		2		4a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	<i>0.9</i>		<i>1.0</i>		<i>0.0</i>		<i>1.0</i>	<i>0.0</i>
Prop. Right-Turns	<i>0.0</i>		<i>0.0</i>		<i>0.6</i>		<i>0.0</i>	<i>0.0</i>
Prop. Heavy Vehicle	<i>0.0</i>		<i>0.0</i>		<i>0.0</i>		<i>0.0</i>	<i>0.0</i>
hLT-adj	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>
hRT-adj	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>
hHV-adj	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>
hadj, computed	<i>8.58</i>		<i>8.58</i>		<i>8.58</i>		<i>8.58</i>	<i>8.58</i>

Departure Headway and Service Time

hd, initial value	<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		<i>3.20</i>	<i>3.20</i>
x, initial	<i>0.23</i>		<i>0.26</i>		<i>0.70</i>		<i>0.06</i>	<i>0.26</i>
hd, final value	<i>8.58</i>		<i>8.58</i>		<i>8.58</i>		<i>8.58</i>	<i>8.58</i>
x, final value	<i>0.61</i>		<i>0.69</i>		<i>1.59</i>		<i>0.15</i>	<i>0.69</i>
Move-up time, m	<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		<i>2.3</i>	
Service Time	<i>6.6</i>		<i>6.6</i>		<i>6.6</i>		<i>6.6</i>	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	401		413		783		314	415
Delay	25.02		29.32				12.88	29.20
LOS	D		D		F		B	D
Approach: Delay	25.02		29.32				26.29	
LOS	D		D		F		D	
Intersection Delay	515.92							
Intersection LOS	F							

ALL-WAY STOP CONTROL ANALYSIS

General Information				Site Information			
Analyst	02CUM_PR_SUM_PM			Intersection	CABRILLO ST/US 101 SB RAMP		
Agency/Co.	ATE			Jurisdiction	CUM+PROJECT PM VOLUMES		
Date Performed	5/7/2002			Analysis Year	01/31/00		
Analysis Time Period	PM			Project ID	DOUBLETREE HOTEL PROJECT # 01109		

East/West Street: US 101 SB RAMP

North/South Street: CABRILLO ST

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume	243	3	12	286	0	7
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume	0	316	479	64	298	0
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LR		TR		L	T
PHF	1.00		1.00		1.00		1.00	1.00
Flow Rate	258		293		795		64	298
% Heavy Vehicles	4		4		4		4	4
No. Lanes	1		1		1		2	
Geometry Group	2		2		4a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.9		1.0		0.0		1.0	0.0
Prop. Right-Turns	0.0		0.0		0.6		0.0	0.0
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	0.0
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	8.60		8.60		8.60		8.60	8.60

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	3.20
x, initial	0.23		0.26		0.71		0.06	0.26
hd, final value	8.60		8.60		8.60		8.60	8.60
x, final value	0.62		0.69		1.62		0.15	0.70
Move-up time, m	2.0		2.0		2.0		2.3	
Service Time	6.6		6.6		6.6		6.6	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	400		412		795		314	415
Delay	25.14		29.49				12.89	29.83
LOS	D		D		F		B	D
Approach: Delay	25.14		29.49				26.84	
LOS	D		D		F		D	
Intersection Delay	543.71							
Intersection LOS	F							

 Associatated Transportation Engineers
 Maynard Keith Frankl Registered User No. A0857
 Licence Type: Professional, Single Computer

Time and Date of Analysis 11:03 AM, 8 May 2002

Filename: J:\2001\Jobs\01109\data\roundabout\ex_weekday\milpas_ex.OUT

Milpas/US 101 NB Ramps
 Existing Weekday P.M.
 Intersection ID: 3

* MILPAS_E

RUN INFORMATION

 * Basic Parameters:
 Intersection Type: Roundabout
 Driving on the right-hand side of the road
 Input data specified in Metric units
 Default Values File No. 30
 Peak flow period (for performance): 60 minutes
 Unit time (for volumes): 60 minutes (Total Flow Period)
 Delay definition: Control delay
 Geometric delay included
 HCM Delay and Queue Models option selected
 Level of Service based on: Delay (HCM)
 Queue definition: Back of queue, 95th_Percentile

Milpas/US 101 NB Ramps
 Existing Weekday P.M.
 Intersection ID: 3
 Roundabout

* MILPAS_E

Table S.14 - SUMMARY OF INPUT AND OUTPUT DATA

Lane No.	Arrival Flow (veh/h)				%HV	Adj. Basic Satf.	Eff Grn (secs) 1st 2nd	Deg Sat x	Aver. Delay (sec)	95% Queue (m)	Shrt Lane (m)
	L	T	R	Tot							

South: South Approach											
1 LT	192	310		502	4			0.352	2.7	13	
2 TR		227	386	613	4			0.352	1.6	13	

	192	537	386	1115	4			0.352	2.1	13	

SouthEast: South East Approach											
1 LT	42	116		158	4			0.251	7.3	8	
2 TR		124	49	173	4			0.251	6.9	9	

	42	240	49	331	4			0.251	7.1	9	

East: East Approach											
1 LTR	90	172	96	358	4			0.583	10.6	28	

	90	172	96	358	4			0.583	10.6	28	

North: North Approach											
1 LT	102	464		566	4			0.616	5.5	37	
2 TR		160	449	609	4			0.616	5.3	37	

	102	624	449	1175	4			0.616	5.4	37	
=====											
ALL VEHICLES				Tot	%			Max	Aver.	Max	
				Arv.	HV			X	Delay	Queue	
				2979	4			0.616	5.0	37	

3

=====

Total flow period = 60 minutes. Peak flow period = 60 minutes.

Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

Values printed in this table are back of queue (vehicles).

Milpas/US 101 NB Ramps
Existing Weekday P.M.
Intersection ID: 3
Roundabout

* MILPAS_E

Table S.15 - CAPACITY AND LEVEL OF SERVICE (HCM STYLE)

Mov No.	Mov Typ	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS
South: South Approach						
1	L	192	545	0.352	2.7	A
2	T	537	1525	0.352	2.3	A
3	R	386	1096	0.352	1.6	A
		1115	3166	0.352	2.1	A
SouthEast: South East Approach						
21	L	42	167	0.251	7.3	A
22	T	240	955	0.251	7.1	A
23	R	49	195	0.251	6.9	A
		331	1317	0.251	7.1	A
East: East Approach						
4	LTR	358	614	0.583	10.6	B
		358	614	0.583	10.6	B
North: North Approach						
7	L	102	166	0.614	5.5	A
8	T	624	1014	0.615	5.5	A
9	R	449	729	0.616*	5.3	A
		1175	1909	0.616	5.4	A
ALL VEHICLES:		2979	7006	0.616	5.0	A
INTERSECTION:		2979	7006	0.616	5.0	A

Level of Service calculations are based on average control delay including geometric delay (HCM criteria), independent of the current delay definition used. For the criteria, refer to the "Level of Service" topic in the aaSIDRA Output Guide or the Output section of the on-line help.

* Maximum v/c ratio, or critical green periods

--- End of aaSIDRA Output ---

Table S.14 - SUMMARY OF INPUT AND OUTPUT DATA

Lane No.	Arrival Flow (veh/h)				%HV	Adj. Basic	Eff Grn (secs)	Deg Sat	Aver. Delay (sec)	95% Queue (m)	Shrt Lane (m)
	L	T	R	Tot		Satf.	1st	2nd	x		
South: South Approach											
1 LT	305	259		564	4			0.397	2.8	16	
2 TR		302	386	688	4			0.397	1.7	16	
	305	561	386	1252	4			0.397	2.2	16	
SouthEast: South East Approach											
LT	50	131		181	4			0.280	7.7	10	
TR		109	49	158	4			0.280	8.6	10	
	50	240	49	339	4			0.280	8.1	10	
East: East Approach											
1 LTR	90	172	96	358	4			0.623	12.6	31	
	90	172	96	358	4			0.623	12.6	31	
North: North Approach											
LT	102	468		570	4			0.688	8.9	50	
TR		159	449	608	4			0.688	8.6	51	
	102	627	449	1178	4			0.688	8.7	51	
=====											
ALL VEHICLES				Tot	%			Max	Aver.	Max	
				Arv.	HV			X	Delay	Queue	
				3127	4			0.689	6.5	51	
=====											

Total flow period = 60 minutes. Peak flow period = 60 minutes.

Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

Values printed in this table are back of queue (vehicles).

Milpas/US 101 NB Ramps
 Existing + Project Weekday P.M.
 Intersection ID: 3
 Roundabout

Table S.15 - CAPACITY AND LEVEL OF SERVICE (HCM STYLE)

Mov No.	Mov Typ	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS
South: South Approach						
1	L	305	767	0.398	2.8	A
2	T	561	1411	0.398	2.2	A
3	R	386	971	0.398	1.7	A
		1252	3149	0.398	2.2	A
SouthEast: South East Approach						
21	L	50	179	0.279	7.7	A
22	T	240	858	0.280	8.1	A
23	R	49	175	0.280	8.6	A
		339	1212	0.280	8.1	A
East: East Approach						
4	LTR	358	575	0.623	12.6	B
		358	575	0.623	12.6	B
North: North Approach						
7	L	102	148	0.689*	8.9	A
8	T	627	912	0.687	8.8	A
9	R	449	653	0.688	8.6	A
		1178	1713	0.689	8.7	A
ALL VEHICLES:		3127	6648	0.689	6.5	A
INTERSECTION:		3127	6648	0.689	6.5	A

Level of Service calculations are based on average control delay including geometric delay (HCM criteria), independent of the current delay definition used. For the criteria, refer to the "Level of Service" topic in the aaSIDRA Output Guide or the Output section of the on-line help.

* Maximum v/c ratio, or critical green periods

 Associatated Transportation Engineers
 Maynard Keith Frankl Registered User No. A0857
 Licence Type: Professional, Single Computer

Time and Date of Analysis 11:05 AM, 8 May 2002

Filename: J:\2001\Jobs\01109\data\roundabout\ex_sun\milpas.OUT

Milpas/US 101 NB Ramps
 Existing Summer-Sunday P.M.
 Intersection ID: 3

* MILPAS *

UN INFORMATION

 * Basic Parameters:
 Intersection Type: Roundabout
 Driving on the right-hand side of the road
 Input data specified in Metric units
 Default Values File No. 30
 Peak flow period (for performance): 60 minutes
 Unit time (for volumes): 60 minutes (Total Flow Period)
 Delay definition: Control delay
 Geometric delay included
 HCM Delay and Queue Models option selected
 Level of Service based on: Delay (HCM)
 Queue definition: Back of queue, 95th_Percentile

Milpas/US 101 NB Ramps
 Existing Summer-Sunday P.M.
 Intersection ID: 3
 Roundabout

* MILPAS *

Table S.14 - SUMMARY OF INPUT AND OUTPUT DATA

Lane No.	Arrival Flow (veh/h)				%HV	Adj. Basic Satf.	Eff Grn (secs) 1st 2nd	Deg Sat x	Aver. Delay (sec)	95% Queue (m)	Shrt Lane (m)
	L	T	R	Tot							
South: South Approach											
LT	170	339		509	4			0.274	2.4	10	
TR		301	115	416	4			0.274	1.9	10	
	170	640	115	925	4			0.274	2.2	10	
SouthEast: South East Approach											
1 LT	46	80		126	4			0.171	5.9	5	
2 TR		86	53	139	4			0.171	5.3	6	
	46	166	53	265	4			0.171	5.6	6	
East: East Approach											
1 LTR	154	104	112	370	4			0.591	10.7	28	
	154	104	112	370	4			0.591	10.7	28	
North: North Approach											
1 LT	47	355		402	4			0.435	3.3	19	
2 TR		236	190	426	4			0.435	3.2	19	
	47	591	190	828	4			0.435	3.2	19	
=====											
ALL VEHICLES				Tot	%			Max	Aver.	Max	
				Arv.	HV			X	Delay	Queue	
				2388	4			0.590	4.2	28	

=====

Total flow period = 60 minutes. Peak flow period = 60 minutes.

Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

Values printed in this table are back of queue (vehicles).

Milpas/US 101 NB Ramps
Existing Summer-Sunday P.M.
Intersection ID: 3
Roundabout

* MILPAS *

Table S.15 - CAPACITY AND LEVEL OF SERVICE (HCM STYLE)

Mov No.	Mov Typ	Total Flow (veh/h)	Total Cap. (veh/h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS

South: South Approach						
1	L	170	620	0.274	2.4	A
2	T	640	2334	0.274	2.2	A
3	R	115	419	0.274	1.9	A
		925	3373	0.274	2.2	A

SouthEast: South East Approach						
21	L	46	270	0.170	5.9	A
22	T	166	973	0.171	5.6	A
23	R	53	311	0.170	5.3	A
		265	1554	0.171	5.6	A

East: East Approach						
4	LTR	370	627	0.590*	10.7	B
		370	627	0.590	10.7	B

North: North Approach						
7	L	47	108	0.435	3.3	A
8	T	591	1358	0.435	3.3	A
9	R	190	437	0.435	3.2	A
		828	1903	0.435	3.2	A

ALL VEHICLES:		2388	7457	0.590	4.2	A

INTERSECTION:		2388	7457	0.590	4.2	A

Level of Service calculations are based on average control delay including geometric delay (HCM criteria), independent of the current delay definition used. For the criteria, refer to the "Level of Service" topic in the aaSIDRA Output Guide or the Output section of the on-line help.

* Maximum v/c ratio, or critical green periods

Table S.14 - SUMMARY OF INPUT AND OUTPUT DATA

Lane No.	Arrival Flow (veh/h)				%HV	Adj. Basic Satf.	Eff Grn (secs)		Deg Sat x	Aver. Delay (sec)	95% Queue (m)	Shrt Lane (m)
	L	T	R	Tot			1st	2nd				
South: South Approach												
1 LT	283	302		585	4				0.316	2.5	11	
2 TR		362	115	477	4				0.316	1.9	12	
	283	664	115	1062	4				0.316	2.2	12	
SouthEast: South East Approach												
LT	54	87		141	4				0.185	6.1	6	
TR		79	53	132	4				0.185	6.3	7	
	54	166	53	273	4				0.185	6.2	7	
East: East Approach												
1 LTR	154	104	112	370	4				0.629	12.7	32	
	154	104	112	370	4				0.629	12.7	32	
North: North Approach												
LT	47	357		404	4				0.482	5.0	24	
TR		237	190	427	4				0.482	4.8	24	
	47	594	190	831	4				0.482	4.9	24	
=====												
ALL VEHICLES				Tot	%			Max	Aver.	Max		
				Arv.	HV			X	Delay	Queue		
				2536	4			0.629	5.1	32		
=====												

Total flow period = 60 minutes. Peak flow period = 60 minutes.

Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

Values printed in this table are back of queue (vehicles).

Existing + Project Summer-Sunday P.M.

Intersection ID: 3

Roundabout

Table S.15 - CAPACITY AND LEVEL OF SERVICE (HCM STYLE)

Mov No.	Mov Typ	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS
South: South Approach						
1	L	283	895	0.316	2.5	A
2	T	664	2101	0.316	2.2	A
3	R	115	364	0.316	1.9	A
		1062	3360	0.316	2.2	A
SouthEast: South East Approach						
21	L	54	292	0.185	6.1	A
22	T	166	899	0.185	6.2	A
23	R	53	287	0.185	6.3	A
		273	1478	0.185	6.2	A
East: East Approach						
4	LTR	370	588	0.629*	12.7	B
		370	588	0.629	12.7	B
North: North Approach						
7	L	47	97	0.485	5.0	A
8	T	594	1231	0.483	5.0	A
9	R	190	394	0.482	4.8	A
		831	1722	0.485	4.9	A
ALL VEHICLES:		2536	7149	0.629	5.1	A
INTERSECTION:		2536	7149	0.629	5.1	A

Level of Service calculations are based on average control delay including geometric delay (HCM criteria), independent of the current delay definition used.

For the criteria, refer to the "Level of Service" topic in the aaSIDRA Output Guide or the Output section of the on-line help.

* Maximum v/c ratio, or critical green periods

 Associatated Transportation Engineers
 Maynard Keith Frankl Registered User No. A0857
 Licence Type: Professional, Single Computer

Time and Date of Analysis 11:09 AM, 8 May 2002

Filename: J:\2001\Jobs\01109\data\roundabout\cum_weekday\milpas.OUT

Milpas/US 101 NB Ramps * MILPAS *
 Cumulative P.M. Volumes
 Intersection ID: 3

RUN INFORMATION

 * Basic Parameters:
 Intersection Type: Roundabout
 Driving on the right-hand side of the road
 Input data specified in Metric units
 Default Values File No. 30
 Peak flow period (for performance): 60 minutes
 Unit time (for volumes): 60 minutes (Total Flow Period)
 Delay definition: Control delay
 Geometric delay included
 HCM Delay and Queue Models option selected
 Level of Service based on: Delay (HCM)
 Queue definition: Back of queue, 95th_Percentile

Milpas/US 101 NB Ramps * MILPAS *
 Cumulative P.M. Volumes
 Intersection ID: 3
 Roundabout

Table S.14 - SUMMARY OF INPUT AND OUTPUT DATA

Lane No.	Arrival Flow (veh/h)				%HV	Adj.	Eff Grn		Deg	Aver.	95%	Shrt
	L	T	R	Tot		Basic	(secs)	1st	2nd	Sat	Delay	Queue
						Satf.			x	(sec)	(m)	(m)
South: South Approach												
1 LT	194	322		516	4				0.363	2.7	14	
2 TR		242	388	630	4				0.363	1.6	14	
	194	564	388	1146	4				0.363	2.1	14	
SouthEast: South East Approach												
1 LT	72	127		199	4				0.288	7.2	10	
2 TR		129	49	178	4				0.288	7.6	10	
	72	256	49	377	4				0.288	7.4	10	
East: East Approach												
1 LTR	90	172	96	358	4				0.610	11.8	30	
	90	172	96	358	4				0.610	11.8	30	
North: North Approach												
1 LT	102	504		606	4				0.674	6.9	46	
2 TR		161	491	652	4				0.674	6.6	46	
	102	665	491	1258	4				0.674	6.7	46	
=====												
ALL VEHICLES				Tot	%				Max	Aver.	Max	
				Arv.	HV				X	Delay	Queue	
				3139	4				0.675	5.7	46	

=====

Total flow period = 60 minutes. Peak flow period = 60 minutes.

Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

Values printed in this table are back of queue (vehicles).

Milpas/US 101 NB Ramps
Cumulative P.M. Volumes
Intersection ID: 3
Roundabout

* MILPAS *

Table S.15 - CAPACITY AND LEVEL OF SERVICE (HCM STYLE)

Mov No.	Mov Typ	Total Flow (veh/h)	Total Cap. (veh/h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS
South: South Approach						
1	L	194	535	0.363	2.7	A
2	T	564	1555	0.363	2.3	A
3	R	388	1069	0.363	1.6	A
		1146	3159	0.363	2.1	A
SouthEast: South East Approach						
21	L	72	250	0.288	7.2	A
22	T	256	889	0.288	7.4	A
23	R	49	170	0.288	7.6	A
		377	1309	0.288	7.4	A
East: East Approach						
4	LTR	358	587	0.610	11.8	B
		358	587	0.610	11.8	B
North: North Approach						
7	L	102	151	0.675*	6.9	A
8	T	665	987	0.674	6.8	A
9	R	491	729	0.674	6.6	A
		1258	1867	0.675	6.7	A
ALL VEHICLES:		3139	6921	0.675	5.7	A
INTERSECTION:		3139	6921	0.675	5.7	A

Level of Service calculations are based on average control delay including geometric delay (HCM criteria), independent of the current delay definition used.

For the criteria, refer to the "Level of Service" topic in the aaSIDRA Output Guide or the Output section of the on-line help.

* Maximum v/c ratio, or critical green periods

--- End of aaSIDRA Output ---

Intersection ID: 3
 Roundabout

Table S.14 - SUMMARY OF INPUT AND OUTPUT DATA

Lane No.	Arrival Flow (veh/h)				%HV	Adj. Basic Satf.	Eff Grn (secs) 1st 2nd	Deg Sat x	Aver. Delay (sec)	95% Queue (m)	Shrt Lane (m)
	L	T	R	Tot							

South: South Approach											
1 LT	307	271		578	4			0.408	2.8	16	
2 TR		317	388	705	4			0.408	1.7	16	
	307	588	388	1283	4			0.408	2.2	16	

SouthEast: South East Approach											
LT	80	127		207	4			0.326	8.3	11	
TR		129	49	178	4			0.326	9.2	12	
	80	256	49	385	4			0.326	8.7	12	

East: East Approach											
1 LTR	90	172	96	358	4			0.653	14.2	34	
	90	172	96	358	4			0.653	14.2	34	

North: North Approach											
LT	102	508		610	4			0.756	11.4	63	
TR		160	491	651	4			0.756	11.0	65	
	102	668	491	1261	4			0.756	11.2	65	
=====											
ALL VEHICLES				Tot	%			Max	Aver.	Max	
				Arv.	HV			X	Delay	Queue	
				3287	4			0.756	7.7	65	
=====											

Total flow period = 60 minutes. Peak flow period = 60 minutes.

Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

Values printed in this table are back of queue (vehicles).

3

Table S.15 - CAPACITY AND LEVEL OF SERVICE (HCM STYLE)

Mov No.	Mov Typ	Total Flow (veh/h)	Total Cap. (veh/h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS
South: South Approach						
1	L	307	752	0.408	2.8	A
2	T	588	1440	0.408	2.2	A
3	R	388	950	0.408	1.7	A
		1283	3142	0.408	2.2	A
SouthEast: South East Approach						
21	L	80	246	0.325	8.3	A
22	T	256	786	0.326	8.8	A
23	R	49	151	0.325	9.2	A
		385	1183	0.326	8.7	A
East: East Approach						
4	LTR	358	548	0.653	14.2	B
		358	548	0.653	14.2	B
North: North Approach						
7	L	102	135	0.756*	11.4	B
8	T	668	884	0.756*	11.3	B
9	R	491	650	0.755	11.0	B
		1261	1669	0.756	11.2	B
ALL VEHICLES:		3287	6541	0.756	7.7	A
INTERSECTION:		3287	6541	0.756	7.7	A

Level of Service calculations are based on average control delay including geometric delay (HCM criteria), independent of the current delay definition used.

For the criteria, refer to the "Level of Service" topic in the aaSIDRA Output Guide or the Output section of the on-line help.

* Maximum v/c ratio, or critical green periods

Associated Transportation Engineers
 Maynard Keith Frankl Registered User No. A0857
 Licence Type: Professional, Single Computer

Time and Date of Analysis 11:12 AM, 8 May 2002

Filename: J:\2001\Jobs\01109\data\roundabout\cum_sun\milpas.OUT

Milpas/US 101 NB Ramps
 Cumulative-Summer-Sunday P.M.
 Intersection ID: 3

* MILPAS *

RUN INFORMATION

* Basic Parameters:
 Intersection Type: Roundabout
 Driving on the right-hand side of the road
 Input data specified in Metric units
 Default Values File No. 30
 Peak flow period (for performance): 60 minutes
 Unit time (for volumes): 60 minutes (Total Flow Period)
 Delay definition: Control delay
 Geometric delay included
 HCM Delay and Queue Models option selected
 Level of Service based on: Delay (HCM)
 Queue definition: Back of queue, 95th_Percentile

Milpas/US 101 NB Ramps
 Cumulative-Summer-Sunday P.M.
 Intersection ID: 3
 Roundabout

* MILPAS *

Table S.14 - SUMMARY OF INPUT AND OUTPUT DATA

Lane No.	Arrival Flow (veh/h)				%HV	Adj. Basic Satf.	Eff Grn (secs) 1st 2nd	Deg Sat x	Aver. Delay (sec)	95% Queue (m)	Shrt Lane (m)
	L	T	R	Tot							
South: South Approach											
1 LT	190	332		522	4			0.283	2.4	10	
2 TR		310	116	426	4			0.283	1.9	10	
	190	642	116	948	4			0.283	2.2	10	
SouthEast: South East Approach											
1 LT	75	88		163	4			0.205	5.9	7	
2 TR		98	58	156	4			0.205	5.7	7	
	75	186	58	319	4			0.205	5.8	7	
East: East Approach											
1 LTR	155	114	123	392	4			0.651	12.5	34	
	155	114	123	392	4			0.651	12.5	34	
North: North Approach											
1 LT	52	364		416	4			0.473	4.2	22	
2 TR		228	211	439	4			0.473	4.0	22	
	52	592	211	855	4			0.473	4.1	22	
=====											
ALL VEHICLES				Tot	%			Max	Aver.	Max	
				Arv.	HV			X	Delay	Queue	
				2514	4			0.651	4.9	34	

=====

Total flow period = 60 minutes. Peak flow period = 60 minutes.

Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

Values printed in this table are back of queue (vehicles).

Milpas/US 101 NE Ramps
Cumulative-Summer-Sunday P.M.
Intersection ID: 3
Roundabout

* MILPAS *

Table S.15 - CAPACITY AND LEVEL OF SERVICE (HCM STYLE)

Mov No.	Mov Typ	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS
South: South Approach						
1	L	190	671	0.283	2.4	A
2	T	642	2268	0.283	2.2	A
3	R	116	410	0.283	1.9	A
		948	3349	0.283	2.2	A
SouthEast: South East Approach						
21	L	75	366	0.205	5.9	A
22	T	186	907	0.205	5.8	A
23	R	58	283	0.205	5.7	A
		319	1556	0.205	5.8	A
East: East Approach						
4	LTR	392	602	0.651*	12.5	B
		392	602	0.651	12.5	B
North: North Approach						
7	L	52	110	0.473	4.2	A
8	T	592	1252	0.473	4.1	A
9	R	211	446	0.473	4.0	A
		855	1808	0.473	4.1	A
ALL VEHICLES:		2514	7314	0.651	4.9	A
INTERSECTION:		2514	7314	0.651	4.9	A

Level of Service calculations are based on average control delay including geometric delay (HCM criteria), independent of the current delay definition used.

For the criteria, refer to the "Level of Service" topic in the aaSIDRA Output Guide or the Output section of the on-line help.

* Maximum v/c ratio, or critical green periods

--- End of aaSIDRA Output ---

Table S.14 - SUMMARY OF INPUT AND OUTPUT DATA

Lane No.	Arrival Flow (veh/h)				%HV	Adj. Basic Satf.	Eff Grn (secs) 1st 2nd	Deg Sat x	Aver. Delay (sec)	95% Queue (m)	Shrt Lane (m)

South: South Approach											
1 LT	303	294		597	4			0.325	2.5	12	
2 TR		372	116	488	4			0.325	2.0	12	

	303	666	116	1085	4			0.325	2.3	12	

SouthEast: South East Approach											
LT	83	87		170	4			0.226	6.5	7	
TR		99	58	157	4			0.226	6.6	8	

	83	186	58	327	4			0.226	6.5	8	

East: East Approach											
1 LTR	155	114	123	392	4			0.698	15.4	39	

	155	114	123	392	4			0.698	15.4	39	

North: North Approach											
LT	52	365		417	4			0.530	6.5	29	
TR		230	211	441	4			0.530	6.3	29	

	52	595	211	858	4			0.530	6.4	29	
=====											
ALL VEHICLES				Tot	%			Max	Aver.	Max	
				Arv.	HV			X	Delay	Queue	
				2662	4			0.699	6.1	39	
=====											

Total flow period = 60 minutes. Peak flow period = 60 minutes.

Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

Values printed in this table are back of queue (vehicles).

Table S.15 - CAPACITY AND LEVEL OF SERVICE (HCM STYLE)

Mov No.	Mov Typ	Total Flow (veh /h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS
South: South Approach						
1	L	303	931	0.325	2.5	A
2	T	666	2047	0.325	2.2	A
3	R	116	357	0.325	2.0	A
		1085	3335	0.325	2.3	A
SouthEast: South East Approach						
21	L	83	368	0.226	6.5	A
22	T	186	825	0.225	6.5	A
23	R	58	257	0.226	6.6	A
		327	1450	0.226	6.5	A
East: East Approach						
4	LTR	392	561	0.699*	15.4	B
		392	561	0.699	15.4	B
North: North Approach						
7	L	52	98	0.531	6.5	A
8	T	595	1123	0.530	6.4	A
9	R	211	398	0.530	6.3	A
		858	1619	0.531	6.4	A
ALL VEHICLES:		2662	6966	0.699	6.1	A
INTERSECTION:		2662	6966	0.699	6.1	A

Level of Service calculations are based on average control delay including geometric delay (HCM criteria), independent of the current delay definition used.

For the criteria, refer to the "Level of Service" topic in the aaSIDRA Output Guide or the Output section of the on-line help.

* Maximum v/c ratio, or critical green periods

DOUBLETREE HOTEL PROJECT # 01109
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 COUNT DATE: 02/13/02
 TIME PERIOD: WEEKDAY P.M.
 N/S STREET: MILPAS ST
 E/W STREET: US 101 SB OFF-RAMP
 CONTROL TYPE: SIGNAL

REFERENCE #04_WEEKDAY

TRAFFIC VOLUME SUMMARY													
VOLUMES		NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
		L	T	R	L	T	R	L	T	R	L	T	R
(A)	EXISTING	0	504	0	0	845	0	629	0	380	0	0	0
(B)	PROJECT	0	137	0	0	11	0	0	0	12	0	0	0
(C)	CUMULATIVE	0	7	0	0	71	0	24	0	0	0	0	0

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

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

LEVEL OF SERVICE CALCULATIONS														
MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS							
			1	2	3	4	1	2	3	4				
NBL	0	0	0	0	0	0	-	-	-	-				
NBT	2	3200	504	641	511	648	0.16	0.20	0.16	0.20				
NBR	0	0	0	0	0	0	-	-	-	-				
SBL	0	0	0	0	0	0	-	-	-	-				
SBT	2	3200	845	856	916	927	0.26 *	0.27 *	0.29 *	0.29 *				
SBR	0	0	0	0	0	0	-	-	-	-				
EBL	2	3200	629	629	653	653	0.20 *	0.20 *	0.20 *	0.20 *				
EBT	0	0	0	0	0	0	-	-	-	-				
EBR (a)	1	1600	275	284	275	284	0.17	0.18	0.17	0.18				
WBL	0	0	0	0	0	0	-	-	-	-				
WBT	0	0	0	0	0	0	-	-	-	-				
WBR	0	0	0	0	0	0	-	-	-	-				
LOST TIME:							0.10 *	0.10 *	0.10 *	0.10 *				
							-	-		-				
INTERSECTION CAPACITY UTILIZATION:							0.56	0.57	0.59	0.59				
LEVEL OF SERVICE:							A	A	A	A				

NOTES:

(a) 28% R.T.O.R.

08/22/02

DOUBLETREE HOTEL PROJECT # 01109

REFERENCE #04_SUNDAY

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 08/29/99

TIME PERIOD: SUMMER SUNDAY AFTERNOON

N/S STREET: MILPAS ST

E/W STREET: US 101 SB OFF-RAMP

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	0	625	0	0	791	0	300	0	250	0	0	0
(B) PROJECT	0	137	0	0	11	0	0	0	12	0	0	0
(C) CUMULATIVE	0	14	0	0	26	0	31	0	30	0	0	0

GEOMETRICS

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

TRAFFIC SCENARIOS

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

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	0	0	0	0	0	0	-	-	-	-		
NBT	2	3200	825	782	639	776	0.20	0.24	0.20	0.24		
NBR	0	0	0	0	0	0	-	-	-	-		
SBL	0	0	0	0	0	0	-	-	-	-		
SBT	2	3200	791	802	817	828	0.25 *	0.25 *	0.26 *	0.26 *		
SBR	0	0	0	0	0	0	-	-	-	-		
EBL	2	3200	300	300	331	331	0.09	0.09	0.10	0.10		
EBT	0	0	0	0	0	0	-	-	-	-		
EBR	1	1600	250	262	280	292	0.16 *	0.16 *	0.18 *	0.18 *		
WBL	0	0	0	0	0	0	-	-	-	-		
WBT	0	0	0	0	0	0	-	-	-	-		
WBR	0	0	0	0	0	0	-	-	-	-		
LOST TIME:							0.10 *	0.10 *	0.10 *	0.10 *		
INTERSECTION CAPACITY UTILIZATION:							0.50	0.52	0.53	0.54		
LEVEL OF SERVICE:							A	A	A	A		

NOTES:

06/25/02

DOUBLETREE HOTEL PROJECT # 01109
REFERENCE #05_WEEKDAY
INTERSECTION CAPACITY UTILIZATION WORKSHEET
COUNT DATE: 02/13/02
TIME PERIOD: EXISTING WEEKDAY P.M.
N/S STREET: MILPAS ST
E/W STREET: INDIO MUERTO
CONTROL TYPE: SIGNAL
TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	0	371	44	737	544	0	0	0	0	4	0	18
(B) PROJECT	0	137	66	0	23	0	0	0	0	0	0	0
(C) CUMULATIVE	0	7	9	25	46	0	0	0	0	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND T TR	SOUTH BOUND LL T	EAST BOUND	WEST BOUND LR
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TRAFFIC SCENARIOS

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

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS			
			1	2	3	4	1	2	3	4
NBL	0	0	0	0	0	0	-	-	-	-
NBT	2	3200	371	508	378	515	0.13 *	0.16 *	0.13 *	0.19 *
NBR (a)	0	0	29	73	35	79	-	-	-	-
SBL	2	3200	737	737	762	762	0.23 *	0.23 *	0.24 *	0.24 *
SBT	1	1600	544	567	590	613	0.34	0.35	0.37	0.38
SBR	0	0	0	0	0	0	-	-	-	-
EBL	0	0	0	0	0	0	-	-	-	-
EBT	0	0	0	0	0	0	-	-	-	-
EBR	0	0	0	0	0	0	-	-	-	-
WBL	0	0	4	4	4	4	-	-	-	-
WBT	1	1600	0	0	0	0	0.01 *	0.01 *	0.01 *	0.01 *
WBR (b)	0	0	14	14	14	14	-	-	-	-
LOST TIME:							0.10 *	0.10 *	0.10 *	0.10 *
INTERSECTION CAPACITY UTILIZATION:							0.47	0.52	0.48	0.54
LEVEL OF SERVICE:							A	A	A	A

NOTES:

(a) 34% R.T.O.R.
 (b) 22% R.T.O.R.

06/25/02

DOUBLETREE HOTEL PROJECT # 01109
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 COUNT DATE: 08/29/99
 TIME PERIOD: SUMMER SUNDAY AFTERNOON
 N/S STREET: MILPAS ST
 E/W STREET: INDIO MUERTO
 CONTROL TYPE: SIGNAL

REFERENCE #05_SUN

TRAFFIC VOLUME SUMMARY												
VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	0	575	66	324	717	0	0	0	0	2	0	7
(B) PROJECT	0	137	66	0	23	0	0	0	0	0	0	0
(C) CUMULATIVE	0	65	7	68	85	0	0	0	0	0	0	0

GEOMETRICS												
EXISTING GEOMETRICS	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	T	TR		LL	T					LR		

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

LEVEL OF SERVICE CALCULATIONS												
MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	0	0	0	0	0	0	-	-	-	-		
NBT	2	3200	575	712	640	777	0.20	0.26	0.22	0.29		
NBR	0	0	66	132	73	139	-	-	-	-		
SBL	2	3200	324	324	392	392	0.10	0.10	0.12	0.12		
SBT	1	1600	717	740	802	825	0.45 *	0.46 *	0.50 *	0.52 *		
SBR	0	0	0	0	0	0	-	-	-	-		
EBL	0	0	0	0	0	0	-	-	-	-		
EBT	0	0	0	0	0	0	-	-	-	-		
EBR	0	0	0	0	0	0	-	-	-	-		
WBL	0	0	2	2	2	2	-	-	-	-		
WBT	1	1600	0	0	0	0	0.01 *	0.01 *	0.01 *	0.01 *		
WBR	0	0	7	7	7	7	-	-	-	-		
LOST TIME:							0.10 *	0.10 *	0.10 *	0.10 *		
INTERSECTION CAPACITY UTILIZATION:							0.55	0.57	0.61	0.62		
LEVEL OF SERVICE:							A	A	B	B		

NOTES:

DOUBLETREE HOTEL PROJECT # 01109

REFERENCE #06_WEEKDAY

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 02/13/02

TIME PERIOD: WEEKDAY P.M.

N/S STREET: MILPAS ST

E/W STREET: CALLE PUERTO VALLARTA

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	10	149	4	147	267	109	133	13	7	4	14	118
(B) PROJECT	1	0	0	0	0	23	203	0	6	0	0	0
(C) CUMULATIVE	0	8	0	0	13	3	0	0	0	0	0	0

GEOMETRICS

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

TRAFFIC SCENARIOS

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

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	1	1600	10	11	10	11	0.01	0.01	0.01	0.01		
NBT	1	1600	149	149	157	157	0.10 *	0.10 *	0.10 *	0.10 *		
NBR (a)	0	0	3	3	3	3	-	-	-	-		
SBL	1	1600	147	147	147	147	0.09 *	0.09 *	0.09 *	0.09 *		
SBT	1	1600	267	267	280	280	0.17	0.17	0.18	0.18		
SBR (b)	1	1600	69	84	71	85	0.04	0.05	0.04	0.05		
EBL	1	1600	133	336	133	336	0.08 *	0.21 *	0.08 *	0.21 *		
EBT	1	1600	13	13	13	13	0.01	0.01	0.01	0.01		
EBR (c)	0	0	4	7	4	7	-	-	-	-		
WBL	0	0	4	4	4	4	-	-	-	-		
WBT	1	1600	14	14	14	14	0.06 *	0.06 *	0.06 *	0.06 *		
WBR (d)	0	0	82	82	82	82	-	-	-	-		
LOST TIME:							0.10 *	0.10 *	0.10 *	0.10 *		
INTERSECTION CAPACITY UTILIZATION:							0.43	0.56	0.44	0.57		
LEVEL OF SERVICE:							A	A	A	A		

NOTES:

- (a) 25% R.T.O.R.
 (b) 37% R.T.O.R.
 (c) 43% R.T.O.R.
 (d) 30% R.T.O.R.

06/25/02

DOUBLETREE HOTEL PROJECT # 01109

REFERENCE #06_SUN_PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 08/29/99

TIME PERIOD: SUMMER SUNDAY AFTERNOON

N/S STREET: MILPAS ST

E/W STREET: CALLE PUERTO VALLARTA

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	20	291	29	204	227	241	150	28	41	21	46	200
(B) PROJECT	1	0	0	0	0	23	203	0	6	0	0	0
(C) CUMULATIVE	2	29	3	40	23	24	15	3	4	2	5	20

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: EXISTING+PROJECT (A+B)

SCENARIO 3: EXISTING+CUMULATIVE (A+C)

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

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	1	1600	20	21	22	23	0.01	0.01	0.01	0.01		
NBT	1	1600	291	291	320	320	0.20 *	0.20 *	0.22 *	0.22 *		
NBR (a)	0	0	23	23	26	26	-	-	-	-		
SBL	1	1600	204	204	244	244	0.13 *	0.13 *	0.15 *	0.15 *		
SBT	1	1600	227	227	250	250	0.14	0.14	0.16	0.16		
SBR (b)	1	1600	152	166	167	181	0.10	0.10	0.10	0.11		
EBL	1	1600	150	353	165	368	0.09 *	0.22 *	0.10 *	0.23 *		
EBT	1	1600	28	28	31	31	0.03	0.03	0.04	0.04		
EBR (c)	0	0	23	26	25	28	-	-	-	-		
WBL	0	0	21	21	23	23	-	-	-	-		
WBT	1	1600	46	46	51	51	0.14 *	0.14 *	0.15 *	0.15 *		
WBR (d)	0	0	150	150	165	165	-	-	-	-		
LOST TIME:							0.10 *	0.10 *	0.10 *	0.10 *		
INTERSECTION CAPACITY UTILIZATION:							0.65	0.78	0.72	0.85		
LEVEL OF SERVICE:							B	C	C	D		

NOTES:

(a) 20% R.T.O.R.

(b) 37% R.T.O.R.

(c) 45% R.T.O.R.

(d) 25% R.T.O.R.

08/25/02

DOUBLETREE HOTEL PROJECT # 01109

REFERENCE #06_SUN_PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 08/29/99

TIME PERIOD: SUMMER SUNDAY AFTERNOON

MITIGATED INTERSECTION

N/S STREET: MILPAS ST

EB L - LTR

E/W STREET: CALLE PUERTO VALLARTA

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	20	291	29	204	227	241	150	28	41	21	46	200
(B) PROJECT	1	0	0	0	0	23	203	0	6	0	0	0
(C) CUMULATIVE	2	29	3	40	23	24	15	3	4	2	5	20

GEOMETRICS

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

TRAFFIC SCENARIOS

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

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	1	1600	20	21	22	23	0.01	0.01	0.01	0.01		
NBT	1	1600	291	291	320	320	0.20 *	0.20 *	0.22 *	0.22 *		
NBR (a)	0	0	23	23	26	26	-	-	-	-		
SBL	1	1600	204	204	244	244	0.13 *	0.13 *	0.15 *	0.15 *		
SBT	1	1600	227	227	250	250	0.14	0.14	0.16	0.16		
SBR (b)	1	1600	152	166	167	181	0.10	0.10	0.10	0.11		
EBL	0	0	150	353	165	368	-	-	-	-		
EBT	2	3200	28	28	31	31	0.07 *	0.13 *	0.08 *	0.14 *		
EBR (c)	0	0	41	47	45	51	-	-	-	-		
WBL	0	0	21	21	23	23	-	-	-	-		
WBT	1	1600	46	46	51	51	0.14 *	0.14 *	0.15 *	0.15 *		
WBR	0	0	150	150	165	165	-	-	-	-		
LOST TIME:							0.10 *	0.10 *	0.10 *	0.10 *		
INTERSECTION CAPACITY UTILIZATION:							0.63	0.69	0.69	0.76		
LEVEL OF SERVICE:							B	B	B	C		

NOTES:

- (a) 20% R.T.O.R.
 (b) 37% R.T.O.R.
 (c) 45% R.T.O.R.

07/02/02

DOUBLETREE HOTEL PROJECT # 01109

REFERENCE #07_WEEKDAY

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 02/13/02

TIME PERIOD: WEEKDAY P.M.

N/S STREET: MILPAS ST

E/W STREET: CABRILLO BLVD

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	0	0	0	151	0	117	54	263	0	0	285	102
(B) PROJECT	0	0	0	6	0	0	0	6	0	0	0	1
(C) CUMULATIVE	0	0	0	6	0	6	5	15	0	0	25	3

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: EXISTING+PROJECT (A+B)

SCENARIO 3: EXISTING+CUMULATIVE (A+C)

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

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	0	0	0	0	0	0	-	-	-	-		
NBT	0	0	0	0	0	0	-	-	-	-		
NBR	0	0	0	0	0	0	-	-	-	-		
SBL	1	1600	151	157	157	163	0.09 *	0.10 *	0.10 *	0.10 *		
SBT	0	0	0	0	0	0	-	-	-	-		
SBR	1	1600	117	117	123	123	0.07	0.07	0.08	0.08		
EBL	1	1600	54	54	59	59	0.03 *	0.03 *	0.04 *	0.04 *		
EBT	2	3200	263	269	278	284	0.08	0.08	0.09	0.09		
EBR	0	0	0	0	0	0	-	-	-	-		
WBL	0	0	0	0	0	0	-	-	-	-		
WBT	2	3200	285	285	310	310	0.12 *	0.12 *	0.13 *	0.13 *		
WBR	0	0	102	103	105	106	-	-	-	-		
LOST TIME:							0.10 *	0.10 *	0.10 *	0.10 *		
INTERSECTION CAPACITY UTILIZATION:							0.35	0.35	0.37	0.37		
LEVEL OF SERVICE:							A	A	A	A		

NOTES:

06/25/02

DOUBLETREE HOTEL PROJECT # 01109

REFERENCE #07_SUN_PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 08/29/99

TIME PERIOD: SUMMER SUNDAY AFTERNOON

N/S STREET: MILPAS ST

E/W STREET: CABRILLO BLVD

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	0	0	0	170	0	85	250	830	0	0	592	120
(B) PROJECT	0	0	0	6	0	0	0	6	0	0	0	1
(C) CUMULATIVE	0	0	0	3	0	9	25	94	0	0	71	12

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: EXISTING+PROJECT (A+B)

SCENARIO 3: EXISTING+CUMULATIVE (A+C)

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

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS			
			1	2	3	4	1	2	3	4
NBL	0	0	0	0	0	0	-	-	-	-
NBT	0	0	0	0	0	0	-	-	-	-
NBR	0	0	0	0	0	0	-	-	-	-
SBL	1	1600	170	176	173	179	0.11 *	0.11 *	0.11 *	0.11 *
SBT	0	0	0	0	0	0	-	-	-	-
SBR	1	1600	85	85	94	94	0.05	0.05	0.06	0.06
EBL	1	1600	250	250	275	275	0.16 *	0.16 *	0.17 *	0.17 *
EBT	2	3200	830	836	924	930	0.26	0.26	0.29	0.29
EBR	0	0	0	0	0	0	-	-	-	-
WBL	0	0	0	0	0	0	-	-	-	-
WBT	2	3200	592	592	663	663	0.22 *	0.22 *	0.25 *	0.25 *
WBR	0	0	120	121	132	133	-	-	-	-
LOST TIME:							0.10 *	0.10 *	0.10 *	0.10 *
INTERSECTION CAPACITY UTILIZATION:							0.59	0.59	0.63	0.63
LEVEL OF SERVICE:							A	A	B	B

NOTES:

08/25/02

DOUBLETREE HOTEL PROJECT # 01109
REFERENCE #08_WEEKDAY
INTERSECTION CAPACITY UTILIZATION WORKSHEET
COUNT DATE: 08/16/2000
TIME PERIOD: WEEKDAY P.M.
N/S STREET: GARDEN ST
E/W STREET: HALEY ST
CONTROL TYPE: SIGNAL
TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	0	247	201	49	549	0	13	764	408	0	0	0
(B) PROJECT	0	49	0	0	5	0	0	0	0	0	0	0
(C) CUMULATIVE	0	105	20	15	213	0	0	5	10	0	0	0

GEOMETRICS

	NORTH BOUND		SOUTH BOUND		EAST BOUND		WEST BOUND	
EXISTING GEOMETRICS	TR		LT	T	LT	T		

TRAFFIC SCENARIOS

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

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS			
			1	2	3	4	1	2	3	4
NBL	0	0	0	0	0	0	-	-	-	-
NBT	1	1600	247	296	352	401	0.27 *	0.31 *	0.35 *	0.38 *
NBR (a)	0	0	192	192	211	211	-	-	-	-
SBL	0	0	49	49	64	64	0.02 *	0.02 *	0.04 *	0.04 *
SBT	2	3200	549	554	762	767	0.17	0.17	0.22	0.22
SBR	0	0	0	0	0	0	-	-	-	-
EBL	0	0	13	13	13	13	-	-	-	-
EBT	2	3200	764	764	769	769	0.24 *	0.24 *	0.24 *	0.24 *
EBR (b)	1	1600	376	376	385	385	0.24	0.24	0.24	0.24
WBL	0	0	0	0	0	0	-	-	-	-
WBT	0	0	0	0	0	0	-	-	-	-
WBR	0	0	0	0	0	0	-	-	-	-
LOST TIME:							0.10 *	0.10 *	0.10 *	0.10 *
INTERSECTION CAPACITY UTILIZATION:							0.64	0.67	0.74	0.77
LEVEL OF SERVICE:							B	B	C	C

NOTES:

(a) 4% R.T.O.R.

(b) 8% R.T.O.R.

06/25/02

DOUBLETREE HOTEL PROJECT # 01109

REFERENCE #08_SUN_PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 08/29/99

TIME PERIOD: SUMMER SUNDAY AFTERNOON

N/S STREET: GARDEN ST

E/W STREET: HALEY ST

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	0	172	128	19	240	0	23	615	249	0	0	0
(B) PROJECT	0	49	0	0	5	0	0	0	0	0	0	0
(C) CUMULATIVE	0	90	13	2	74	0	2	62	46	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	TR	LT T	LT T R	

TRAFFIC SCENARIOS

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

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS			
			1	2	3	4	1	2	3	4
NBL	0	0	0	0	0	0	-	-	-	-
NBT	1	1600	172	221	262	311	0.19 *	0.22 *	0.25 *	0.28 *
NBR	0	0	128	128	141	141	-	-	-	-
SBL	0	0	19	19	21	21	0.01 *	0.01 *	0.01 *	0.01 *
SBT	2	3200	240	245	314	319	0.08	0.08	0.11	0.11
SBR	0	0	0	0	0	0	-	-	-	-
EBL	0	0	23	23	25	25	-	-	-	-
EBT	2	3200	615	615	677	677	0.20 *	0.20 *	0.22 *	0.22 *
EBR	1	1600	249	249	295	295	0.16	0.16	0.18	0.18
WBL	0	0	0	0	0	0	-	-	-	-
WBT	0	0	0	0	0	0	-	-	-	-
WBR	0	0	0	0	0	0	-	-	-	-
LOST TIME:							0.10 *	0.10 *	0.10 *	0.10 *
INTERSECTION CAPACITY UTILIZATION:							0.50	0.53	0.58	0.61
LEVEL OF SERVICE:							A	A	A	B

NOTES:

06/25/02

DOUBLETREE HOTEL PROJECT # 01109 INTERSECTION CAPACITY UTILIZATION WORKSHEET COUNT DATE: 08/16/2000 TIME PERIOD: WEEKDAY P.M. N/S STREET: GARDEN ST E/W STREET: GUITIERREZ ST CONTROL TYPE: SIGNAL											REFERENCE #09_WEEKDAY			
TRAFFIC VOLUME SUMMARY														
VOLUMES		NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND			
		L	T	R	L	T	R	L	T	R	L	T	R	
(A)	EXISTING	238	478	0	0	959	77	0	0	0	567	400	45	
(B)	PROJECT	0	49	0	0	5	0	0	0	0	0	0	0	
(C)	CUMULATIVE	0	125	0	0	238	0	0	0	0	12	0	0	
GEOMETRICS														
EXISTING GEOMETRICS		NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND			
		LL	T		T	TR					L	LT	TR	
TRAFFIC SCENARIOS														
SCENARIO 1: EXISTING (A) SCENARIO 2: EXISTING+PROJECT (A+B) SCENARIO 3: EXISTING+CUMULATIVE (A+C) SCENARIO 4: EXISTING+PROJECT+CUMULATIVE(A+B+C)														
LEVEL OF SERVICE CALCULATIONS														
MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO VIC RATIOS							
			1	2	3	4	1	2	3	4				
NBL	2	3200	238	238	238	238	0.07 *	0.07 *	0.07 *	0.07 *				
NBT	1	1600	478	527	603	652	0.30	0.33	0.38	0.41				
NBR	0	0	0	0	0	0	-	-	-	-				
SBL	0	0	0	0	0	0	-	-	-	-				
SBT	2	3200	959	964	1197	1202	0.32 *	0.32 *	0.40 *	0.40 *				
SBR (a)	0	0	73	73	73	73	-	-	-	-				
EBL	0	0	0	0	0	0	-	-	-	-				
EBT	0	0	0	0	0	0	-	-	-	-				
EBR	0	0	0	0	0	0	-	-	-	-				
WBL	0	0	567	567	579	579	-	-	-	-				
WBT	3	4800	400	400	400	400	0.21 *	0.21 *	0.21 *	0.21 *				
WBR (b)	0	0	41	41	41	41	-	-	-	-				
LOST TIME:							0.10 *	0.10 *	0.10 *	0.10 *				
INTERSECTION CAPACITY UTILIZATION:							0.71	0.71	0.78	0.79				
LEVEL OF SERVICE:							C	C	C	C				
NOTES: (a) 5% R.T.O.R. (b) 9% R.T.O.R.														
06/25/02														

DOUBLETREE HOTEL PROJECT # 01109

REFERENCE #09_WEEKDAY

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 08/16/2000

TIME PERIOD: WEEKDAY P.M.

N/S STREET: GARDEN ST

E/W STREET: GUITIERREZ ST

CONTROL TYPE: SIGNAL

MITIAGTED INTERSECTION

NB LL-TT / SB LL-T-TR

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	238	478	0	0	959	77	0	0	0	567	400	45
(B) PROJECT	0	49	0	0	5	0	0	0	0	0	0	0
(C) CUMULATIVE	0	125	0	0	238	0	0	0	0	12	0	0

GEOMETRICS

	NORTH BOUND		SOUTH BOUND		EAST BOUND		WEST BOUND	
EXISTING GEOMETRICS	LL	TT	T	TR			LL	T TR

TRAFFIC SCENARIOS

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

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	2	3200	238	238	238	238	0.07 *	0.07 *	0.07 *	0.07 *		
NBT	2	3200	478	527	603	652	0.15	0.17	0.19	0.20		
NBR	0	0	0	0	0	0	-	-	-	-		
SBL	0	0	0	0	0	0	-	-	-	-		
SBT	2	3200	959	964	1197	1202	0.32 *	0.32 *	0.40 *	0.40 *		
SBR (a)	0	0	73	73	73	73	-	-	-	-		
EBL	0	0	0	0	0	0	-	-	-	-		
EBT	0	0	0	0	0	0	-	-	-	-		
EBR	0	0	0	0	0	0	-	-	-	-		
WBL	2	3200	567	567	579	579	0.18 *	0.18 *	0.18 *	0.18 *		
WBT	2	3200	400	400	400	400	0.14	0.14	0.14	0.14		
WBR (b)	0	0	41	41	41	41	-	-	-	-		
LOST TIME:							0.10 *	0.10 *	0.10 *	0.10 *		
INTERSECTION CAPACITY UTILIZATION:							0.67	0.68	0.75	0.75		
LEVEL OF SERVICE:							B	B	C	C		

NOTES:

(a) 5% R.T.O.R.

(b) 9% R.T.O.R.

07/02/02

DOUBLETREE HOTEL PROJECT # 01109

REFERENCE #09_SUN_PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 08/29/99

TIME PERIOD: SUMMER SUNDAY AFTERNOON

N/S STREET: GARDEN ST

E/W STREET: GUITIERREZ ST

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	228	288	0	0	550	60	0	0	0	153	312	37
(B) PROJECT	0	49	0	0	5	0	0	0	0	0	0	0
(C) CUMULATIVE	23	102	0	0	126	6	0	0	0	15	31	4

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: EXISTING+PROJECT (A+B)

SCENARIO 3: EXISTING+CUMULATIVE (A+C)

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

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	2	3200	228	228	251	251	0.07 *	0.07 *	0.08 *	0.08 *		
NBT	1	1600	288	337	390	439	0.18	0.21	0.24	0.27		
NBR	0	0	0	0	0	0	-	-	-	-		
SBL	0	0	0	0	0	0	-	-	-	-		
SBT	2	3200	550	555	676	681	0.19 *	0.19 *	0.23 *	0.23 *		
SBR	0	0	60	60	66	66	-	-	-	-		
EBL	0	0	0	0	0	0	-	-	-	-		
EBT	0	0	0	0	0	0	-	-	-	-		
EBR	0	0	0	0	0	0	-	-	-	-		
WBL	0	0	153	153	168	168	-	-	-	-		
WBT	3	4800	312	312	343	343	0.11 *	0.11 *	0.12 *	0.12 *		
WBR	0	0	37	37	41	41	-	-	-	-		
LOST TIME:							0.10 *	0.10 *	0.10 *	0.10 *		
INTERSECTION CAPACITY UTILIZATION:							0.47	0.47	0.53	0.53		
LEVEL OF SERVICE:							A	A	A	A		

NOTES:

06/25/02

DOUBLETREE HOTEL PROJECT # 01109

REFERENCE #06_SUN_PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 08/29/99

TIME PERIOD: SUMMER SUNDAY AFTERNOON

MITIGATED INTERSECTION

N/S STREET: MILPAS ST

EB L - LTR

E/W STREET: CALLE PUERTO VALLARTA

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	20	291	29	204	227	241	150	28	41	21	46	200
(B) PROJECT	1	0	0	0	0	23	203	0	6	0	0	0
(C) CUMULATIVE	2	29	3	40	23	24	15	3	4	2	5	20

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: EXISTING+PROJECT (A+B)

SCENARIO 3: EXISTING+CUMULATIVE (A+C)

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

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	1	1600	20	21	22	23	0.01	0.01	0.01	0.01		
NBT	1	1600	291	291	320	320	0.20 *	0.20 *	0.22 *	0.22 *		
NBR (a)	0	0	23	23	26	26	-	-	-	-		
SBL	1	1600	204	204	244	244	0.13 *	0.13 *	0.15 *	0.15 *		
SBT	1	1600	227	227	250	250	0.14	0.14	0.16	0.16		
SBR (b)	1	1600	152	166	167	181	0.10	0.10	0.10	0.11		
EBL	0	0	150	353	165	368	-	-	-	-		
EBT	2	3200	28	28	31	31	0.07 *	0.13 *	0.08 *	0.14 *		
EBR (c)	0	0	41	47	45	51	-	-	-	-		
WBL	0	0	21	21	23	23	-	-	-	-		
WBT	1	1600	46	46	51	51	0.14 *	0.14 *	0.15 *	0.15 *		
WBR	0	0	150	150	165	165	-	-	-	-		
LOST TIME:							0.10 *	0.10 *	0.10 *	0.10 *		
INTERSECTION CAPACITY UTILIZATION:							0.63	0.69	0.69	0.76		
LEVEL OF SERVICE:							B	B	B	C		

NOTES:

(a) 20% R.T.O.R.

(b) 37% R.T.O.R.

(c) 45% R.T.O.R.

07/02/02

DOUBLETREE HOTEL PROJECT # 01109

REFERENCE #10_WEEKDAY_PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 08/16/2000

TIME PERIOD: EXISTING WEEKDAY P.M.

N/S STREET: GARDEN ST

E/W STREET: US 101 NB RAMPS

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	403	478	0	0	739	795	0	0	0	112	0	211
(B) PROJECT	61	49	0	0	5	0	0	0	0	0	0	0
(C) CUMULATIVE	59	97	0	0	143	107	0	0	0	69	0	28

GEOMETRICS

	NORTH BOUND		SOUTH BOUND		EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L	TT	TT	R		LT R

TRAFFIC SCENARIOS

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

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	1	1600	403	464	462	523	0.25 *	0.29 *	0.29 *	0.33 *		
NBT	2	3200	478	527	575	624	0.15	0.17	0.18	0.20		
NBR	0	0	0	0	0	0	-	-	-	-		
SBL	0	0	0	0	0	0	-	-	-	-		
SBT	2	3200	739	744	882	887	0.23	0.23	0.28	0.28		
SBR (a)	1	1600	508	508	576	576	0.32 *	0.32 *	0.36 *	0.36 *		
EBL	0	0	0	0	0	0	-	-	-	-		
EBT	0	0	0	0	0	0	-	-	-	-		
EBR	0	0	0	0	0	0	-	-	-	-		
WBL	1	1600	112	112	181	181	0.07 *	0.07 *	0.11 *	0.11 *		
WBT	0	0	0	0	0	0	-	-	-	-		
WBR (b)	1	1600	104	104	118	118	0.07	0.07	0.07	0.07		
LOST TIME:							0.10 *	0.10 *	0.10 *	0.10 *		
INTERSECTION CAPACITY UTILIZATION:							0.74	0.78	0.86	0.90		
LEVEL OF SERVICE:							C	C	D	D		

NOTES:

- (a) 19% R.T.O.R. + 17% overlap with NBL
 (b) 51% R.T.O.R.

07/01/02

DOUBLETREE HOTEL PROJECT # 01109

REFERENCE #10_WEEKDAY_PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 08/16/2000

TIME PERIOD: WEEKDAY P.M.

N/S STREET: GARDEN ST

E/W STREET: US 101 NB RAMPS

CONTROL TYPE: SIGNAL

MITIGATED INTERSECTION

SB T-TR-R

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	403	478	0	0	739	795	0	0	0	112	0	211
(B) PROJECT	61	49	0	0	5	0	0	0	0	0	0	0
(C) CUMULATIVE	59	97	0	0	143	107	0	0	0	69	0	28

GEOMETRICS

	NORTH BOUND		SOUTH BOUND		EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L	TT	T	TR R		LT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: EXISTING+PROJECT (A+B)

SCENARIO 3: EXISTING+CUMULATIVE (A+C)

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

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	1	1600	403	464	462	523	0.25 *	0.29 *	0.29 *	0.33 *		
NBT	2	3200	478	527	575	624	0.15	0.17	0.18	0.20		
NBR	0	0	0	0	0	0	-	-	-	-		
SBL	0	0	0	0	0	0	-	-	-	-		
SBT	3	4800	739	744	882	887	0.26 *	0.26 *	0.30 *	0.31 *		
SBR (a)	0	0	508	508	576	576	-	-	-	-		
EBL	0	0	0	0	0	0	-	-	-	-		
EBT	0	0	0	0	0	0	-	-	-	-		
EBR	0	0	0	0	0	0	-	-	-	-		
WBL	1	1600	112	112	181	181	0.07 *	0.07 *	0.11 *	0.11 *		
WBT	0	0	0	0	0	0	-	-	-	-		
WBR (b)	1	1600	104	104	118	118	0.07	0.07	0.07	0.07		
LOST TIME:							0.10 *	0.10 *	0.10 *	0.10 *		
INTERSECTION CAPACITY UTILIZATION:							0.68	0.72	0.80	0.85		
LEVEL OF SERVICE:							B	C	C	D		

NOTES:

(a) 19% R.T.O.R. + 17% overlap with NBL

(b) 51% R.T.O.R.

07/02/02

DOUBLETREE HOTEL PROJECT # 01109

REFERENCE #10_SUN_PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 08/29/99

TIME PERIOD: SUMMER SUNDAY AFTERNOON

N/S STREET: GARDEN ST

E/W STREET: US 101 NB RAMPS

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	181	371	0	0	459	240	0	0	0	131	0	186
(B) PROJECT	61	49	0	0	5	0	0	0	0	0	0	0
(C) CUMULATIVE	95	101	0	0	111	32	0	0	0	152	0	28

GEOMETRICS

	NORTH BOUND		SOUTH BOUND		EAST BOUND		WEST BOUND	
EXISTING GEOMETRICS	L	TT	TT	R			LT	R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: EXISTING+PROJECT (A+B)

SCENARIO 3: EXISTING+CUMULATIVE (A+C)

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

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	1	1600	181	242	276	337	0.11 *	0.15 *	0.17 *	0.21 *		
NBT	2	3200	371	420	472	521	0.12	0.13	0.15	0.16		
NBR	0	0	0	0	0	0	-	-	-	-		
SBL	0	0	0	0	0	0	-	-	-	-		
SBT	2	3200	459	464	570	575	0.14 *	0.15 *	0.18 *	0.18 *		
SBR (a)	1	1600	180	240	272	272	0.11	0.15	0.17	0.17		
EBL	0	0	0	0	0	0	-	-	-	-		
EBT	0	0	0	0	0	0	-	-	-	-		
EBR	0	0	0	0	0	0	-	-	-	-		
WBL	1	1600	131	131	283	283	0.08	0.08	0.18 *	0.18 *		
WBT	0	0	0	0	0	0	-	-	-	-		
WBR	1	1600	186	186	214	214	0.12 *	0.12 *	0.13	0.13		
LOST TIME:							0.10 *	0.10 *	0.10 *	0.10 *		
INTERSECTION CAPACITY UTILIZATION:							0.47	0.51	0.63	0.67		
LEVEL OF SERVICE:							A	A	B	B		

NOTES:

(a) 25% R.T.O.R. OVERLAP WITH WB PHASE

07/01/02

DOUBLETREE HOTEL PROJECT # 01109

REFERENCE #10 WEEKDAY

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 08/16/2000

TIME PERIOD: WEEKDAY P.M.

N/S STREET: GARDEN ST

E/W STREET: US 101 SB RAMPS

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	0	612	120	487	363	0	285	12	306	0	0	0
(B) PROJECT	0	110	0	0	5	0	0	0	7	0	0	0
(C) CUMULATIVE	0	107	39	58	154	0	49	0	105	0	0	0

GEOMETRICS

	NORTH BOUND		SOUTH BOUND		EAST BOUND		WEST BOUND	
EXISTING GEOMETRICS	T	TR	LL	T	L	LTR	R	

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: EXISTING+PROJECT (A+B)

SCENARIO 3: EXISTING+CUMULATIVE (A+C)

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

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	0	0	0	0	0	0	-	-	-	-		
NBT	2	3200	612	722	719	829	0.22 *	0.26 *	0.27 *	0.31 *		
NBR (a)	0	0	93	93	159	159	-	-	-	-		
SBL	2	3200	487	487	545	545	0.15 *	0.15 *	0.17 *	0.17 *		
SBT	1	1600	363	368	517	522	0.23	0.23	0.32	0.33		
SBR	0	0	0	0	0	0	-	-	-	-		
EBL	0	0	285	285	334	334	-	-	-	-		
EBT	3	4800	12	12	12	12	0.09 *	0.09 *	0.16 *	0.16 *		
EBR (b)	0	0	111	114	411	418	-	-	-	-		
WBL	0	0	0	0	0	0	-	-	-	-		
WBT	0	0	0	0	0	0	-	-	-	-		
WBR	0	0	0	0	0	0	-	-	-	-		
LOST TIME:							0.10 *	0.10 *	0.10 *	0.10 *		
INTERSECTION CAPACITY UTILIZATION:							0.56	0.59	0.70	0.74		
LEVEL OF SERVICE:							A	A	B	C		

NOTES:

(a) 23% R.T.O.R.

(b) 64% R.T.O.R.

06/25/02

DOUBLETREE HOTEL PROJECT # 01109

REFERENCE #11_SUN_PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 08/29/99

TIME PERIOD: SUMMER SUNDAY AFTERNOON

N/S STREET: GARDEN ST

E/W STREET: US 101 SB RAMPS

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	0	354	190	411	234	0	174	8	294	0	0	0
(B) PROJECT	0	110	0	0	5	0	0	0	7	0	0	0
(C) CUMULATIVE	0	160	149	51	215	0	25	1	101	0	0	0

GEOMETRICS

	NORTH BOUND		SOUTH BOUND		EAST BOUND		WEST BOUND	
EXISTING GEOMETRICS	T	TR	LL	T	L	LTR	R	

TRAFFIC SCENARIOS

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

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	0	0	0	0	0	0	-	-	-	-		
NBT	2	3200	354	464	514	624	0.17 *	0.20 *	0.27 *	0.30 *		
NBR	0	0	190	190	339	339	-	-	-	-		
SBL	2	3200	411	411	462	462	0.13 *	0.13 *	0.14 *	0.14 *		
SBT	1	1600	234	239	449	454	0.15	0.15	0.28	0.28		
SBR	0	0	0	0	0	0	-	-	-	-		
EBL	0	0	174	174	199	199	-	-	-	-		
EBT	3	4800	8	8	9	9	0.10 *	0.10 *	0.13 *	0.13 *		
EBR	0	0	294	301	395	402	-	-	-	-		
WBL	0	0	0	0	0	0	-	-	-	-		
WBT	0	0	0	0	0	0	-	-	-	-		
WBR	0	0	0	0	0	0	-	-	-	-		
LOST TIME:							0.10 *	0.10 *	0.10 *	0.10 *		
INTERSECTION CAPACITY UTILIZATION:							0.50	0.53	0.64	0.67		
LEVEL OF SERVICE:							A	A	B	B		

NOTES:

07/01/02

DOUBLETREE HOTEL PROJECT # 01109

REFERENCE #12_WEEKDAY

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 08/29/99

TIME PERIOD: WEEKDAY P.M.

N/S STREET: STATE ST

E/W STREET: CABRILLO BLVD

CONTROL TYPE: SIGNAL

AVERAGE PROJECT-ADDED VOLUMES

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	8	9	11	121	19	165	58	331	8	11	508	70
(B) PROJECT	0	0	0	0	0	0	0	0	0	0	3	2
(C) CUMULATIVE	22	15	12	35	19	18	17	25	31	17	36	30

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: EXISTING+PROJECT (A+B)

SCENARIO 3: EXISTING+CUMULATIVE (A+C)

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

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	0	0	8	8	30	30	-	-	-	-		
NBT	1	1600	9	9	24	24	0.01 *	0.01 *	0.03 *	0.03 *		
NBR	1	1600	11	11	23	23	0.01	0.01	0.01	0.01		
SBL	1	1600	121	121	156	156	0.08	0.08	0.10	0.10		
SBT	1	1600	19	19	38	38	0.01	0.01	0.02	0.02		
SBR	1	1600	165	165	183	183	0.10 *	0.10 *	0.11 *	0.11 *		
EBL	1	1600	58	58	75	75	0.04 *	0.04 *	0.05 *	0.05 *		
EBT	2	3200	331	331	356	356	0.11	0.11	0.12	0.12		
EBR	0	0	8	8	39	39	-	-	-	-		
WBL	1	1600	11	11	28	28	0.01	0.01	0.02	0.02		
WBT	2	3200	508	511	544	547	0.18 *	0.18 *	0.20 *	0.20 *		
WBR	0	0	70	72	100	102	-	-	-	-		
LOST TIME:							0.10 *	0.10 *	0.10 *	0.10 *		
INTERSECTION CAPACITY UTILIZATION:							0.43	0.43	0.50	0.50		
LEVEL OF SERVICE:							A	A	A	A		

NOTES:

09/09/02

DOUBLETREE HOTEL PROJECT # 01109

REFERENCE #12_SUM_PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 08/29/99

TIME PERIOD: SUMMER SUNDAY AFTERNOON

N/S STREET: STATE ST

E/W STREET: CABRILLO BLVD

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	17	26	32	327	30	224	180	507	29	34	472	314
(B) PROJECT	0	0	0	3	0	0	0	4	0	0	36	24
(C) CUMULATIVE	22	26	38	35	29	29	23	63	27	44	62	32

GEOMETRICS

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

TRAFFIC SCENARIOS

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

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	0	0	17	17	39	39	-	-	-	-		
NBT	1	1600	26	26	52	52	0.03 *	0.03 *	0.06 *	0.06 *		
NBR	1	1600	32	32	70	70	0.02	0.02	0.04	0.04		
SBL	1	1600	327	330	362	365	0.20 *	0.21 *	0.23 *	0.23 *		
SBT	1	1600	30	30	59	59	0.02	0.02	0.04	0.04		
SBR	1	1600	224	224	253	253	0.14	0.14	0.16	0.16		
EBL	1	1600	180	180	203	203	0.11 *	0.11 *	0.13 *	0.13 *		
EBT	2	3200	507	511	570	574	0.17	0.17	0.20	0.20		
EBR	0	0	29	29	56	56	-	-	-	-		
WBL	1	1600	34	34	78	78	0.02	0.02	0.05	0.05		
WBT	2	3200	472	508	534	570	0.25 *	0.26 *	0.28 *	0.29 *		
WBR	0	0	314	338	346	370	-	-	-	-		
LOST TIME:							0.10 *	0.10 *	0.10 *	0.10 *		
INTERSECTION CAPACITY UTILIZATION:							0.69	0.71	0.78	0.81		
LEVEL OF SERVICE:							B	C	C	D		

NOTES:

06/25/02

DOUBLETREE HOTEL PROJECT # 01109

REFERENCE #12_SUM_PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 08/29/99

TIME PERIOD: SUMMER SUNDAY AFTERNOON

N/S STREET: STATE ST

E/W STREET: CABRILLO BLVD

CONTROL TYPE: SIGNAL

MITIGATED INTERSECTION

WB L - TT - R

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	17	26	32	327	30	224	180	507	29	34	472	314
(B) PROJECT	0	0	0	3	0	0	0	4	0	0	36	24
(C) CUMULATIVE	22	26	38	35	29	29	23	63	27	44	62	32

GEOMETRICS

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

TRAFFIC SCENARIOS

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

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	0	0	17	17	39	39	-	-	-	-		
NBT	1	1600	26	26	52	52	0.03 *	0.03 *	0.06 *	0.06 *		
NBR	1	1600	32	32	70	70	0.02	0.02	0.04	0.04		
SBL	1	1600	327	330	362	365	0.20 *	0.21 *	0.23 *	0.23 *		
SBT	1	1600	30	30	59	59	0.02	0.02	0.04	0.04		
SBR	1	1600	224	224	253	253	0.14	0.14	0.16	0.16		
EBL	1	1600	180	180	203	203	0.11 *	0.11 *	0.13 *	0.13 *		
EBT	2	3200	507	511	570	574	0.17	0.17	0.20	0.20		
EBR	0	0	29	29	56	56	-	-	-	-		
WBL	1	1600	34	34	78	78	0.02	0.02	0.05	0.05		
WBT	2	3200	472	508	534	570	0.15 *	0.16 *	0.17 *	0.18 *		
WBR (a)	1	1600	314	338	346	370	0.20	0.21	0.22	0.23		
LOST TIME:							0.10 *	0.10 *	0.10 *	0.10 *		
INTERSECTION CAPACITY UTILIZATION:							0.59	0.60	0.68	0.69		
LEVEL OF SERVICE:							A	B	B	B		

NOTES:

(a) Not Critical Due To RTOR

07/02/02

DOUBLETREE HOTEL PROJECT # 01109

REFERENCE #13_WEEKDAY

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 08/29/99

TIME PERIOD: WEEKDAY P.M.

N/S STREET: CALLE PUERTO VALLARTA

E/W STREET: CABRILLO BLVD

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	0	0	0	5	0	113	149	322	0	0	406	3
(B) PROJECT	0	0	0	6	0	57	10	0	0	0	0	0
(C) CUMULATIVE	0	0	0	0	0	2	6	21	0	0	27	3

GEOMETRICS

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

TRAFFIC SCENARIOS

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

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS			
			1	2	3	4	1	2	3	4
NBL	0	0	0	0	0	0	-	-	-	-
NBT	0	0	0	0	0	0	-	-	-	-
NBR	0	0	0	0	0	0	-	-	-	-
SBL	1	1600	5	11	5	11	0.00	0.01	0.00	0.01
SBT	0	0	0	0	0	0	-	-	-	-
SBR	1	1600	113	170	115	172	0.07 *	0.11 *	0.07 *	0.11 *
EBL	1	1600	149	159	155	165	0.09 *	0.10 *	0.10 *	0.10 *
EBT	2	3200	322	322	343	343	0.10	0.10	0.11	0.11
EBR	0	0	0	0	0	0	-	-	-	-
WBL	0	0	0	0	0	0	-	-	-	-
WBT	2	3200	406	406	433	433	0.13 *	0.13 *	0.14 *	0.14 *
WBR	0	0	3	3	6	6	-	-	-	-
LOST TIME:							0.10 *	0.10 *	0.10 *	0.10 *
INTERSECTION CAPACITY UTILIZATION:							0.39	0.43	0.41	0.45
LEVEL OF SERVICE:							A	A	A	A

NOTES:

08/22/02

DOUBLETREE HOTEL PROJECT # 01109

REFERENCE #13_SUN_PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 08/29/99

TIME PERIOD: SUMMER SUNDAY AFTERNOON

N/S STREET: CALLE PUERTO VALLARTA

E/W STREET: CABRILLO BLVD

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	0	0	0	46	0	200	150	864	0	0	617	60
(B) PROJECT	0	0	0	6	0	57	10	0	0	0	0	0
(C) CUMULATIVE	0	0	0	5	0	20	15	97	0	0	74	6

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: EXISTING+PROJECT (A+B)

SCENARIO 3: EXISTING+CUMULATIVE (A+C)

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

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS			
			1	2	3	4	1	2	3	4
NBL	0	0	0	0	0	0	-	-	-	-
NBT	0	0	0	0	0	0	-	-	-	-
NBR	0	0	0	0	0	0	-	-	-	-
SBL	1	1600	46	52	51	57	0.03	0.03	0.03	0.04
SBT	0	0	0	0	0	0	-	-	-	-
SBR	1	1600	200	257	220	277	0.13 *	0.16 *	0.14 *	0.17 *
EBL	1	1600	150	160	165	175	0.09 *	0.10 *	0.10 *	0.11 *
EBT	2	3200	864	864	961	961	0.27	0.27	0.30	0.30
EBR	0	0	0	0	0	0	-	-	-	-
WBL	0	0	0	0	0	0	-	-	-	-
WBT	2	3200	617	617	691	691	0.21 *	0.21 *	0.24 *	0.24 *
WBR	0	0	60	60	66	66	-	-	-	-
LOST TIME:							0.10 *	0.10 *	0.10 *	0.10 *
INTERSECTION CAPACITY UTILIZATION:							0.53	0.57	0.58	0.62
LEVEL OF SERVICE:							A	A	A	B

NOTES:

06/25/02

DOUBLETREE HOTEL PROJECT # 01109
REFERENCE #14_WEEKDAY
INTERSECTION CAPACITY UTILIZATION WORKSHEET
COUNT DATE: 08/29/99
TIME PERIOD: WEEKDAY P.M.
N/S STREET: CASTILLO ST
E/W STREET: CABRILLO BLVD
CONTROL TYPE: SIGNAL
TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	0	0	0	102	0	115	117	334	0	0	512	93
(B) PROJECT	0	0	0	0	0	0	0	4	0	0	36	0
(C) CUMULATIVE	0	0	0	31	0	36	31	42	0	0	57	25

GEOMETRICS

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

TRAFFIC SCENARIOS

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

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS			
			1	2	3	4	1	2	3	4
NBL	0	0	0	0	0	0	-	-	-	-
NBT	0	0	0	0	0	0	-	-	-	-
NBR	0	0	0	0	0	0	-	-	-	-
SBL	1	1600	102	102	133	133	0.06	0.06	0.08	0.08
SBT	0	0	0	0	0	0	-	-	-	-
SBR	1	1600	115	115	151	151	0.07 *	0.07 *	0.09 *	0.09 *
EBL	1	1600	117	117	148	148	0.07 *	0.07 *	0.09 *	0.09 *
EBT	2	3200	334	338	376	380	0.10	0.11	0.12	0.12
EBR	0	0	0	0	0	0	-	-	-	-
WBL	0	0	0	0	0	0	-	-	-	-
WBT	2	3200	512	548	569	605	0.19 *	0.20 *	0.22 *	0.23 *
WBR	0	0	93	93	118	118	-	-	-	-
LOST TIME:							0.10 *	0.10 *	0.10 *	0.10 *
INTERSECTION CAPACITY UTILIZATION:							0.43	0.45	0.50	0.51
LEVEL OF SERVICE:							A	A	A	A

NOTES:

08/25/02

DOUBLETREE HOTEL PROJECT # 01109

REFERENCE #14_SUN_PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 08/29/99

TIME PERIOD: SUMMER SUNDAY AFTERNOON

N/S STREET: CASTILLO ST

E/W STREET: CABRILLO BLVD

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	0	0	0	332	0	191	190	364	0	0	509	215
(B) PROJECT	0	0	0	0	0	0	0	4	0	0	36	0
(C) CUMULATIVE	0	0	0	55	0	55	45	55	0	0	76	40

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: EXISTING+PROJECT (A+B)

SCENARIO 3: EXISTING+CUMULATIVE (A+C)

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

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	0	0	0	0	0	0	-	-	-	-		
NBT	0	0	0	0	0	0	-	-	-	-		
NBR	0	0	0	0	0	0	-	-	-	-		
SBL	1	1600	332	332	387	387	0.21 *	0.21 *	0.24 *	0.24 *		
SBT	0	0	0	0	0	0	-	-	-	-		
SBR	1	1600	191	191	246	246	0.12	0.12	0.15	0.15		
EBL	1	1600	190	190	235	235	0.12 *	0.12 *	0.15 *	0.15 *		
EBT	2	3200	364	368	419	423	0.11	0.12	0.13	0.13		
EBR	0	0	0	0	0	0	-	-	-	-		
WBL	0	0	0	0	0	0	-	-	-	-		
WBT	2	3200	509	545	585	621	0.23 *	0.24 *	0.26 *	0.27 *		
WBR	0	0	215	215	255	255	-	-	-	-		
LOST TIME:							0.10 *	0.10 *	0.10 *	0.10 *		
INTERSECTION CAPACITY UTILIZATION:							0.65	0.67	0.75	0.76		
LEVEL OF SERVICE:							B	B	C	C		

NOTES:

DOUBLETREE HOTEL PROJECT # 01109
REFERENCE #15_WEEKDAY
INTERSECTION CAPACITY UTILIZATION WORKSHEET

 COUNT DATE: **08/29/99**

 TIME PERIOD: **WEEKDAY P.M.**

 N/S STREET: **GARDEN ST**

 E/W STREET: **CABRILLO BLVD**

 CONTROL TYPE: **SIGNAL**
AVERAGE PROJECT-ADDED VOLUMES

TRAFFIC VOLUME SUMMARY												
VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	6	8	4	72	4	98	50	473	3	4	422	37
(B) PROJECT	0	0	0	1	0	0	0	0	0	0	5	2
(C) CUMULATIVE	0	0	0	11	8	51	25	29	10	1	19	10

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

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

LEVEL OF SERVICE CALCULATIONS												
MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	1	1600	6	6	6	6	0.00	0.00	0.00	0.00		
NBT	1	1600	8	8	8	8	0.01 *	0.01 *	0.01 *	0.01 *		
NBR	0	0	4	4	4	4	-	-	-	-		
SBL	1	1600	72	73	83	84	0.05	0.05	0.05	0.05		
SBT	1	1600	4	4	12	12	0.00	0.00	0.01	0.01		
SBR	1	1600	98	98	149	149	0.06 *	0.06 *	0.09 *	0.09 *		
EBL	1	1600	50	50	75	75	0.03 *	0.03 *	0.05 *	0.05 *		
EBT	2	3200	473	473	502	502	0.15	0.15	0.16	0.16		
EBR	0	0	3	3	13	13	-	-	-	-		
WBL	1	1600	4	4	5	5	0.00	0.00	0.00	0.00		
WBT	2	3200	422	427	441	446	0.14 *	0.15 *	0.15 *	0.16 *		
WBR	0	0	37	39	47	49	-	-	-	-		
LOST TIME:							0.10 *	0.10 *	0.10 *	0.10 *		
INTERSECTION CAPACITY UTILIZATION:							0.34	0.35	0.40	0.40		
LEVEL OF SERVICE:							A	A	A	A		

NOTES:

09/09/02

DOUBLETREE HOTEL PROJECT # 01109

REFERENCE #15_SUN_PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 08/29/99

TIME PERIOD: SUMMER SUNDAY AFTERNOON

N/S STREET: GARDEN ST

E/W STREET: CABRILLO BLVD

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	38	23	25	166	9	201	159	727	30	14	520	176
(B) PROJECT	0	0	0	6	0	0	0	7	0	0	60	33
(C) CUMULATIVE	4	15	3	19	15	72	57	78	6	1	57	20

GEOMETRICS

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

TRAFFIC SCENARIOS

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

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	1	1600	38	38	42	42	0.02 *	0.02 *	0.03 *	0.03		
NBT	1	1600	23	23	38	38	0.03	0.03	0.04	0.04 *		
NBR	0	0	25	25	28	28	-	-	-	-		
SBL	1	1600	166	172	185	191	0.10	0.11	0.12	0.12		
SBT	1	1600	9	9	24	24	0.01	0.01	0.02	0.02		
SBR	1	1600	201	201	273	273	0.13 *	0.13 *	0.17 *	0.17 *		
EBL	1	1600	159	159	216	216	0.10 *	0.10 *	0.14 *	0.14 *		
EBT	2	3200	727	734	805	812	0.24	0.24	0.26	0.27		
EBR	0	0	30	30	36	36	-	-	-	-		
WBL	1	1600	14	14	15	15	0.01	0.01	0.01	0.01		
WBT	2	3200	520	580	577	637	0.22 *	0.25 *	0.24 *	0.27 *		
WBR	0	0	176	209	196	229	-	-	-	-		
LOST TIME:							0.10 *	0.10 *	0.10 *	0.10 *		
INTERSECTION CAPACITY UTILIZATION:							0.57	0.60	0.67	0.72		
LEVEL OF SERVICE:							A	A	B	C		

NOTES:

06/25/02

DOUBLETREE HOTEL PROJECT # 01109
REFERENCE #16_WEEKDAY
INTERSECTION CAPACITY UTILIZATION WORKSHEET

 COUNT DATE: **08/29/99**

 TIME PERIOD: **WEEKDAY P.M.**

 N/S STREET: **CALLE CESAR CHAVEZ ST**

 E/W STREET: **CABRILLO BLVD**

 CONTROL TYPE: **SIGNAL**
TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	0	0	0	44	0	78	53	380	0	0	439	33
(B) PROJECT	0	0	0	0	0	46	3	10	0	0	47	10
(C) CUMULATIVE	0	0	0	5	0	5	10	24	0	0	25	3

GEOMETRICS

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

TRAFFIC SCENARIOS

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

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS			
			1	2	3	4	1	2	3	4
NBL	0	0	0	0	0	0	-	-	-	-
NBT	0	0	0	0	0	0	-	-	-	-
NBR	0	0	0	0	0	0	-	-	-	-
SBL	1	1600	44	44	49	49	0.03	0.03	0.03	0.03
SBT	0	0	0	0	0	0	-	-	-	-
SBR	1	1600	78	124	83	129	0.05 *	0.08 *	0.05 *	0.08 *
EBL	1	1600	53	56	63	66	0.03 *	0.04 *	0.04 *	0.04 *
EBT	2	3200	380	390	404	414	0.12	0.12	0.13	0.13
EBR	0	0	0	0	0	0	-	-	-	-
WBL	0	0	0	0	0	0	-	-	-	-
WBT	2	3200	439	486	464	511	0.15 *	0.17 *	0.16 *	0.17 *
WBR	0	0	33	43	36	46	-	-	-	-
LOST TIME:							0.10 *	0.10 *	0.10 *	0.10 *
INTERSECTION CAPACITY UTILIZATION:							0.33	0.38	0.35	0.40
LEVEL OF SERVICE:							A	A	A	A

NOTES:

08/25/02

DOUBLETREE HOTEL PROJECT # 01109

REFERENCE #16_SUN_PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 08/29/99

TIME PERIOD: SUMMER SUNDAY AFTERNOON

N/S STREET: CALLE CESAR CHAVEZ ST

E/W STREET: CABRILLO BLVD

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	0	0	0	75	0	48	62	861	0	0	656	112
(B) PROJECT	0	0	0	0	0	46	3	10	0	0	47	10
(C) CUMULATIVE	0	0	0	12	0	5	6	93	0	0	73	16

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: EXISTING+PROJECT (A+B)

SCENARIO 3: EXISTING+CUMULATIVE (A+C)

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

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	0	0	0	0	0	0	-	-	-	-		
NBT	0	0	0	0	0	0	-	-	-	-		
NBR	0	0	0	0	0	0	-	-	-	-		
SBL	1	1600	75	75	87	87	0.05 *	0.05 *	0.05 *	0.05 *		
SBT	0	0	0	0	0	0	-	-	-	-		
SBR	1	1600	48	94	53	99	0.03	0.06	0.03	0.06		
EBL	1	1600	62	65	68	71	0.04 *	0.04 *	0.04 *	0.04 *		
EBT	2	3200	861	871	954	964	0.27	0.27	0.30	0.30		
EBR	0	0	0	0	0	0	-	-	-	-		
WBL	0	0	0	0	0	0	-	-	-	-		
WBT	2	3200	656	703	729	776	0.24 *	0.26 *	0.27 *	0.29 *		
WBR	0	0	112	122	128	138	-	-	-	-		
LOST TIME:							0.10 *	0.10 *	0.10 *	0.10 *		
INTERSECTION CAPACITY UTILIZATION:							0.43	0.45	0.47	0.48		
LEVEL OF SERVICE:							A	A	A	A		

NOTES:

CMP INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

Lanes, Volumes, Timings
5: Cabrillo & Milpas

EXISTING P.M. VOLUMES

7/1/2002



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	1		1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50			50					50		50
Trailing Detector (ft)	0	0			0					0		0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1736	3471	0	0	3336	0	0	0	0	1736	0	1553
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1736	3471	0	0	3336	0	0	0	0	1736	0	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					103							130
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		929			650			746			3943	
Travel Time (s)		21.1			14.8			17.0			89.6	
Volume (vph)	54	263	0	0	285	102	0	0	0	151	0	117
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Lane Group Flow (vph)	60	292	0	0	430	0	0	0	0	168	0	130
Turn Type	Prot									custom		custom
Protected Phases	5	2			6					4		5
Permitted Phases										4		4 5
Total Split (s)	14.0	32.0	0.0	0.0	18.0	0.0	0.0	0.0	0.0	18.0	0.0	14.0
Act Effct Green (s)	10.3	36.4			23.6					13.3		29.8
Actuated g/C Ratio	0.18	0.65			0.42					0.23		0.49
v/c Ratio	0.19	0.13			0.29					0.42		0.16
Uniform Delay, d1	19.2	3.3			7.2					18.0		0.0
Delay	14.1	3.8			8.4					11.7		1.2
LOS	B	A			A					B		A
Approach Delay		5.5			8.4							
Approach LOS		A			A							
Queue Length 50th (ft)	10	11			21					26		0
Queue Length 95th (ft)	38	30			65					76		15
Internal Link Dist (ft)		849			570			666			3863	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)												
50th Bay Block Time %												
95th Bay Block Time %												
Queuing Penalty (veh)												

Baseline

Synchro 5 Report
Page 1

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Intersection Summary

Area Type: Other

Cycle Length: 50

Actuated Cycle Length: 55.6

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.42

Intersection Signal Delay: 7.1

Intersection LOS: A

Intersection Capacity Utilization 28.3%

ICU Level of Service A

Splits and Phases: 5: Cabrillo & Milpas

→ Ø2		↘ Ø4	
32 s		18 s	
↙ Ø5	← Ø6		
14 s	18 s		

Lanes, Volumes, Timings
8: US 101 SB Ramps & Milpas

EXISTING P.M. VOLUMES

7/1/2002



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↰↰	↱		↱↱	↱↱	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	2	1	0			0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	
Turning Speed (mph)	15	9	15			9
Satd. Flow (prot)	3367	1553	0	3471	3471	0
Flt Permitted	0.950					
Satd. Flow (perm)	3367	1553	0	3471	3471	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		67				
Link Speed (mph)	30			30	30	
Link Distance (ft)	1879			3943	291	
Travel Time (s)	42.7			89.6	6.6	
Volume (vph)	629	380	0	504	845	0
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Lane Group Flow (vph)	699	422	0	560	939	0
Turn Type	Perm					
Protected Phases	2			8	4	
Permitted Phases		2				
Total Split (s)	30.0	30.0	0.0	30.0	30.0	0.0
Act Effct Green (s)	18.1	18.1		18.8	18.8	
Actuated g/C Ratio	0.42	0.42		0.43	0.43	
v/c Ratio	0.50	0.62		0.37	0.63	
Uniform Delay, d1	9.0	7.9		8.0	9.2	
Delay	9.9	9.4		9.2	10.5	
LOS	A	A		A	B	
Approach Delay	9.7			9.2	10.5	
Approach LOS	A			A	B	
Queue Length 50th (ft)	59	53		44	86	
Queue Length 95th (ft)	124	150		98	180	
Internal Link Dist (ft)	1799			3863	211	
50th Up Block Time (%)						
95th Up Block Time (%)						
Turn Bay Length (ft)						
50th Bay Block Time %						
95th Bay Block Time %						
Queuing Penalty (veh)						

Baseline

Synchro 5 Report
Page 3

associsant-st51

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 43.6

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.63




Intersection Signal Delay: 9.9

Intersection LOS: A

Intersection Capacity Utilization 58.8%

ICU Level of Service A

Splits and Phases: 8: US 101 SB Ramps & Milpas

 Ø2	 Ø4
30 s	30 s
	 Ø8
	30 s

Lanes, Volumes, Timings
13: US 101 SB Ramps & Garden

EXISTING P.M. VOLUMES

7/1/2002



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		0	2		0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50	50					50		50	50	
Trailing Detector (ft)	0	0	0					0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1649	1589	1475	0	0	0	0	3384	0	2291	1827	0
Flt Permitted	0.950	0.956								0.950		
Satd. Flow (perm)	1649	1589	1475	0	0	0	0	3384	0	2291	1827	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			340					35				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		352			1879			1980			250	
Travel Time (s)		8.0			42.7			45.0			5.7	
Volume (vph)	285	12	306	0	0	0	0	612	120	487	363	0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Lane Group Flow (vph)	164	166	340	0	0	0	0	813	0	541	403	0
Turn Type	Split		custom							Prot		
Protected Phases	8	8	1					6		5	2	
Permitted Phases			8									
Total Split (s)	16.0	16.0	14.0	0.0	0.0	0.0	0.0	28.0	0.0	28.0	42.0	0.0
Act Effct Green (s)	11.8	11.8	21.4					29.1		22.1	44.6	
Actuated g/C Ratio	0.16	0.16	0.30					0.40		0.31	0.62	
v/c Ratio	0.61	0.64	0.50					0.58		0.77	0.36	
Uniform Delay, d1	27.9	28.1	0.0					15.9		22.6	6.7	
Delay	28.0	28.2	2.6					17.4		19.1	15.0	
LOS	C	C	A					B		B	B	
Approach Delay		15.2						17.4			17.4	
Approach LOS		B						B			B	
Queue Length 50th (ft)	70	74	0					146		190	104	
Queue Length 95th (ft)	131	139	55					213		244	220	
Internal Link Dist (ft)		272			1799			1900			170	
50th Up Block Time (%)												
95th Up Block Time (%)										2%	26%	
Turn Bay Length (ft)												
50th Bay Block Time %												
95th Bay Block Time %												
Queuing Penalty (veh)												52

Baseline

Synchro 5 Report

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Intersection Summary

Area Type: Other

Cycle Length: 72

Actuated Cycle Length: 72

Offset: 17 (24%), Referenced to phase 2:SBT and 6:NBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77






Intersection Signal Delay: 16.8

Intersection LOS: B

Intersection Capacity Utilization 61.1%

ICU Level of Service B



















Splits and Phases: 13: US 101 SB Ramps & Garden

 ø1	 ø2	 ø8
14 s	42 s	16 s
 ø5	 ø6	
28 s	28 s	

Lanes, Volumes, Timings
14: US 101 NB Ramps & Garden

EXISTING P.M. VOLUMES

7/1/2002

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		1	1		0	0		1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)				50	50	50	50	50			50	50
Trailing Detector (ft)				0	0	0	0	0			0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	0	0	0	1736	1553	1736	3471	0	0	3471	1553
Flt Permitted					0.950		0.248					
Satd. Flow (perm)	0	0	0	0	1736	1553	453	3471	0	0	3471	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						234						613
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		437			935			250			250	
Travel Time (s)		9.9			21.3			5.7			5.7	
Volume (vph)	0	0	0	112	0	211	403	478	0	0	739	795
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Lane Group Flow (vph)	0	0	0	0	124	234	448	531	0	0	821	883
Turn Type				Split		custom	pm+pt					Perm
Protected Phases				6	6	7	3	8			4	
Permitted Phases						6	8					4
Total Split (s)	0.0	0.0	0.0	13.0	13.0	10.0	19.0	49.0	0.0	0.0	40.0	40.0
Act Effct Green (s)					18.4	28.0	47.6	38.0			30.0	30.0
Actuated g/C Ratio					0.26	0.39	0.66	0.53			0.42	0.42
v/c Ratio					0.28	0.31	0.80	0.29			0.57	0.88
Uniform Delay, d1					21.5	0.0	5.6	9.5			16.1	5.3
Delay					25.8	3.5	16.2	3.1			15.4	6.6
LOS					C	A	B	A			B	A
Approach Delay					11.2			9.1			10.8	
Approach LOS					B			A			B	
Queue Length 50th (ft)					44	0	82	4			131	86
Queue Length 95th (ft)					103	46	85	1			157	#276
Internal Link Dist (ft)		357			855			170			170	
50th Up Block Time (%)												
95th Up Block Time (%)											3%	14%
Turn Bay Length (ft)												
50th Bay Block Time %												
95th Bay Block Time %												
Queuing Penalty (veh)												

Baseline






Synchro 5 Report
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associsant-st51

Intersection Summary

Area Type: Other
 Cycle Length: 72
 Actuated Cycle Length: 72
 Offset: 0 (0%), Referenced to phase 6:WBTL, Start of Green, Master Intersection
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 10.3 Intersection LOS: B
 Intersection Capacity Utilization 96.4% ICU Level of Service E
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.






















Splits and Phases: 14: US 101 NB Ramps & Garden

 Ø6	 Ø3	 Ø4
13 s	19 s	40 s
	 Ø7	 Ø8
	10 s	49 s

Lanes, Volumes, Timings
18: Cabrillo & State

EXISTING P.M. VOLUMES

7/1/2002

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	1		1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1736	3457	0	1736	3409	0	0	1785	1553	1649	1670	1553
Flt Permitted	0.950			0.950				0.977		0.950	0.962	
Satd. Flow (perm)	1736	3457	0	1736	3409	0	0	1785	1553	1649	1670	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			28				12			134
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2109			342			290			456	
Travel Time (s)		47.9			7.8			6.6			10.4	
Volume (vph)	58	331	8	11	508	70	8	9	11	165	19	121
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Lane Group Flow (vph)	64	377	0	12	642	0	0	19	12	99	105	134
Turn Type	Prot			Prot			Split		pm+ov	Split		pm+ov
Protected Phases	3	8		7	4		6	6	7	2	2	3
Permitted Phases									6			2
Total Split (s)	9.0	20.0	0.0	8.0	19.0	0.0	15.0	15.0	8.0	12.0	12.0	9.0
Act Effct Green (s)	6.7	18.0		5.8	12.6			7.9	22.5	8.6	8.6	18.8
Actuated g/C Ratio	0.19	0.50		0.14	0.35			0.19	0.41	0.24	0.24	0.47
v/c Ratio	0.20	0.22		0.05	0.53			0.06	0.02	0.25	0.26	0.17
Uniform Delay, d1	14.7	7.1		17.0	9.7			16.5	0.0	13.5	13.5	0.0
Delay	17.4	6.3		20.3	10.0			18.4	7.4	15.2	15.2	1.9
LOS	B	A		C	B			B	A	B	B	A
Approach Delay		7.9			10.2			14.1			9.9	
Approach LOS		A			B			B			A	
Queue Length 50th (ft)	12	13		2	47			3	0	17	18	0
Queue Length 95th (ft)	47	71		16	124			19	6	64	67	0
Internal Link Dist (ft)		2029			262			210			376	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)												
50th Bay Block Time %												
95th Bay Block Time %												
Queuing Penalty (veh)												

Baseline

Synchro 5 Report
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associsant-st51

Intersection Summary

Area Type: Other

Cycle Length: 55

Actuated Cycle Length: 34.1

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.53







Intersection Signal Delay: 9.5

Intersection LOS: A

Intersection Capacity Utilization 44.0%

ICU Level of Service A

Splits and Phases: 18: Cabrillo & State

 ø2	 ø6	 ø3	 ø4
12 s	15 s	9 s	19 s
		 ø7	 ø8
		8 s	20 s

Lanes, Volumes, Timings
24: Cabrillo & Castillo

EXISTING P.M. VOLUMES
7/1/2002



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↱	↱	↰	↰	↰
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	1			0	1	1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50	50		50	50
Trailing Detector (ft)	0	0	0		0	0
Turning Speed (mph)	15			9	15	9
Satd. Flow (prot)	1736	3471	3391	0	1736	1553
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1736	3471	3391	0	1736	1553
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			55			107
Link Speed (mph)		30	30		30	
Link Distance (ft)		1448	2109		1600	
Travel Time (s)		32.9	47.9		36.4	
Volume (vph)	117	334	512	93	102	115
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Lane Group Flow (vph)	130	371	672	0	113	128
Turn Type	Prot				pm+ov	
Protected Phases	3	8	4		2	3
Permitted Phases						2
Total Split (s)	10.0	26.0	16.0	0.0	14.0	10.0
Act Effct Green (s)	7.5	19.8	11.3		8.8	20.4
Actuated g/C Ratio	0.24	0.62	0.36		0.26	0.54
v/c Ratio	0.32	0.17	0.54		0.25	0.14
Uniform Delay, d1	9.9	2.4	7.6		10.1	0.6
Delay	14.0	3.1	8.6		11.9	2.0
LOS	B	A	A		B	A
Approach Delay		5.9	8.6		6.6	
Approach LOS		A	A		A	
Queue Length 50th (ft)	24	13	51		19	0
Queue Length 95th (ft)	62	29	96		47	0
Internal Link Dist (ft)		1368	2029		1520	
50th Up Block Time (%)						
95th Up Block Time (%)						
Turn Bay Length (ft)						
50th Bay Block Time %						
95th Bay Block Time %						
Queuing Penalty (veh)						

Baseline

Synchro 5 Report
Page 11





associsant-st51

Intersection Summary

Area Type: Other
Cycle Length: 40
Actuated Cycle Length: 29.8
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 7.3
Intersection Capacity Utilization 42.5%

Intersection LOS: A
ICU Level of Service A


















Splits and Phases: 24: Cabrillo & Castillo

 Ø2	 Ø3	 Ø4
14 s	10 s	16 s
	 Ø8	
	26 s	

Lanes, Volumes, Timings
5: Cabrillo & Milpas

EXISTING+PROJECT P.M. VOLUMES

7/1/2002

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	1		1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50			50					50		50
Trailing Detector (ft)	0	0			0					0		0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1736	3471	0	0	3332	0	0	0	0	1736	0	1553
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1736	3471	0	0	3332	0	0	0	0	1736	0	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					104							130
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		929			650			746			3943	
Travel Time (s)		21.1			14.8			17.0			89.6	
Volume (vph)	54	269	0	0	285	103	0	0	0	175	0	117
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Lane Group Flow (vph)	60	299	0	0	431	0	0	0	0	194	0	130
Turn Type	Prot									custom		custom
Protected Phases	5	2			6					4		5
Permitted Phases										4		4 5
Total Split (s)	13.0	31.0	0.0	0.0	18.0	0.0	0.0	0.0	0.0	19.0	0.0	13.0
Act Effct Green (s)	8.3	28.0			18.3					11.5		25.5
Actuated g/C Ratio	0.18	0.65			0.42					0.25		0.52
v/c Ratio	0.19	0.13			0.29					0.44		0.15
Uniform Delay, d1	15.9	3.2			6.6					14.7		0.0
Delay	14.8	4.2			8.8					11.9		1.2
LOS	B	A			A					B		A
Approach Delay		6.0			8.8							
Approach LOS		A			A							
Queue Length 50th (ft)	10	12			22					31		0
Queue Length 95th (ft)	39	32			67					85		15
Internal Link Dist (ft)		849			570			666			3863	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)												
50th Bay Block Time %												
95th Bay Block Time %												
Queuing Penalty (veh)												

Baseline

Synchro 5 Report
Page 1

Intersection Summary

Area Type: Other

Cycle Length: 50

Actuated Cycle Length: 43.3

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.44

Intersection Signal Delay: 7.6

Intersection LOS: A

Intersection Capacity Utilization 29.9%

ICU Level of Service A

Splits and Phases: 5: Cabrillo & Milpas

→ ø2 31 s		↘ ø4 19 s	
↙ ø5 13 s	← ø6 18 s		

Lanes, Volumes, Timings
8: US 101 SB Ramps & Milpas

EXISTING+PROJECT P.M. VOLUMES
7/1/2002



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖↖	↗		↕↕	↕↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	2	1	0			0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	
Turning Speed (mph)	15	9	15			9
Satd. Flow (prot)	3367	1553	0	3471	3471	0
Flt Permitted	0.950					
Satd. Flow (perm)	3367	1553	0	3471	3471	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		65				
Link Speed (mph)	30			30	30	
Link Distance (ft)	1879			3943	291	
Travel Time (s)	42.7			89.6	6.6	
Volume (vph)	629	392	0	641	856	0
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Lane Group Flow (vph)	699	436	0	712	951	0
Turn Type	Perm					
Protected Phases	2			8	4	
Permitted Phases		2				
Total Split (s)	30.0	30.0	0.0	30.0	30.0	0.0
Act Effct Green (s)	18.7	18.7		19.1	19.1	
Actuated g/C Ratio	0.42	0.42		0.43	0.43	
v/c Ratio	0.50	0.63		0.48	0.64	
Uniform Delay, d1	9.1	8.1		8.7	9.5	
Delay	10.0	9.7		9.9	10.8	
LOS	A	A		A	B	
Approach Delay	9.9			9.9	10.8	
Approach LOS	A			A	B	
Queue Length 50th (ft)	60	57		62	91	
Queue Length 95th (ft)	124	159		128	183	
Internal Link Dist (ft)	1799			3863	211	
50th Up Block Time (%)						
95th Up Block Time (%)					1%	
Turn Bay Length (ft)						
50th Bay Block Time %						
95th Bay Block Time %						
Queuing Penalty (veh)						

Baseline

Synchro 5 Report
Page 3

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 44.5

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.64




Intersection Signal Delay: 10.2

Intersection LOS: B

Intersection Capacity Utilization 59.9%

ICU Level of Service A




















Splits and Phases: 8: US 101 SB Ramps & Milpas

 ø2 30 s	 ø4 30 s
	 ø8 30 s

Lanes, Volumes, Timings
13: US 101 SB Ramps & Garden

EXISTING+PROJECT P.M. VOLUMES

7/1/2002

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		0	2		0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50	50					50		50	50	
Trailing Detector (ft)	0	0	0					0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1649	1589	1475	0	0	0	0	3398	0	2291	1827	0
Flt Permitted	0.950	0.956								0.950		
Satd. Flow (perm)	1649	1589	1475	0	0	0	0	3398	0	2291	1827	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			348					30				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		352			1879			1980			250	
Travel Time (s)		8.0			42.7			45.0			5.7	
Volume (vph)	285	12	313	0	0	0	0	722	120	487	368	0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Lane Group Flow (vph)	164	166	348	0	0	0	0	935	0	541	409	0
Turn Type	Split		custom							Prot		
Protected Phases	8	8	1					6		5	2	
Permitted Phases			8									
Total Split (s)	15.0	15.0	14.0	0.0	0.0	0.0	0.0	30.0	0.0	27.0	43.0	0.0
Act Effct Green (s)	11.3	11.3	20.9					30.4		21.3	45.1	
Actuated g/C Ratio	0.16	0.16	0.29					0.42		0.30	0.63	
v/c Ratio	0.63	0.67	0.52					0.64		0.80	0.36	
Uniform Delay, d1	28.4	28.5	0.0					15.9		23.3	6.5	
Delay	29.4	31.4	2.7					17.1		18.1	15.2	
LOS	C	C	A					B		B	B	
Approach Delay		16.2						17.1			16.9	
Approach LOS		B						B			B	
Queue Length 50th (ft)	71	75	0					165		178	97	
Queue Length 95th (ft)	#138	#157	57					244		244	230	
Internal Link Dist (ft)		272			1799			1900			170	
50th Up Block Time (%)												
95th Up Block Time (%)										3%	28%	
Turn Bay Length (ft)												
50th Bay Block Time %												
95th Bay Block Time %												
Queuing Penalty (veh)											58	

Baseline

Synchro 5 Report

Page 5

associsant-st51

Intersection Summary

Area Type: Other

Cycle Length: 72

Actuated Cycle Length: 72

Offset: 17 (24%), Referenced to phase 2:SBT and 6:NBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 16.8

Intersection LOS: B






Intersection Capacity Utilization 64.5%

ICU Level of Service B

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.




















Splits and Phases: 13: US 101 SB Ramps & Garden

 ø1	 ø2	 ø8
14 s	43 s	15 s
 ø5	 ø6	
27 s	30 s	

Lanes, Volumes, Timings
14: US 101 NB Ramps & Garden

EXISTING+PROJECT P.M. VOLUMES

7/1/2002

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		1	1		0	0		1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)				50	50	50	50	50			50	50
Trailing Detector (ft)				0	0	0	0	0			0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	0	0	0	1736	1553	1736	3471	0	0	3471	1553
Flt Permitted					0.950		0.235					
Satd. Flow (perm)	0	0	0	0	1736	1553	429	3471	0	0	3471	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						234						555
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		437			935			250			250	
Travel Time (s)		9.9			21.3			5.7			5.7	
Volume (vph)	0	0	0	112	0	211	464	527	0	0	744	795
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Lane Group Flow (vph)	0	0	0	0	124	234	516	586	0	0	827	883
Turn Type				Split		custom	pm+pt					Perm
Protected Phases				6	6	7	3	8			4	
Permitted Phases						6	8					4
Total Split (s)	0.0	0.0	0.0	13.0	13.0	10.0	21.0	49.0	0.0	0.0	38.0	38.0
Act Effct Green (s)					15.7	25.2	50.4	40.8			30.3	30.3
Actuated g/C Ratio					0.22	0.35	0.70	0.57			0.42	0.42
v/c Ratio					0.33	0.34	0.85	0.30			0.57	0.90
Uniform Delay, d1					23.8	0.0	8.4	8.1			15.8	6.6
Delay					27.5	3.5	17.6	2.4			15.3	10.0
LOS					C	A	B	A			B	B
Approach Delay					11.8			9.5			12.6	
Approach LOS					B			A			B	
Queue Length 50th (ft)					49	0	87	1			123	110
Queue Length 95th (ft)					103	46	#220	1			170	#413
Internal Link Dist (ft)		357			855			170			170	
50th Up Block Time (%)												3%
95th Up Block Time (%)							14%				6%	23%
Turn Bay Length (ft)												
50th Bay Block Time %												
95th Bay Block Time %												
Queuing Penalty (veh)							36					

Baseline






Synchro 5 Report
Page 7

associsant-st51

Intersection Summary

Area Type: Other
 Cycle Length: 72
 Actuated Cycle Length: 72
 Offset: 0 (0%), Referenced to phase 6:WBTL, Start of Green, Master Intersection
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 11.4 Intersection LOS: B
 Intersection Capacity Utilization 100.2% ICU Level of Service F
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 14: US 101 NB Ramps & Garden

 ø6	 ø3	 ø4
13 s	21 s	38 s
	 ø7	 ø8
	10 s	49 s

Lanes, Volumes, Timings
18: Cabrillo & State

EXISTING+PROJECT P.M. VOLUMES

7/1/2002



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱	↱	↰	↱	↱	↰	↱	↱	↰	↱	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	1		1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1736	3457	0	1736	3395	0	0	1785	1553	1649	1668	1553
Flt Permitted	0.950			0.950				0.977		0.950	0.961	
Satd. Flow (perm)	1736	3457	0	1736	3395	0	0	1785	1553	1649	1668	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			37				12			134
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2109			342			290			456	
Travel Time (s)		47.9			7.8			6.6			10.4	
Volume (vph)	50	335	8	11	544	94	8	9	11	168	19	121
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Lane Group Flow (vph)	56	381	0	12	708	0	0	19	12	101	107	134
Turn Type	Prot			Prot			Split		pm+ov	Split		pm+ov
Protected Phases	3	8		7	4		6	6	7	2	2	3
Permitted Phases									6			2
Total Split (s)	9.0	21.0	0.0	8.0	20.0	0.0	14.0	14.0	8.0	12.0	12.0	9.0
Act Effct Green (s)	6.7	18.8		5.8	13.5			7.9	22.5	8.7	8.7	18.9
Actuated g/C Ratio	0.18	0.51		0.14	0.36			0.18	0.40	0.24	0.24	0.47
v/c Ratio	0.18	0.22		0.05	0.56			0.06	0.02	0.26	0.27	0.17
Uniform Delay, d1	14.9	7.0		17.3	9.6			16.9	0.0	13.9	13.9	0.0
Delay	18.0	6.2		20.8	9.9			19.0	7.6	15.8	15.8	2.0
LOS	B	A		C	A			B	A	B	B	A
Approach Delay		7.7			10.1			14.6			10.4	
Approach LOS		A			B			B			B	
Queue Length 50th (ft)	10	13		2	54			3	0	17	20	0
Queue Length 95th (ft)	43	71		16	136			20	6	67	70	0
Internal Link Dist (ft)		2029			262			210			376	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)												
50th Bay Block Time %												
95th Bay Block Time %												
Queuing Penalty (veh)												

Baseline

Synchro 5 Report
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Intersection Summary

Area Type: Other

Cycle Length: 55

Actuated Cycle Length: 35

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.56







Intersection Signal Delay: 9.6

Intersection LOS: A

Intersection Capacity Utilization 41.7%

ICU Level of Service A

Splits and Phases: 18: Cabrillo & State

 ø2	 ø6	 ø3	 ø4
12 s	14 s	9 s	20 s
		 ø7	 ø8
		8 s	21 s

Lanes, Volumes, Timings
24: Cabrillo & Castillo

EXISTING+PROJECT P.M. VOLUMES

7/1/2002



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↱↱	↱↱		↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	1			0	1	1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50	50		50	50
Trailing Detector (ft)	0	0	0		0	0
Turning Speed (mph)	15			9	15	9
Satd. Flow (prot)	1736	3471	3395	0	1736	1553
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1736	3471	3395	0	1736	1553
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			50			91
Link Speed (mph)		30	30		30	
Link Distance (ft)		1448	2109		1600	
Travel Time (s)		32.9	47.9		36.4	
Volume (vph)	117	338	548	93	102	115
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Lane Group Flow (vph)	130	376	712	0	113	128
Turn Type	Prot				pm+ov	
Protected Phases	3	8	4		2	3
Permitted Phases						2
Total Split (s)	10.0	26.0	16.0	0.0	14.0	10.0
Act Effct Green (s)	7.5	19.8	11.4		8.8	20.4
Actuated g/C Ratio	0.24	0.62	0.36		0.26	0.54
v/c Ratio	0.32	0.17	0.57		0.25	0.14
Uniform Delay, d1	10.0	2.4	7.8		10.2	1.1
Delay	14.0	3.1	8.8		11.9	2.4
LOS	B	A	A		B	A
Approach Delay		5.9	8.8		6.8	
Approach LOS		A	A		A	
Queue Length 50th (ft)	24	13	56		19	0
Queue Length 95th (ft)	62	30	104		47	0
Internal Link Dist (ft)		1368	2029		1520	
50th Up Block Time (%)						
95th Up Block Time (%)						
Turn Bay Length (ft)						
50th Bay Block Time %						
95th Bay Block Time %						
Queuing Penalty (veh)						

Baseline

Synchro 5 Report
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Intersection Summary

Area Type: Other

Cycle Length: 40

Actuated Cycle Length: 29.8

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.57





Intersection Signal Delay: 7.5

Intersection LOS: A

Intersection Capacity Utilization 43.6%

ICU Level of Service A

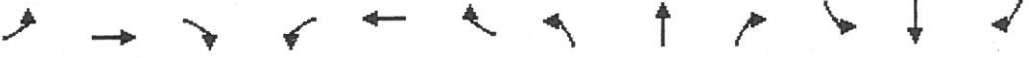
Splits and Phases: 24: Cabrillo & Castillo

 ø2	 ø3	 ø4
14 s	10 s	16 s
	 ø8	
	26 s	

Lanes, Volumes, Timings
5: Cabrillo & Milpas

CUMULATIVE P.M. VOLUMES

7/1/2002

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	1		1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50			50					50		50
Trailing Detector (ft)	0	0			0					0		0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1736	3471	0	0	3339	0	0	0	0	1736	0	1553
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1736	3471	0	0	3339	0	0	0	0	1736	0	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					96							137
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		929			650			746			3943	
Travel Time (s)		21.1			14.8			17.0			89.6	
Volume (vph)	59	278	0	0	310	105	0	0	0	157	0	123
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Lane Group Flow (vph)	66	309	0	0	461	0	0	0	0	174	0	137
Turn Type	Prot									custom		custom
Protected Phases	5	2			6					4		5
Permitted Phases										4		4 5
Total Split (s)	14.0	32.0	0.0	0.0	18.0	0.0	0.0	0.0	0.0	18.0	0.0	14.0
Act Effct Green (s)	9.6	33.5			21.8					12.4		28.0
Actuated g/C Ratio	0.18	0.66			0.43					0.23		0.49
v/c Ratio	0.21	0.14			0.31					0.43		0.16
Uniform Delay, d1	18.0	3.2			7.3					16.9		0.0
Delay	14.4	3.9			8.9					12.0		1.2
LOS	B	A			A					B		A
Approach Delay		5.7			8.9							
Approach LOS		A			A							
Queue Length 50th (ft)	11	12			25					28		0
Queue Length 95th (ft)	41	32			74					79		15
Internal Link Dist (ft)		849			570			666			3863	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)												
50th Bay Block Time %												
95th Bay Block Time %												
Queuing Penalty (veh)												

Baseline

Synchro 5 Report
Page 1

Lanes, Volumes, Timings
5: Cabrillo & Milpas

CUMULATIVE P.M. VOLUMES
7/1/2002

Intersection Summary

Area Type: Other

Cycle Length: 50

Actuated Cycle Length: 51

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.43

Intersection Signal Delay: 7.4

Intersection LOS: A

Intersection Capacity Utilization 36.5%

ICU Level of Service A

Splits and Phases: 5: Cabrillo & Milpas

→ ø2		↘ ø4	
32 s		18 s	
↙ ø5		← ø6	
14 s		18 s	

Lanes, Volumes, Timings
8: US 101 SB Ramps & Milpas

CUMULATIVE P.M. VOLUMES
7/1/2002



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↰↰	↱		↰↰	↰↰	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	2	1	0			0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	
Turning Speed (mph)	15	9	15			9
Satd. Flow (prot)	3367	1553	0	3471	3471	0
Flt Permitted	0.950					
Satd. Flow (perm)	3367	1553	0	3471	3471	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		59				
Link Speed (mph)	30			30	30	
Link Distance (ft)	1879			3943	291	
Travel Time (s)	42.7			89.6	6.6	
Volume (vph)	653	380	0	511	916	0
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Lane Group Flow (vph)	726	422	0	568	1018	0
Turn Type	Perm					
Protected Phases	2			8	4	
Permitted Phases		2				
Total Split (s)	29.0	29.0	0.0	31.0	31.0	0.0
Act Effct Green (s)	18.4	18.4		20.5	20.5	
Actuated g/C Ratio	0.40	0.40		0.45	0.45	
v/c Ratio	0.53	0.64		0.36	0.65	
Uniform Delay, d1	9.9	8.8		7.9	9.4	
Delay	10.8	10.4		9.0	10.6	
LOS	B	B		A	B	
Approach Delay	10.7			9.0	10.6	
Approach LOS	B			A	B	
Queue Length 50th (ft)	67	59		47	100	
Queue Length 95th (ft)	135	160		96	193	
Internal Link Dist (ft)	1799			3863	211	
50th Up Block Time (%)						
95th Up Block Time (%)					4%	
Turn Bay Length (ft)						
50th Bay Block Time %						
95th Bay Block Time %						
Queuing Penalty (veh)						

Baseline

Synchro 5 Report
Page 3

associsant-st51

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 45.5

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.65




Intersection Signal Delay: 10.3

Intersection LOS: B

Intersection Capacity Utilization 60.9%

ICU Level of Service B




















Splits and Phases: 8: US 101 SB Ramps & Milpas

 ø2 29 s	 ø4 31 s
	 ø8 31 s

Lanes, Volumes, Timings
13: US 101 SB Ramps & Garden

CUMULATIVE P.M. VOLUMES

7/1/2002

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		0	2		0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50	50					50		50	50	
Trailing Detector (ft)	0	0	0					0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1649	1588	1475	0	0	0	0	3377	0	2291	1827	0
Flt Permitted	0.950	0.955								0.950		
Satd. Flow (perm)	1649	1588	1475	0	0	0	0	3377	0	2291	1827	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			275					40				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		352			1879			1980			250	
Travel Time (s)		8.0			42.7			45.0			5.7	
Volume (vph)	334	12	411	0	0	0	0	719	159	545	517	0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Lane Group Flow (vph)	191	193	457	0	0	0	0	976	0	606	574	0
Turn Type	Split		custom							Prot		
Protected Phases	8	8	1					6		5	2	
Permitted Phases			8									
Total Split (s)	16.0	16.0	14.0	0.0	0.0	0.0	0.0	28.0	0.0	28.0	42.0	0.0
Act Effct Green (s)	12.3	12.3	23.1					28.0		22.7	42.9	
Actuated g/C Ratio	0.17	0.17	0.32					0.39		0.32	0.60	
v/c Ratio	0.68	0.71	0.69					0.73		0.84	0.53	
Uniform Delay, d1	28.0	28.2	7.8					17.9		22.9	8.6	
Delay	30.4	32.4	8.1					20.6		18.4	20.5	
LOS	C	C	A					C		B	C	
Approach Delay		18.7						20.6			19.5	
Approach LOS		B						C			B	
Queue Length 50th (ft)	84	89	65					193		181	233	
Queue Length 95th (ft)	#167	#183	158					#273		#268	344	
Internal Link Dist (ft)		272			1799			1900			170	
50th Up Block Time (%)											26%	
95th Up Block Time (%)										15%	45%	
Turn Bay Length (ft)												
50th Bay Block Time %												
95th Bay Block Time %												
Queuing Penalty (veh)										44	202	

Baseline

Synchro 5 Report
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Intersection Summary

Area Type: Other

Cycle Length: 72

Actuated Cycle Length: 72

Offset: 17 (24%), Referenced to phase 2:SBT and 6:NBT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 19.6

Intersection LOS: B






Intersection Capacity Utilization 70.3%

ICU Level of Service C

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.


Splits and Phases: 13: US 101 SB Ramps & Garden

 ø1	 ø2	 ø8
14 s	42 s	16 s
 ø5	 ø6	
28 s	28 s	

Lanes, Volumes, Timings
14: US 101 NB Ramps & Garden

CUMULATIVE P.M. VOLUMES

7/1/2002

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↕	↕	↕			↕	↕
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		1	1		0	0		1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)				50	50	50	50	50			50	50
Trailing Detector (ft)				0	0	0	0	0			0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	0	0	0	1736	1553	1736	3471	0	0	3471	1553
Flt Permitted					0.950		0.184					
Satd. Flow (perm)	0	0	0	0	1736	1553	336	3471	0	0	3471	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						262						592
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		437			935			250			250	
Travel Time (s)		9.9			21.3			5.7			5.7	
Volume (vph)	0	0	0	181	0	239	462	575	0	0	882	902
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Lane Group Flow (vph)	0	0	0	0	201	266	513	639	0	0	980	1002
Turn Type				Split		custom	pm+pt					Perm
Protected Phases				6	6	7	3	8			4	
Permitted Phases						6	8					4
Total Split (s)	0.0	0.0	0.0	14.0	14.0	13.0	19.0	45.0	0.0	0.0	39.0	39.0
Act Effct Green (s)					13.0	22.5	53.1	43.5			34.1	34.1
Actuated g/C Ratio					0.18	0.31	0.74	0.60			0.47	0.47
v/c Ratio					0.64	0.40	0.92	0.31			0.60	0.96
Uniform Delay, d1					27.4	0.3	12.0	6.9			13.9	7.1
Delay					38.0	3.3	30.1	0.8			13.8	17.5
LOS					D	A	C	A			B	B
Approach Delay					18.3			13.8			15.6	
Approach LOS					B			B			B	
Queue Length 50th (ft)					87	0	64	1			150	172
Queue Length 95th (ft)					#186	48	#286	1			203	#154
Internal Link Dist (ft)		357			855			170			170	
50th Up Block Time (%)												8%
95th Up Block Time (%)							42%				13%	8%
Turn Bay Length (ft)												
50th Bay Block Time %												
95th Bay Block Time %												
Queuing Penalty (veh)							106					

Baseline

Synchro 5 Report
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Lanes, Volumes, Timings
 14: US 101 NB Ramps & Garden

CUMULATIVE P.M. VOLUMES
 7/1/2002

Intersection Summary

Area Type: Other
 Cycle Length: 72
 Actuated Cycle Length: 72
 Offset: 0 (0%), Referenced to phase 6:WBTL, Start of Green, Master Intersection
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 15.4 Intersection LOS: B
 Intersection Capacity Utilization 111.6% ICU Level of Service G
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.






















Splits and Phases: 14: US 101 NB Ramps & Garden

 Ø6	 Ø3	 Ø4
14 s	19 s	39 s
	 Ø7	 Ø8
	13 s	45 s

Lanes, Volumes, Timings
18: Cabrillo & State

CUMULATIVE P.M. VOLUMES

7/1/2002

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	1		1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1736	3419	0	1736	3391	0	0	1778	1553	1649	1678	1553
Flt Permitted	0.950			0.950				0.973		0.950	0.967	
Satd. Flow (perm)	1736	3419	0	1736	3391	0	0	1778	1553	1649	1678	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			40				26			154
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2109			342			290			456	
Travel Time (s)		47.9			7.8			6.6			10.4	
Volume (vph)	75	356	39	28	544	100	30	24	23	200	38	139
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Lane Group Flow (vph)	83	439	0	31	715	0	0	60	26	129	135	154
Turn Type	Prot			Prot			Split		pm+ov	Split		pm+ov
Protected Phases	3	8		7	4		6	6	7	2	2	3
Permitted Phases									6			2
Total Split (s)	10.0	22.0	0.0	8.0	20.0	0.0	12.0	12.0	8.0	13.0	13.0	10.0
Act Effct Green (s)	8.0	17.5		6.0	14.3			8.8	20.1	9.7	9.7	20.0
Actuated g/C Ratio	0.18	0.40		0.13	0.32			0.19	0.38	0.22	0.22	0.42
v/c Ratio	0.26	0.32		0.13	0.63			0.18	0.04	0.35	0.36	0.21
Uniform Delay, d1	16.1	9.2		17.8	12.0			16.4	0.0	15.1	15.2	0.0
Delay	21.7	10.6		23.4	13.5			20.3	6.4	19.7	19.7	1.8
LOS	C	B		C	B			C	A	B	B	A
Approach Delay		12.4			13.9			16.1			13.1	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	25	50		10	96			17	0	38	41	0
Queue Length 95th (ft)	60	83		31	149			45	11	85	88	0
Internal Link Dist (ft)		2029			262			210			376	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)												
50th Bay Block Time %												
95th Bay Block Time %												
Queuing Penalty (veh)												

Baseline

Synchro 5 Report
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Intersection Summary

Area Type: Other

Cycle Length: 55

Actuated Cycle Length: 42

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.63







Intersection Signal Delay: 13.4

Intersection LOS: B

Intersection Capacity Utilization 48.8%

ICU Level of Service A

Splits and Phases: 18: Cabrillo & State

 ø2	 ø6	 ø3	 ø4
13 s	12 s	10 s	20 s
		 ø7	 ø8
		8 s	22 s

Lanes, Volumes, Timings
24: Cabrillo & Castillo

CUMULATIVE P.M. VOLUMES
7/1/2002



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↱↱	↰↱		↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	1			0	1	1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50	50		50	50
Trailing Detector (ft)	0	0	0		0	0
Turning Speed (mph)	15			9	15	9
Satd. Flow (prot)	1736	3471	3381	0	1736	1553
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1736	3471	3381	0	1736	1553
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			64			82
Link Speed (mph)		30	30		30	
Link Distance (ft)		1448	2109		1600	
Travel Time (s)		32.9	47.9		36.4	
Volume (vph)	148	376	569	118	133	151
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Lane Group Flow (vph)	164	418	763	0	148	168
Turn Type	Prot				pm+ov	
Protected Phases	3	8	4		2	3
Permitted Phases						2
Total Split (s)	11.0	27.0	16.0	0.0	13.0	11.0
Act Effct Green (s)	8.1	23.1	15.6		9.1	21.4
Actuated g/C Ratio	0.23	0.69	0.46		0.26	0.54
v/c Ratio	0.42	0.18	0.48		0.33	0.19
Uniform Delay, d1	13.4	2.7	7.7		12.4	2.9
Delay	14.6	3.3	9.8		13.0	3.1
LOS	B	A	A		B	A
Approach Delay		6.5	9.8		7.7	
Approach LOS		A	A		A	
Queue Length 50th (ft)	32	16	66		27	0
Queue Length 95th (ft)	73	30	111		61	22
Internal Link Dist (ft)		1368	2029		1520	
50th Up Block Time (%)						
95th Up Block Time (%)						
Turn Bay Length (ft)						
50th Bay Block Time %						
95th Bay Block Time %						
Queuing Penalty (veh)						

Baseline

Synchro 5 Report
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Intersection Summary:

Area Type: Other

Cycle Length: 40

Actuated Cycle Length: 33.6

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.48





Intersection Signal Delay: 8.2

Intersection LOS: A

Intersection Capacity Utilization 49.0%

ICU Level of Service A

Splits and Phases: 24: Cabrillo & Castillo

 Ø2	 Ø3	 Ø4
13 s	11 s	16 s
	 Ø8	
	27 s	

Lanes, Volumes, Timings
5: Cabrillo & Milpas

CUMULATIVE+PROJECT P.M. VOLUMES

7/1/2002



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱↱			↱↱					↰		↰
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	1		1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50			50					50		50
Trailing Detector (ft)	0	0			0					0		0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1736	3471	0	0	3339	0	0	0	0	1736	0	1553
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1736	3471	0	0	3339	0	0	0	0	1736	0	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					94							137
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		929			650			746			3943	
Travel Time (s)		21.1			14.8			17.0			89.6	
Volume (vph)	59	284	0	0	310	106	0	0	0	163	0	123
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Lane Group Flow (vph)	66	316	0	0	462	0	0	0	0	181	0	137
Turn Type	Prot									custom		custom
Protected Phases	5	2			6					4		5
Permitted Phases										4		4 5
Total Split (s)	14.0	31.0	0.0	0.0	17.0	0.0	0.0	0.0	0.0	19.0	0.0	14.0
Act Effct Green (s)	8.9	30.0			19.5					11.6		26.2
Actuated g/C Ratio	0.19	0.65			0.42					0.24		0.51
v/c Ratio	0.20	0.14			0.31					0.43		0.16
Uniform Delay, d1	16.6	3.2			7.1					15.5		0.0
Delay	14.4	4.0			9.2					11.9		1.1
LOS	B	A			A					B		A
Approach Delay		5.8			9.2							
Approach LOS		A			A							
Queue Length 50th (ft)	11	12			25					30		0
Queue Length 95th (ft)	40	33			75					79		15
Internal Link Dist (ft)		849			570			666			3863	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)												
50th Bay Block Time %												
95th Bay Block Time %												
Queuing Penalty (veh)												

Baseline

Synchro 5 Report
Page 1

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Intersection Summary

Area Type: Other

Cycle Length: 50

Actuated Cycle Length: 45.9

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.43





Intersection Signal Delay: 7.5

Intersection LOS: A

Intersection Capacity Utilization 37.0%

ICU Level of Service A

Splits and Phases: 5: Cabrillo & Milpas

 ø2		 ø4	
31 s		19 s	
 ø5		 ø6	
14 s		17 s	

Lanes, Volumes, Timings
8: US 101 SB Ramps & Milpas

CUMULATIVE+PROJECT P.M. VOLUMES
7/1/2002



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↰↰	↱		↰↰	↰↰	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	2	1	0			0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	
Turning Speed (mph)	15	9	15			9
Satd. Flow (prot)	3367	1553	0	3471	3471	0
Flt Permitted	0.950					
Satd. Flow (perm)	3367	1553	0	3471	3471	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		51				
Link Speed (mph)	30			30	30	
Link Distance (ft)	1879			3943	291	
Travel Time (s)	42.7			89.6	6.6	
Volume (vph)	653	392	0	648	927	0
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Lane Group Flow (vph)	726	436	0	720	1030	0
Turn Type	Perm					
Protected Phases	2			8	4	
Permitted Phases		2				
Total Split (s)	30.0	30.0	0.0	30.0	30.0	0.0
Act Effct Green (s)	19.1	19.1		20.8	20.8	
Actuated g/C Ratio	0.41	0.41		0.45	0.45	
v/c Ratio	0.52	0.65		0.46	0.66	
Uniform Delay, d1	9.9	9.3		8.6	9.7	
Delay	10.7	10.6		9.9	11.1	
LOS	B	B		A	B	
Approach Delay	10.7			9.9	11.1	
Approach LOS	B			A	B	
Queue Length 50th (ft)	73	70		67	109	
Queue Length 95th (ft)	130	163		130	204	
Internal Link Dist (ft)	1799			3863	211	
50th Up Block Time (%)						
95th Up Block Time (%)					6%	
Turn Bay Length (ft)						
50th Bay Block Time %						
95th Bay Block Time %						
Queuing Penalty (veh)						

Baseline

Synchro 5 Report
Page 3

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Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 46.5

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.66




Intersection Signal Delay: 10.6

Intersection LOS: B

Intersection Capacity Utilization 62.1%

ICU Level of Service B

Splits and Phases: 8: US 101 SB Ramps & Milpas

 ø2	 ø4
30 s	30 s
	 ø8
	30 s

Lanes, Volumes, Timings
13: US 101 SB Ramps & Garden

CUMULATIVE+PROJECT P.M. VOLUMES

7/1/2002

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		0	2		0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50	50					50		50	50	
Trailing Detector (ft)	0	0	0					0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1649	1588	1475	0	0	0	0	3388	0	2291	1827	0
Flt Permitted	0.950	0.955								0.950		
Satd. Flow (perm)	1649	1588	1475	0	0	0	0	3388	0	2291	1827	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			241					36				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		352			1879			1980			250	
Travel Time (s)		8.0			42.7			45.0			5.7	
Volume (vph)	334	12	418	0	0	0	0	829	159	545	522	0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Lane Group Flow (vph)	191	193	464	0	0	0	0	1098	0	606	580	0
Turn Type	Split		custom							Prot		
Protected Phases	8	8	1					6		5	2	
Permitted Phases			8									
Total Split (s)	15.0	15.0	18.0	0.0	0.0	0.0	0.0	31.0	0.0	26.0	39.0	0.0
Act Effct Green (s)	11.6	11.6	23.9					30.0		21.4	42.1	
Actuated g/C Ratio	0.16	0.16	0.33					0.42		0.30	0.58	
v/c Ratio	0.72	0.75	0.71					0.77		0.89	0.54	
Uniform Delay, d1	28.6	28.8	9.4					17.4		24.1	9.1	
Delay	34.2	36.4	9.4					19.6		21.9	19.2	
LOS	C	D	A					B		C	B	
Approach Delay		21.1						19.6			20.6	
Approach LOS		C						B			C	
Queue Length 50th (ft)	85	90	89					217		185	217	
Queue Length 95th (ft)	#178	#194	169					296		m#300	m#317	
Internal Link Dist (ft)		272			1799			1900			170	
50th Up Block Time (%)											20%	
95th Up Block Time (%)										22%	49%	
Turn Bay Length (ft)												
50th Bay Block Time %												
95th Bay Block Time %												
Queuing Penalty (veh)										66	199	






Baseline

Synchro 5 Report
Page 5

Intersection Summary

Area Type: Other
 Cycle Length: 72
 Actuated Cycle Length: 27
 Offset: 17 (24%), Referenced to phase 2:SBT and 6:NBT, Start of Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 20.4 Intersection LOS: C
 Intersection Capacity Utilization 73.7% ICU Level of Service C
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.


Splits and Phases: 13: US 101 SB Ramps & Garden

 ø1	 ø2	 ø8
18 s	39 s	15 s
 ø5	 ø6	
26 s	31 s	

Lanes, Volumes, Timings
14: US 101 NB Ramps & Garden

CUMULATIVE+PROJECT P.M. VOLUMES

7/1/2002

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕	↗	↖	↕			↕	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		1	1		0	0		1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)				50	50	50	50	50			50	50
Trailing Detector (ft)				0	0	0	0	0			0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	0	0	0	0	1736	1553	1736	3471	0	0	3471	1553
Flt Permitted					0.950		0.176					
Satd. Flow (perm)	0	0	0	0	1736	1553	322	3471	0	0	3471	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						240						517
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		437			935			250			250	
Travel Time (s)		9.9			21.3			5.7			5.7	
Volume (vph)	0	0	0	181	0	239	523	624	0	0	887	902
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Lane Group Flow (vph)	0	0	0	0	201	266	581	693	0	0	986	1002
Turn Type				Split		custom	pm+pt					Perm
Protected Phases				6	6	7	3	8			4	
Permitted Phases						6	8					4
Total Split (s)	0.0	0.0	0.0	13.0	13.0	13.0	21.0	46.0	0.0	0.0	38.0	38.0
Act Effct Green (s)					10.0	19.6	56.0	46.4			35.0	35.0
Actuated g/C Ratio					0.14	0.27	0.78	0.64			0.49	0.49
v/c Ratio					0.83	0.44	0.96	0.31			0.58	0.98
Uniform Delay, d1					30.2	1.9	13.8	5.7			13.3	8.6
Delay					47.8	4.6	39.7	0.4			13.6	29.0
LOS					D	A	D	A			B	C
Approach Delay					23.2			18.3			21.3	
Approach LOS					C			B			C	
Queue Length 50th (ft)					88	0	90	1			155	235
Queue Length 95th (ft)					#197	58	m#338	1			212	#281
Internal Link Dist (ft)		357			855			170			170	
50th Up Block Time (%)											2%	13%
95th Up Block Time (%)							48%				15%	12%
Turn Bay Length (ft)												
50th Bay Block Time %												
95th Bay Block Time %												
Queuing Penalty (veh)							138					






Baseline

Synchro 5 Report
Page 7

Intersection Summary

Area Type: Other
 Cycle Length: 72
 Actuated Cycle Length: 72
 Offset: 0 (0%), Referenced to phase 6:WBTL, Start of Green, Master Intersection
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 20.5 Intersection LOS: C
 Intersection Capacity Utilization 115.4% ICU Level of Service G
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: US 101 NB Ramps & Garden

 ø6	 ø3	 ø4
13 s	21 s	38 s
	 ø7	 ø8
	13 s	46 s

Lanes, Volumes, Timings
18: Cabrillo & State

CUMULATIVE+PROJECT P.M. VOLUMES

7/1/2002



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	1		1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1736	3405	0	1736	3381	0	0	1778	1553	1649	1677	1553
Flt Permitted	0.950			0.950				0.973		0.950	0.966	
Satd. Flow (perm)	1736	3405	0	1736	3381	0	0	1778	1553	1649	1677	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32			48				26			154
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2109			342			290			456	
Travel Time (s)		47.9			7.8			6.6			10.4	
Volume (vph)	75	260	39	28	580	124	30	24	23	203	38	139
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Lane Group Flow (vph)	83	332	0	31	782	0	0	60	26	131	137	154
Turn Type	Prot			Prot			Split		pm+ov	Split		pm+ov
Protected Phases	3	8		7	4		6	6	7	2	2	3
Permitted Phases									6			2
Total Split (s)	9.0	21.0	0.0	8.0	20.0	0.0	14.0	14.0	8.0	12.0	12.0	9.0
Act Effct Green (s)	7.0	21.7		5.9	19.2			9.0	20.2	9.1	9.1	18.3
Actuated g/C Ratio	0.16	0.53		0.13	0.46			0.20	0.39	0.21	0.21	0.39
v/c Ratio	0.29	0.18		0.13	0.49			0.17	0.04	0.38	0.39	0.22
Uniform Delay, d1	19.1	7.5		20.0	10.2			18.5	0.0	18.0	18.1	0.0
Delay	22.1	10.0		22.8	12.9			19.1	5.8	20.0	20.0	1.9
LOS	C	B		C	B			B	A	B	B	A
Approach Delay		12.4			13.3			15.1			13.4	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	24	33		9	100			16	0	38	40	0
Queue Length 95th (ft)	61	63		30	163			43	10	87	90	0
Internal Link Dist (ft)		2029			262			210			376	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)												
50th Bay Block Time %												
95th Bay Block Time %												
Queuing Penalty (veh)												

Baseline

Synchro 5 Report
Page 9

Intersection Summary

Area Type: Other

Cycle Length: 55

Actuated Cycle Length: 41.3

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.49







Intersection Signal Delay: 13.2

Intersection LOS: B

Intersection Capacity Utilization 50.8%

ICU Level of Service A

Splits and Phases: 18: Cabrillo & State

 ø2	 ø6	 ø3	 ø4
12 s	14 s	9 s	20 s
		 ø7	 ø8
		8 s	21 s

Lanes, Volumes, Timings
24: Cabrillo & Castillo

CUMULATIVE+PROJECT P.M. VOLUMES

7/1/2002



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↱	↰	↱	↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	1			0	1	1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50	50		50	50
Trailing Detector (ft)	0	0	0		0	0
Turning Speed (mph)	15			9	15	9
Satd. Flow (prot)	1736	3471	3388	0	1736	1553
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1736	3471	3388	0	1736	1553
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			62			85
Link Speed (mph)		30	30		30	
Link Distance (ft)		1448	2109		1600	
Travel Time (s)		32.9	47.9		36.4	
Volume (vph)	148	380	605	118	133	151
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Lane Group Flow (vph)	164	422	803	0	148	168
Turn Type	Prot				pm+ov	
Protected Phases	3	8	4		2	3
Permitted Phases						2
Total Split (s)	11.0	28.0	17.0	0.0	12.0	11.0
Act Effct Green (s)	8.1	23.8	16.3		8.7	21.0
Actuated g/C Ratio	0.23	0.70	0.48		0.24	0.53
v/c Ratio	0.42	0.17	0.48		0.35	0.19
Uniform Delay, d1	13.5	2.4	7.5		12.9	3.0
Delay	14.7	3.0	9.4		13.8	3.3
LOS	B	A	A		B	A
Approach Delay		6.3	9.4		8.2	
Approach LOS		A	A		A	
Queue Length 50th (ft)	33	15	69		28	0
Queue Length 95th (ft)	73	27	114		64	24
Internal Link Dist (ft)		1368	2029		1520	
50th Up Block Time (%)						
95th Up Block Time (%)						
Turn Bay Length (ft)						
50th Bay Block Time %						
95th Bay Block Time %						
Queuing Penalty (veh)						

Baseline

Synchro 5 Report
Page 11

associsant-st51

Intersection Summary

Area Type: Other

Cycle Length: 40

Actuated Cycle Length: 33.9

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.48





Intersection Signal Delay: 8.1

Intersection LOS: A

Intersection Capacity Utilization 50.1%

ICU Level of Service A

Splits and Phases: 24: Cabrillo & Castillo

 Ø2	 Ø3	 Ø4
12 s	11 s	17 s
	 Ø8	
	28 s	

Appendix C

Air Quality Data

URBEMIS 2001 For Windows 6.2.2

File Name: C:\Program Files\URBEMIS 2001 For Windows\Projects2k\Doubletree 12
Project Name: Doubletree - 1,200 Person Event
Project Location: Santa Barbara County

SUMMARY REPORT
(Pounds/Day - Summer)

OPERATIONAL (VEHICLE) EMISSION ESTIMATES					
	ROG	NOx	CO	PM10	SO2
TOTALS (ppd, unmitigated)	15.01	18.13	169.42	0.77	0.13
TOTALS (ppd, mitigated)	15.01	18.13	169.42	0.77	0.13

URBEMIS 2001 For Windows 6.2.2

File Name: <Not Saved>
Project Name: Doubletree - Special Event
Project Location: Santa Barbara County

SUMMARY REPORT
(Pounds/Day - Summer)

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	PM10	SO2
TOTALS (ppd, unmitigated)	122.92	148.60	1,388.78	6.30	1.11
TOTALS (ppd, mitigated)	122.92	148.60	1,388.78	6.30	1.11

	Daily ROG	Daily NOx	Days	Weighted Average ROG	Weighted Average NOx
Non-Conference Day	0.00	0.00	179.00	0.00	0.00
1,200 Person Event	15.01	18.13	180.00	7.40	8.94
Special Event	122.92	148.60	6.00	2.02	2.44
Average Daily Emissions				9.42	11.38

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 1

JOB: Doubletree Resort
 RUN: Hour 1 (WORST CASE ANGLE)
 POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= 1.0 M/S	Z0= 100. CM	ALT= 40. (M)
BRG= WORST CASE	VD= .0 CM/S	
CLAS= 7 (G)	VS= .0 CM/S	
MIXH= 10. M	AMB= 5.1 PPM	
SIGTH= 25. DEGREES	TEMP= 25.0 DEGREE (C)	

II. LINK VARIABLES

LINK DESCRIPTION	* X1	* Y1	* X2	* Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	600	600	900	600	PK	546	50.0	.0	9.9
B. Link B	750	450	750	750	PK	1153	50.0	.0	9.9

III. RECEPTOR LOCATIONS

RECEPTOR	* X	* Y	* Z
1. Recpt 1	765	585	.5

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	* BRG (DEG)	* PRED CONC (PPM)	* CONC/ LINK (PPM)	A	B
1. Recpt 1	315.	10.9	1.9	3.9	

□□

Appendix D

Responses to Comments on the Draft EIR

RESPONSES TO COMMENTS ON THE DRAFT EIR

INTRODUCTION

This appendix to the Environmental Impact Report (EIR) for the proposed modifications to the Doubletree Resort Development Plan and Coastal Development Permit is the response to the comment letters submitted to the City of Santa Barbara on the Draft EIR. The Draft EIR was circulated for a public review period that began on September 23, 2002 and concluded on November 11, 2002.

Public agencies and a local citizen group submitted the comment letters included herein. Each written comment that the City received is included in this section. Responses to these comments have been prepared to address the environmental concerns raised by the commentors and to indicate where and how the EIR addresses pertinent environmental issues. Also included are written responses to verbal comments made at a November 7, 2002 Planning Commission public hearing on the EIR.

The Draft EIR and this Comments and Responses report collectively comprise the Final EIR for the proposed plan and permit modifications. Any changes made to the text of the Draft EIR correcting information, data or intent, other than minor typographical corrections, are noted in the Final EIR as changes from the Draft EIR.

The comment letters are numbered sequentially, and each issue within a comment letter, if more than one, has been assigned a letter. References to the responses to comments identify first the letter number, and second, the comment letter (1A, for example).

COMMENTORS on the DRAFT EIR

The City received five comment letters on the Draft EIR as well as the verbal comments made at the November 7, 2002 Planning Commission public hearing. Commentors and the page number on which each comment letter can be found are listed below.

<u>Commentors</u>	<u>Page No.</u>
1. James Kilmer, California Department of Transportation, District 5	2
2. Louise Boucher, Citizens Planning Association	5
3. Steven A. Amerikaner, Hatch & Parent	10
4. Vijaya Jammalamadaka, Santa Barbara County Air Pollution Control District	16
5. Jim Damkowitch, Santa Barbara County Association of Governments	20
6. Responses to Verbal Comments Made at the November 7, 2002 Planning Commission Public Hearing	29



DEPARTMENT OF TRANSPORTATION

HIGUERA STREET

SAN LUIS OBISPO, CA 93401-5415

TELEPHONE (805) 549-3111

FAX (805) 549-3259

<http://www.dot.ca.gov/dist05>

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NOV 05 2002

CITY OF SANTA BARBARA
PLANNING DIVISIONFlex your power!
Be energy efficient!

November 1, 2002

①

SB-101 PM 11.41

Doubletree Resort Development
Plan/Coastal Development
Permit Modifications Draft EIR

SCH # 2001081069

Ms. Jan Hubbell, AICP, Project Planner
City of Santa Barbara
630 Garden Street
Santa Barbara, CA. 93101

Dear Ms Hubbell;

The California Department of Transportation (Department) Staff has reviewed the above referenced document and as a result, the following comments were generated.

1. (Ref. Section 4.1.3 Impact Analysis; Impact TC-1, Page 14) Existing + Project Weekday Levels of Service Table 4.1-5 indicates that *"The project would significantly impact the Cabrillo Boulevard/U.S. 101 Southbound Ramps intersection during the weekday P.M. peak hour period."* The Mitigation Measure TC-1 acknowledges the impacts but states that *"Caltrans is currently assessing potential improvement project alternatives to accommodate existing and future traffic at this interchange."* And that since this project would not be implemented until 2008, the Doubletree Resort Development traffic impacts would remain **Class I** at this location. Class I Impacts described on page 4-1 of the DEIR are those that cannot be mitigated below a level of significance and will therefore require a Statement of Overriding Considerations. The Department requests that the Lead Agency consider collecting a Pro Rata Share from the Project for any cost differences arising from the grand-fathered State Transportation Improvement Program (STIP) money already programmed for the *Cabrillo/Hot Springs Road to Milpas Bridge - Operational Improvements* project, and any cost increases associated with that same project. 1A

2. (Ref. Section 4.1-3 Impact Analysis; Impact TC-6 Page 23) The mitigation for the significant impact at the intersection of Garden Street and north bound ramps at Route 101 calls for a striping plan to create a shared through and right turn lane. 1B

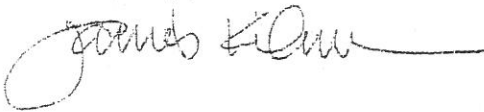
Ms Hubbell
November 1, 2002
Page 2

Please be advised that an encroachment permit will be required from the Department for any striping work done in the Department Right of Way. All mitigation work done in the Department's Right Of Way will be done at the expense of the project proponent and to the Department's engineering standards. Please contact Mr. Steve Senet, Senior Permit Engineer, at (805) 549-3206 for information regarding the Encroachment Permit process.

1B
cont'd

I hope this gives you an understanding of the Department's concerns regarding this project. If you have any questions please call me at 549-3683.

Sincerely;



James Kilmer
District 5
Development Review

cc: File, D. Murray, R. Barnes, S. Senet

Letter 1

COMMENTOR: James Kilmer, District 5 Development Review, California Department of Transportation

DATE: November 1, 2002

RESPONSE:

Response 1A

The commentor notes that the project would have unavoidably significant impacts at the Cabrillo Boulevard/U.S. 101 interchange and requests that the City consider collecting a pro rata share from the project to cover any cost increases for the programmed improvements to that intersection.

The improvements proposed for the U.S.101/Cabrillo interchange are part of the larger Route 101 Operational Improvements project, which is currently being studied by Caltrans and the City. The improvements are to be funded through a joint effort among the City, the Santa Barbara County Association of Governments and California Transportation Commission (from State Transportation Improvement Program [STIP] funds), and the Federal Highway Administration].

The City of Santa Barbara does not have a traffic impact fee program in accordance with the State Fee Mitigation Act. Nevertheless, a fair share cost estimate for the U.S. 101/Cabrillo Blvd improvements was determined as shown below. The U.S. 101 Southbound Ramps/Cabrillo Blvd intersection is currently operating at LOS F; thus, the existing traffic volumes were included in the fair share calculation.

- Existing + Cumulative traffic = 1,552 PHT
- Project-added traffic = 13 PHT
- Total traffic (weekday) = 1,565 PHT
- 13 Project-Added PHT / 1,565 total PHT = 0.8% of the total cost

The specific design of the improvement that will be implemented at this interchange has not been chosen by the City and Caltrans at this time. It is estimated that the interchange improvements could cost between \$4 million and \$6 million. Based on these costs, the project's 0.8% fair share would range from \$32,000 to \$48,000.

Response 1B

The commentor notes that a Caltrans encroachment permit would be needed for any striping work done within Caltrans rights-of-way and that all mitigation work within Caltrans rights-of-way would be done to Caltrans standards at the expense of the applicant. If the City Council approves the project and recommended mitigation measures, the applicant and/or City would obtain any necessary permits from Caltrans prior to implementation. All mitigation and any necessary Caltrans approvals would be at the expense of the applicant.



CITIZENS PLANNING ASSOCIATION OF SANTA BARBARA
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DISTRIBUTED TO: DATE: 11/6/02
PLANNING COMMISSION (7)
JAN HUBBELL, ACTING SR. PLANNER II
STEVE WILEY, ASST. CITY ATTY.
CASE PLANNER APPLICANT(S) AGENT
PC SECRETARY

4 November 2002

②

RECEIVED

NOV 06 2002

Chair Barnwell & Planning Commissioners
Santa Barbara Planning Commission
P.O. Box 1990
Santa Barbara, CA 93102-1990

CITY OF SANTA BARBARA
PLANNING DIVISION

RE: Fess Parker's Doubletree Resort – Change of Conditions

Dear Chair Barnwell & Commissioners,

The Fess Parker Doubletree Resort Hotel has been a prosperous property for Hilton Hotels (its parent company), and a good Santa Barbara neighbor, which has hosted numerous, big community events, and provided quality accommodation to many Santa Barbara visitors.

2A

However, the Doubletree's request for major revisions to their Conditions of Approval seems premature and excessive in its present form, and should not be approved.

The City's final Conditions of Approval were crafted after months of private and public debate (and a municipal referendum). Mr. Parker and his partners accepted them in a televised public hearing, and in signed legal documents. They should not be changed without very good reason, nor changed at all if they might threaten Santa Barbara's quality of life, or special waterfront planning and resource management standards.

The supplemental EIR indicates that the Doubletree's proposal does not meet this test.

Cumulative impacts to the waterfront/East Beach area from two new, pending hotels (i.e., the Wright Hotel, and the proposed new Parker hotel) have not been fully factored. Part of the Downtown-Waterfront Visioning exercise was predicated on existing Doubletree conditions *remaining intact*.

2B

Waiving the restriction on starting times for major hotel conferences or events during weekday/weekend rush-hours is contrary to Measure E's intent, and may not be legal.

2C

The Fess Parker Doubletree Hotel and Conference Center has demonstrated that it often has surplus parking capacity, even during hours of full operation. But the impact to area streets, and U.S. 101, of an 80% increase in event size almost cannot avoid

2D

increasing area congestion and diminishing waterfront and 101 level of service even further.

The supplemental EIR concludes that, as proposed, the project would result in significant unavoidable (Class I) *project-specific* traffic impacts and would contribute to significant unavoidable (Class I) *cumulative* traffic impacts. In addition, the project would have significant but mitigable (Class II) impacts on parking. The 11/01/02 Staff Report states that, "All of the traffic impacts, whether project-specific or cumulative, are the result of eliminating the condition that prohibits events from beginning or ending during the peak travel period. The traffic impacts are all significant and unavoidable (Class I) with the inclusion of this condition change." The report goes on to state that, "Under any of [the] reduction scenarios (10%, 15% or 58%), the project's contribution to cumulative impacts would remain significant at some of the intersections."

At the very least, you should delay considering revised hotel project conditions that might adversely impact traffic congestion until AFTER Caltrans' operational improvements on 101 (between Milpas and Olive Mill Road) are completed, and their circulation benefits clearly assessed. That will be the only prudent way to determine if a reduction in peak-hour traffic restrictions could be justified.

2E

Because all of Santa Barbara is part of a semi-arid coastal plain subject to severe, cyclical drought impacts, the burden to justify any request to reduce existing water-conservation conditions, or increase water usage, must rest entirely on the hotel. Since they clearly have long-term water supply impacts, they should not be lightly granted.

2F

CPA, a 42-year old grassroots group devoted to sound community planning, has a 30-year history of involvement with East Beach development projects, including the Fess Parker Doubletree Hotel. We urge the Planning Commission, in the absence of compelling new evidence, not to override the findings of the supplemental EIR, or make major revisions to the hotel's Conditions of Approval at this time.

2G

Thank you for your attention to and consideration of our concerns.

Sincerely,

Louise Boucher

Louise Boucher
President

LM:nk,lb,luc

Letter 2

COMMENTOR: Louise Boucher, President, Citizens Planning Association

DATE: November 4, 2002

RESPONSE:

Response 2A

The commentator states an opinion that the proposed project should not be approved because it may threaten the City's quality of life and waterfront planning and resource management standards. This opinion is noted. The Supplemental EIR identifies several unavoidably significant impacts to local traffic conditions that would occur if the project, as proposed, is approved and implemented. City decisionmakers would need to make findings of no feasible mitigation and adopt a Statement of Overriding Considerations setting forth the reasons the project's benefits outweigh these impacts if they approve the project as proposed.

Response 2B

The commentator states an opinion that cumulative impacts from two pending hotels (the Wright Hotel and Parker Hotel) have not been fully factored into the EIR analysis. This opinion is noted, although the two projects mentioned by the commentator are included in the cumulative projects table in Section 3.0, *Environmental Setting*, and have been considered in the cumulative analysis in the EIR. The two projects are listed in Table 3-1 as items 19 (150-room luxury hotel) and 32 (250-room family hotel measuring 155,470 square feet).

Response 2C

The commentator states an opinion that waiving the restriction on starting times for hotel events is contrary to Measure E's intent and may not be legal. This opinion is noted. However, it should be recognized that Measure E restricts new non-residential development in the City to 3 million square feet through 2010. The existing hotel square footage was permitted prior to adoption of Measure E. The current project proposal does not involve any new construction or addition of building area to the existing Doubletree Resort; therefore, it is not subject to Measure E's development restrictions.

Response 2D

The commentator states an opinion that project implementation would increase traffic congestion in the area, noting that the EIR indicates that several intersections would have significant impacts under both the proposed project and any of the reduced project alternatives. It is correct that the analysis shows that the proposed project and any of the alternatives could result in increased traffic congestion in the site vicinity on days when Doubletree Resort events occur. The Draft EIR identifies both project and cumulative impacts at several study area intersections as unavoidably significant. Each of the reduced project alternatives mentioned by the commentator would partially reduce impacts as compared to the proposed project, but not to insignificant levels (i.e., would not eliminate the significant traffic impacts). The "No Peak

Hour Starts or Stops" alternative (Alternative 2) would avoid the significant impacts of the proposed project by prohibiting resort events from starting or stopping during peak traffic periods (weekdays and weekends).

Response 2E

The commentor states an opinion that the City should consider delaying any approval of the revised hotel conditions until after planned Caltrans' improvements to Highway 101 are implemented and assessed. This opinion is noted. As discussed in EIR Section 4.1, the project would result in a significant traffic impact at the Cabrillo Boulevard/U.S. 101 southbound ramps interchange until planned improvements at that location are implemented. Because the improvements are not expected to be completed until 2008, the project's impact at that location is considered unavoidably significant. City decisionmakers will weigh these impacts against the project's benefits as they consider project approval.

Response 2F

The commentor states an opinion that the burden of justifying requests to reduce water conservation requirements should rest with the applicant. This opinion is noted. Water supply issues are discussed in Item 9, *Public Services*, of the Initial Study for the proposed project (see EIR Appendix A). The water use threshold established for the Park Plaza Specific Plan (in which the Doubletree Resort is located) is 2.4 acre-feet/acre/year of potable water. By comparison, actual water use at the Doubletree Resort in calendar year 2000 was about 73.4 acre-feet of potable water, or about 3.14 acre-feet per acre. Water use in 2002 dropped somewhat, to 61.9 acre-feet of potable water, or about 2.6 acre-feet per acre. Therefore, the applicant is requesting that the annual potable water allotment for the Doubletree be increased to 3.2 acre-feet per acre (74.72 total acre-feet) to reflect actual water use onsite. Assuming that the other parcels within the Park Plaza Specific Plan area (the Waterfront Hotel and Chase Palm Park) each used the same amount of water as the Doubletree, overall water consumption within the Specific Plan area would be 224.16 acre-feet per year.

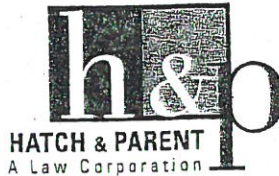
The City's Long Term Water Supply Program (LTWSP) outlines a strategy to use available water resources to provide a minimum of 18,200 acre-feet of water for the City. By comparison, year 2002 citywide demand was 14,342 acre-feet, leaving excess capacity of 3,858 acre-feet. Therefore, the 224.16 acre-feet of water that could be consumed within the Specific Plan area if the current water use restriction is lifted is well within the available water supply for the City. Consequently, increasing the water supply threshold to reflect actual water use would not significantly affect water supply and City staff have recommended elimination of the 2.4 acre-feet/acre/year allotment.

Response 2G

The commentor recommends that the EIR findings not be overridden and that major revisions to Doubletree Resort conditions not be approved. These recommendations are noted and will be considered by City decisionmakers as they review the project. It is noted as a point of clarification, however, that the EIR does not include any recommendation to either approve or disapprove the proposed project. Its purpose is to provide information to the decisionmakers about the project's possible impacts and mitigation measures and project alternatives that

would mitigate those impacts, if any. If City decisionmakers approve the proposed project, they would need to make a finding of no feasible mitigation and adopt a Statement of Overriding Considerations setting forth the reasons they believe the project's benefits outweigh its unavoidably significant traffic impacts .

21 East Carrillo Street
Santa Barbara, CA 93101
Telephone: (805) 963-7000
Fax: (805) 965-4333



Steven A. Amerikaner

3

November 11, 2002

BY U.S. MAIL and HAND DELIVERY

Jan Hubbell
Project Planner
City of Santa Barbara
P.O. Box 1900
Santa Barbara, CA 93102-1990

Re: Comments on Draft EIR, Fess Parker's Doubletree Resort

Dear Ms. Hubbell:

The purpose of this letter is to offer comments on the above-referenced Draft EIR.

Comment No. 1: Impact TC-1

This comment concerns the discussion in the EIR regarding the project-specific impact of the project during weekday PM peak hours on the Cabrillo Boulevard/U.S. 101 Southbound On-Ramps and the Garden Street/U.S. 101 Northbound On-Ramps. This discussion appears at page ES-2 and Section 4 under "Impact TC-1."

The analysis does not distinguish between hotel patrons arriving at the hotel and those who are departing from the hotel. Yet, the only impact of the project on **these freeway onramps** can be caused by hotel patrons who are departing. As noted in footnote b to Table 4.1-4, zero hotel patrons arrive at the hotel traveling southbound on the freeway through the Cabrillo intersection.

We suggest that the analysis be revised to clearly state that the only impact on these intersections is caused by hotel patrons leaving the hotel during peak hours, and thus there is no impact resulting from people in private vehicles arriving at the hotel for events which commence during peak hours.

Comment No. 2: Impact TC-2

This comment concerns the discussion in the EIR regarding the project specific impact of the project during summer Sunday Peak Hours on the Cabrillo Boulevard/U.S. 101 Southbound On-Ramps and the Milpas Street/Calle Puerto Vallarta intersection. This discussion appears at page ES-3 and Section 4 as "Impact TC-2."

3A

The analysis does not distinguish between hotel patrons arriving at the hotel and those who are departing from the hotel. Yet, the only impact of the project on these intersections can be caused by hotel patrons who are departing.

We suggest that the analysis be revised to clearly state that the only impact on these intersections is caused by hotel patrons leaving the hotel during peak hours, and thus there is no impact resulting from people in private vehicles arriving at the hotel for events which commence during peak hours.

Comment No. 3: Suggested Mitigation Measure for Project Specific Impacts

The following comment derives from Comments No. 1 and 2.

Since the project's impacts on Cabrillo Boulevard/U.S. 101 S/B On Ramps, Garden Street/U.S. 101 N/B On Ramps and Milpas/Calle Puerto Vallarta only occur as a result of departing hotel patrons, there is a feasible mitigation measure that would reduce those impacts to insignificance until the intersection improvements are completed. That measure could read as follows:

Mitigation Measure: Until the improvements to Cabrillo Blvd/U.S. 101 S/B onramp, Garden Street/U.S. 101 N/B on ramp, and Milpas/Calle Puerto Vallarta are constructed, the following DP Condition 6.1 and MOD Condition 7.1 shall be in effect:

Hotel and conference center activities at which more than 500 persons not registered at the hotel will attend shall be scheduled for departure times at off-peak hours. Unless otherwise determined by the City Public Works Director, "peak hours" shall mean 4:00 pm to 6:00 pm on weekdays and 1:00 pm to 4:00 pm on summer Sundays (June 21 to Labor Day).

We respectfully ask that this mitigation measure be included in the Final EIR, and that the EIR conclude that -- with the new mitigation measure -- there are no project-specific unmitigated significant Class I impacts as a result of the project.

Comment No. 4: Impact TC-5

This comment concerns the discussion in the EIR regarding the cumulative impacts of the project during weekday PM Peak Hours on the Cabrillo Boulevard/U.S. 101 Southbound On-Ramps and the Garden Street/U.S. 101 N/B On Ramps. This discussion appears at page ES-3 and Section 4 as "Impact TC-5."

In assessing this project's contribution to the cumulative traffic impacts of all of the pending projects, the analysis does not distinguish between vehicles arriving at those projects and those departing from those projects. Yet, as noted above, with respect to this project, the only impact on these intersections can be caused by hotel patrons who are departing. From the analysis in the EIR, it is impossible to ascertain whether the individual impacts of the other projects on the "cumulative impacts project list" are broken down between impacts caused by

3A
cont'd

arriving vehicles and those caused by departing vehicles.

We suggest that the analysis be revised to clearly state that the only impact on these intersections is caused by hotel patrons leaving the hotel during peak hours, and thus there is no impact resulting from people in private vehicles arriving at the hotel for events which commence during peak hours.

Comment No. 5: Impact TC-6

This comment concerns the discussion in the EIR regarding the cumulative impact of the project during Summer Sunday Peak Hours on the Cabrillo Boulevard/U.S. 101 Southbound On-Ramps, the Milpas Street/Calle Puerto Vallarta intersection, and the Cabrillo/State Street intersection. This discussion appears at page ES-3 and Section 4 as "Impact TC-6."

The comments offered above regarding Impact TC-5 are incorporated here by reference. The analysis does not distinguish between hotel patrons arriving at the hotel and those who are

Comment No. 6: Impact TC-7

This comment concerns the discussion in the EIR regarding the cumulative impact on the U.S. 101 freeway. This discussion appears at page ES-4 and pages 4.1-28 to 4.1-29 as Impact TC-7.

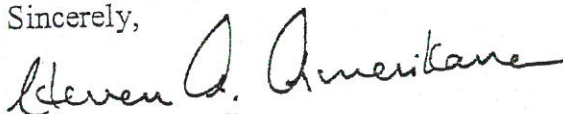
The analysis states that the U.S. 101 freeway operates at LOS E-F on the four-lane segment south of Milpas Street during the weekday PM peak hour period. It also states that the project will add 74 trips to this segment, which is considered a "potentially significant impact" according to the criteria of the Congestion Management Plan published by SBCAG.

The analysis does not distinguish between hotel patrons arriving at the hotel and those who are departing from the hotel. Yet, the only impact of the project on U.S. 101 Southbound south of Milpas can be caused by hotel patrons who are departing.

We suggest that the analysis be revised to clearly state that the only impact on this freeway segment is caused by hotel patrons leaving the hotel during the weekday PM peak hours, and thus there is no significant impact resulting from people in private vehicles arriving at the hotel for events which commence during peak hours.

Thank you for considering these comments.

Sincerely,



Steven A. Amerikaner
For HATCH & PARENT, A Law Corporation

cc: Tim Bridwell

3A
cont'd

3B

Letter 3

COMMENTOR: Steven A. Amerikaner, Hatch & Parent, A Law Corporation

DATE: November 11, 2002

RESPONSE:

Response 3A

The commentor suggests that only events that end during the peak hour would impact the Cabrillo Boulevard/U.S. 101 Southbound Ramps, Garden/U.S. 101 Northbound Ramps and Milpas/Calle Puerto Vallarta intersections because no inbound traffic would travel through these intersections. The commentor also requests a project-specific mitigation measure that only restricts event departures to off-peak hours for events attended by more than 500 persons.

The scenario analyzed in the EIR assumed that an event would end during the peak hour and that guests would be departing from the facility, as the reasonable worst-case assumption best representing project impacts. Events starting during the peak hour would have similar traffic impacts. The following text reviews the project's potential impacts assuming that an event would start during the peak hour. Tables A and B provide a comparison of the project-specific and cumulative impacts at critical locations assuming events start during the peak hour versus events ending during the peak hour.

Table A
Doubletree Project Intersection Impacts
Inbound Versus Outbound Scenario
Existing + Project Traffic Volumes

Intersection	P.M. Peak Hour							
	Weekday				Summer Sunday			
	Inbound	Impact	Outbound	Impact	Inbound	Impact	Outbound	Impact
Cabrillo Blvd/U.S. 101 SB	>50.0 s.	Yes	>50.0 s.	Yes	>50.0 s.	Yes	>50.0 s.	Yes
Milpas St/Calle Puerto Vall.	N.A.	N.A.	N.A.	N.A.	0.67/B	No	0.78/C	Yes
Garden St/U.S. 101 NB	0.74/C	No	0.78/C	Yes	N.A.	N.A.	N.A.	N.A.

Table B
Doubletree Project Intersection Impacts
Inbound Versus Outbound Scenario
Cumulative + Project Traffic Volumes

Intersection	P.M. Peak Hour							
	Weekday				Summer Sunday			
	Inbound	Impact	Outbound	Impact	Inbound	Impact	Outbound	Impact
Cabrillo Blvd/U.S. 101 SB	>50.0 s.	Yes	>50.0 s.	Yes	>50.0 s.	Yes	>50.0 s.	Yes
Milpas St/Calle Puerto Vall.	N.A.	N.A.	N.A.	N.A.	0.74/C	No	0.85/D	Yes
Garden St/Gutierrez St.	0.80/C	Yes	0.79/C	Yes	N.A.	N.A.	N.A.	N.A.
Garden St/U.S. 101 NB	0.87/D	Yes	0.90/D	Yes	N.A.	N.A.	N.A.	N.A.
Cabrillo Blvd/State St.	N.A.	N.A.	N.A.	N.A.	0.80/C	Yes	0.81/D	Yes

Project-Specific Impacts

Cabrillo Boulevard/U.S.101 SB Ramps: The intersection currently operates at LOS F during weekdays and Sundays. If an event started during the peak hour, the project would add 13 trips to this location. These would be trips from the Montecito area using Cabrillo Boulevard to access the site. With these trip additions, the project would still impact this intersection by contributing to vehicle delays and congestion.

Garden Street/U.S.101 NB: The project adds 115 trips to this intersection with an event ending during the peak hour, as outbound traffic uses the northbound on-ramp to access U.S. 101. Assuming an arriving scenario, calculations show that the intersection would continue to operate at LOS C (V/C 0.74) with weekday existing + project traffic. The project would therefore not generate a significant project-specific impact at this location when an event started during the peak hour.

Milpas Street/Calle Puerto Vallarta: Assuming an arriving scenario, the intersection would operate at LOS B with summer Sunday existing + project volumes. The project would therefore not generate a project-specific impact at this intersection if events start during the Sunday peak hour.

Cumulative Impacts

Cabrillo Boulevard/U.S.101 SB Ramps: The project would add 13 trips to this intersection with an event starting during the peak hour. The intersection is forecast to operate at LOS F with cumulative volumes and the project's trip additions would still result in significant cumulative impacts based on the City's cumulative impact thresholds.

Garden Street/Gutierrez Street: Assuming a starting event, the project would add more than 5 trips to this intersection, which is forecast to operate worse than V/C 0.77 with cumulative traffic. The project would therefore exceed the City's cumulative impact threshold for the inbound event scenario.

Garden Street/U.S.101 NB: Assuming a starting event, the project would add more than 5 trips to this intersection, which is forecast to operate with a V/C ratio worse than 0.77 with cumulative traffic. The project would therefore exceed the City's cumulative impact threshold for the inbound event scenario.

Milpas Street/Calle Puerto Vallarta: Assuming a starting event, the intersection would operate at LOS C (V/C 0.74) with summer Sunday cumulative + project volumes. The project would not generate a cumulative impact at this intersection under the event starting scenario.

Cabrillo Boulevard/State Street: Assuming an event start during the peak hour, the project would add more than 5 trips to this intersection, which is forecast to operate with a V/C ratio worse than 0.77. The project would therefore generate

a cumulative impact at this intersection during Sundays with an event starting in the peak hour.

Summary

As shown above in Table A, events with a starting time during the peak hour would still generate significant project-specific impacts at the Cabrillo/U.S. 101 SB Ramps intersection. The proposed mitigation would, however, mitigate the impacts identified at the Garden St/U.S. 101 NB Ramps (weekday) and Milpas/Puerto Vallarta (Sunday) intersections. However, restriping the Garden Street/U.S. 101 NB Ramps would result in significant safety impacts due to automobile/bicycle conflicts. Additionally, the Milpas/Puerto Vallarta intersection improvements are not scheduled or funded.

Response 3B

The commentator suggests that no CMP impacts would be generated to U.S. Highway 101 for an event starting in the peak hour because traffic would be traveling northbound and not southbound. Caltrans data indicate that the northbound section of U.S. 101 between Salinas Street and Milpas Street is currently operating at LOS E. The project would therefore generate significant impacts to this section for a starting event, as 76 inbound trips would be added to this section of freeway (exceeding the CMP threshold of 50 PHT).

November 12, 2002



Santa Barbara County
Air Pollution Control District

RECEIVED

City of Santa Barbara
Planning Division
Attn: Jan Hubbell, Project Planner
P.O. Box 1990
Santa Barbara, CA 93102-1990

4

NOV 14 2002

CITY OF SANTA BARBARA
PLANNING DIVISION

RE: Fess Parker's Doubletree Resort: Comments on the Draft SEIR


Dear Jan,

The Santa Barbara County Air Pollution Control District (APCD) appreciates the opportunity to provide comments on the Draft Supplemental Environmental Impact Report (DEIR) for the above referenced project.

1. The URBEMIS 2001 analysis for operational emissions associated with Special Events was done using the 2,152 peak hour trips. Because the URBEMIS 2001 program calculates emissions per day, the SEIR should re-calculate the emissions using the **average daily trips** on a peak special event day. 4A
2. Based the emission estimates provided in the SEIR, the project is estimated to exceed APCD's adopted threshold of 25 lbs/day for reactive organic gases and oxides of nitrogen. The SEIR states that because these events would occur infrequently, the periodic impact is considered insignificant. Please note that the significance thresholds are daily thresholds and the calculated **daily** emissions for a peak day should be used to determine significance. 4B
3. If the re-calculation shows significant impacts, CEQA requires that all feasible measures be applied to reduce them. Additional car-free incentives for the special event days may be considered. If the City is interested in pursuing off-site mitigation for special event days with the applicant, the APCD will assist in calculating the emission reductions. The implementation and enforcement of the mitigation program will be the responsibility of the City. 4C

Please call me at 961-8893 or contact me by e-mail vlj@sbcapcd.org, if you have questions.

Sincerely,


Vijaya Jammalamadaka, AICP
Air Quality Specialist
Technology and Environmental Assessment Division

cc: TEA Chron File

||Nt3\Groups\PCA\WP\PCACORR\Fess Parker's Doubletree SEIR.doc

Letter 4

COMMENTOR: Vijaya Jammalamadaka, AICP, Air Quality Specialist, Santa Barbara County Air Pollution Control District

DATE: November 12, 2002

RESPONSE:

Response 4A

The commentor states that the estimate of emissions for "special events" with no limitation on the number of attendees at Doubletree Resort events should be calculated based upon daily trips rather than peak hour trips. It is correct that the URBEMIS2001 model is typically used to estimate daily emissions and that the APCD's significance thresholds are based upon daily emission rates. The analysis of air quality impacts associated with a typical event at the resort with the proposed condition modifications (with an increase to 1,200 non-hotel guests as compared to the current 500-guest limitation) is based upon the increase in average daily trips. Modeling of regional air pollutant emissions is typically limited to the typical, or average, number of daily vehicle trips associated with proposed projects. For the proposed project, the increase in emissions associated with these typical events is not expected to exceed APCD significance thresholds.

The special events proposed by the applicant would not be representative of a typical day at the project site and would be limited to no more than six times per year. As such, they would be similar to a "worst-case" day at a shopping center during the Christmas season or at a residence on the day of a party with multiple guests arriving by automobile. The City does not conduct air quality modeling for these types of occasional circumstances that will occur from time to time, but are not representative of a typical day.

Modeling of emissions associated with special events was conducted to provide additional information to City decisionmakers in the interest of full disclosure of the project's potential environmental effects. To that end, emissions associated with typical events and special events have been recalculated using URBEMIS2001 in response to this comment and then averaged over the course of a year. The calculation of daily emissions associated with special events was based upon an estimate of 5,738 daily trips (the maximum capacity of the facility¹ x 2 [1 trip in, 1 trip out], then divided by 2 [based on an assumed average vehicle ridership of 2.0]). Emissions associated with the typical events were recalculated to ensure consistency of all other model assumptions with respect to the two scenarios. Average daily emissions were calculated based on the assumptions that the Doubletree would host 180 1,200-person events per year (in actuality, the Doubletree would be expected to host no more than 1-2 such events weekly) and 6 special events per year. On non-event days, the proposed operating condition modifications would generate no emissions.

¹ It should be noted that, in reality, the theoretical capacity of 5,738 persons at the conference facilities could never be realized because of kitchen capacity limitations, parking limitations, and other limiting factors. Therefore, the calculation of daily emissions resulting from special events likely overstates the actual increase in emissions.

The results of this recalculation and averaging of emissions are shown in the table below. The estimated increase in daily emissions of reactive organic gases (ROG) and nitrogen oxides (NOx) associated increasing the limitation on non-hotel guests to 1,200 is slightly higher than the estimate in the Draft EIR, but is still below the APCD's significance thresholds. As was reported in the Draft EIR, emissions associated with special events would exceed APCD thresholds. When averaged over the course of a year, daily emissions would be below the estimate for the typical day and would be well below APCD thresholds.

**Increased Daily Emissions Associated
with Proposed Condition Modifications**

Scenario	Increase in Daily ROG Emissions	Increase in Daily NOx emissions	Estimated Days per Year	Average Daily ROG Emissions	Average Daily NOX Emissions
Non-Conference Day	0.00	0.00	179	0.00	0.00
1,200-Person Event	15.01	18.13	180	7.40	8.94
Special Event	122.92	148.60	6	2.02	2.44
Average Daily Emissions (averaged over a year)				9.42	11.38

Note: The daily average represents the average over the course of a year. It is calculated by multiplying the increase in daily emissions by the estimated days per year, then dividing by 365.

Tables 4.2-5 and 4.2-6 of the Draft EIR and associated text under Impacts AQ-1 and AQ-2 will be revised to reflect the emission estimates shown in the above table. These updated calculations do not alter the conclusions of the Draft EIR or the determination of significance with respect to the project's impact to regional air quality.

Response 4B

The commentor states an opinion that the peak day should be used to determine the significance of the project's impact to regional air quality. This opinion is noted. The comment suggests that daily emissions associated with "special events" should be compared to APCD thresholds to determine the significance of project impacts. As indicated in the Draft EIR and based on the recalculation of special event emissions in Response 4A, emissions of ROG and NOx associated with special events would exceed the APCD's 25 pounds per day thresholds for both pollutants. Modeling of emissions associated with special events was conducted to provide additional information to City decisionmakers in the interest of full disclosure of the project's potential environmental effects. However, as discussed in Response 4A, the special events proposed by the applicant would be atypical situations similar to a "worst-case" day at a shopping center during the Christmas season or at a residence on the day of a party with multiple guests arriving by automobile. The City does not conduct air quality modeling for these types of worst-case circumstances, but instead models air quality impacts based upon a typical day. As discussed in the Draft EIR and in Response 4A, the increase in emissions associated with a typical event (up to 1,200 persons) would not exceed APCD daily thresholds. Further, as discussed in Response 4A, the average increase in daily emissions associated with conference events would be well below APCD thresholds. City staff believe it would be

inappropriate to base the significance of project impacts upon a worst-case day since other projects in the City have not been held to a similar standard. Finally, it should again be noted that the increase in emissions associated with special events likely overstates the actual emissions associated with such events because it is based upon a theoretical maximum facility capacity (5,738 persons) that would not be anticipated to occur due to limitations in the capacity of support facilities (kitchen capacity, for example) and support staffing, at the Doubletree Resort.

Response 4C

The commentor states that, if air quality impacts are determined to be significant, the APCD will assist in calculating potential emission reductions associated with any air quality mitigation measures that are applied to the project. As discussed in Responses 4A and 4B, the project's air quality impacts are not considered significant. Nevertheless, it should be noted that several additional traffic mitigation measures that would also reduce air pollutant emissions have been added to the Final EIR in response to requests from the Santa Barbara Planning Commission. These include the following:

- TC-1(b) The applicant shall implement alternating employee shift start and end times to avoid travel during peak periods.*
- TC-1(c) The applicant shall acquire a clean-fuel van to transport employees that currently live in Ventura/Oxnard and Lompoc/Santa Maria.*
- TC-1(d) The applicant shall facilitate carpooling using Traffic Solutions services. This service matches destinations and working hours to optimize carpooling.*
- TC-1(e) The applicant shall supply free bus passes to Doubletree employees.*
- TC-1(f) The applicant shall provide a guaranteed ride home program for Doubletree employees.*
- TC-1(g) Truck deliveries at the Doubletree Resort shall be limited to off-peak traffic hours (no deliveries from 7-9 AM or from 4-6 PM).*

Santa Barbara County
ASSOCIATION OF
GOVERNMENTS

November 11, 2002

Jan Hubble, Project Planner
Planning Division
City of Santa Barbara
P.O. Box 1990
Santa Barbara, CA 93102-1990

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NOV 15 2002

CITY OF SANTA BARBARA
PLANNING DIVISION

Dear Ms. Hubble:

As the Regional Transportation Planning Agency and the Congestion Management Agency for Santa Barbara County, SBCAG appreciates the opportunity to review the draft SEIR for Fess Parker's Doubletree Resort (Case No. MST1999-00740) (SCH # 2001081069). SBCAG is pleased that the regional programs for congestion management and air quality were each explicitly addressed in the document. Our specific comments are provided below.

2.2 Project Site Location

Comment 1. Figure 2-2. (p. 2-3)

Figure 2-2's resolution makes it difficult to read and the site box obstructs the reader's view of a portion of the impacted area. Figure 2-2 would be more useful if it could be cosmetically improved.

5A

2.3 Current Site Characteristics & 2.4 Proposed Project Characteristics

Comment 2. (p. 2-4, 2nd paragraph & p. 2-8, 1st and 2nd paragraph)

As a general comment, SBCAG questions the appropriateness of including the applicant's opinions and justifications for the proposed project in the draft SEIR. The original conditions of approval for limiting conference activities were to minimize both parking impacts in the surrounding area of the resort and to minimize peak hour traffic impacts on affected roadways. The applicant's contention that there is surplus capacity within the resort (e.g., 20,000 sq ft conference facility) and surplus parking within the resorts parking facility is not a justification itself, for removing these conditions. Hence, such references may serve only to confuse the real issues being explored by the SEIR.

5B

3.0 Environmental Setting

Comment 3. (Table 3-1, p. 3-3)

Past environmental documents prepared by the City of Santa Barbara have included a map geographically depicting the location of planned and pending projects. We would recommend including such a map in the final SEIR if possible.

5C

4.1 Transportation and Circulation

Comment 4. (p. 4.1-27 Impact TC-7)

Revise: Congestion Management Plan Program

5D

Comment 5. (p. 4.1-27, Impact TC-7)

The CMP addresses recurring weekday commuter related congestion. Seasonal congestion such as summer Sunday afternoons is not applicable to the CMP. This section and TC-7 specifically, should be reworded to address only the weekday evening peak hour analysis.

5E

Comment 6. (Table 4.1-12, p. 4.1-29 & Appendix B)

Upon review of the CMP HCM output sheets in Appendix B, all the analyzed intersections show an HCM ICU value very similar to those reported on the ICU Worksheets with the exception of one: the US 101NB/Garden Street ramp intersection. For this intersection, very disparate ICU values are reported between the two analyses as shown below. This should not be the case and suggests that a re-examination of the HCM LOS analysis for this intersection is warranted.

5F

	ICU Worksheet City Threshold Analysis	HCM ICU CMP Analysis
Existing	.74	.96
Existing + Project	.78	1.00
Cumulative + Project	.90	1.15

Comment 7. (p. 4.1-29 Freeway Impacts)

The project will add 74 P.M. peak hour trips on U.S. Highway 101 that is currently operating at LOS E-F. **This constitutes a significant impact according to the CMP criteria.** In order to distinguish between project impacts to intersections vs. operations on mainline freeway segments the SEIR must add the following impact statement:

TC-8 Increasing the allowable number of non-hotel guests would result in significant traffic impacts to U.S. Highway 101 under the Weekday PM Peak Hour Existing + Project and Cumulative + Project scenarios. This impact is considered Class I, unavoidably significant, since Highway 101 cannot be mitigated within the timeframe of the project.

5G

This impact statement should also be included in Table ES-1 on page ES-4.

Comment 8. (p. 4.1-30 Mitigation Measures & Significance After Mitigation)

The South Coast Highway 101 Deficiency Plan was approved by the City of Santa Barbara and SBCAG in June 2002. Table 19 (p. 59) of the Deficiency Plan lists 34 short-term improvement projects that will serve to alleviate (but not fully mitigate) congestion on Highway 101. If the project is approved, the applicant would be required to participate/contribute towards one of these improvements. Although there is a range of potential mitigation projects to choose from, SBCAG recommends that project impact fees be collected for the following South Coast Highway 101 Deficiency Plan improvement project given its proximity to the project's traffic impacts:

5H

101 Operational Improvement Project

This project is currently in the environmental review phase and is partially funded. Depending on which alternative is ultimately selected, the need for additional funding will range between 7 and 14 million dollars. Developer fees can serve to partially defray this funding shortfall.

Comment 9. (Alternative 3: Reduced Limitation on Non-Hotel Guests – Impact Analysis p. 6.3)

This section needs to address the CMP analysis and specifically the impact to Highway 101. Weekday PM peak hour trips generated by the project would need to be reduced to at least 49 trips. This equates to a 33% reduction in the number of PM peak hour trips generated by the project.

51

Again, SBCAG appreciates the opportunity to review the draft SEIR. If you have any questions regarding these concerns please do not hesitate to call.

Sincerely,



Jim Damkowitz
Transportation Planner II

cc.

Pat Mickelson, Caltrans District 5
Abe Delgado, Caltrans District 5
James Kilmer, Caltrans District 5
Rob Dayton, City of Santa Barbara

File # TP 4-1-3

Letter 5

COMMENTOR: Jim Damkowitch, Transportation Planner II, Santa Barbara County Association of Governments

DATE: November 11, 2002

RESPONSE:

Response 5A

The commentor suggests changes to Figure 2-2. In response to this comment, Figure 2-2 has been modified to improve its clarity (see attached).

Response 5B

The commentor suggests removal of applicant's opinions about the justification for the proposed condition modifications from the EIR project description. In response to this comment, the following changes will be made to Section 2.0 of the Final EIR:

- *The last sentence of the second paragraph on page 2-4 (first paragraph under Table 2-2) will be deleted.*
- *The second sentence of the first paragraph under "Conference Center Capacity" on page 2-8 will be deleted.*

In addition, the second paragraph under "Conference Center Capacity" will be revised to read as follows:

~~The applicant suggests that if an event at the conference center is attended by persons who are hotel guests, their presence at the event does not cause any land use impacts since they are already at the hotel. Because of this condition and~~ With the 1,000-person limit on conference attendees and the 500-person limit on conference attendees not residing at the hotel (see below), no more than 500 hotel guests could currently attend a conference center event that was also attended by 500 non-hotel guests. For example, if each of the 360 guest rooms was occupied by two guests (720 total hotel guests), up to 220 hotel guests could not attend an event at the conference center that was also attended by 500 non-hotel guests. The applicant's request to delete the 1,000-person limit would avoid such a circumstance. —even though their attendance would have no environmental impact and would not exceed the capacity of the facility as outlined in the UBC.

Also, in response to this and other comments, the "Project Description" in the EIR Executive Summary is revised to read as follows:

The proposed project involves intensifying the use of the an underutilized conference center and parking resources at the Santa Barbara Doubletree Resort. ~~In achieving this, the applicant proposes to improve the efficiency of the Doubletree Resort's operations by expanding services provided by the Resort to~~

~~better meet demands for those services, and in doing so, eliminating unnecessary restrictions on the use of the Doubletree Resort. Additionally, the applicant would like to allow the Resort to better meet demand for community events, such as benefits for non-profit groups and events for employees of local corporations, while improving the Doubletree's competitiveness with other hotels in the area.~~ The proposed project does not involve any physical change, but instead entails several proposed modifications to the operational conditions in the approved Development Plan and Coastal Development Permit for the Doubletree Resort. The requested modifications relate to conference center capacity and timing of events, van/shuttle service, parking requirements, and water use limitations. The most significant of the requests are to increase the allowable number of non-hotel guests attending Hotel conferences from 500 persons to 1,200 persons and to allow for six annual events with no limitation on non-hotel guests. These and all of the other modifications requested are described in detail in Section 2.0, *Project Description*.

Response 5C

The commentor suggests adding a map showing the locations of planned and pending projects in the area. In response to this comment, a new figure (Figure 3-1) will be added to the Final EIR. Please see the attached figure.

Response 5D

The commentor notes that the formal name of the CMP is actually the Congestion Management Program, not the Congestion Management Plan as stated on page 4.1-27 of the Draft EIR. This terminology will be corrected in the Final EIR.

Response 5E

The commentor states that Impact TC-7 should be revised to address only weekday evening peak hours. The CMP analysis contained in the traffic section does not include Sunday intersection and freeway levels of service calculations. The remark is therefore not applicable. The discussion under Impact TC-7 will be modified to clarify this point. Please see Response 5G.

Response 5F

The commentor suggests reevaluation of the U.S. 101/Garden Street ramp intersection to address discrepancies between the EIR and CMP analyses. ATE reviewed the volumes, geometry and settings in both the HCM and ICU calculations and found no errors for the U.S. 101 NB Ramps Garden Street intersection. It should be noted that HCM and ICU calculations utilize different analysis procedures to assess the operation of an intersection. In addition, the ICU calculation for this intersection allows for overlaps which might not have been considered in the HCM methodology, therefore reducing the V/C ratio.

Response 5G

The commentor suggested that an additional impact statement addressing peak hour trips on U.S. Highway 101 should be added. This comment is noted. The language of Impact TC-7 will be clarified regarding the project's impacts to U.S. Highway 101, as follows.

Impact TC-7 Increasing the allowable number of non-hotel guests would result in significant traffic impacts to the sections of U.S. Highway 101 in the study area during weekday peak hour periods based on CMP thresholds. ~~at 3 of 16 study area intersections under the Summer Sunday cumulative scenario.~~ This impact is considered Class I, unavoidably significant, since the impact to U.S. Highway 101 cannot be mitigated within the timeframe of the project.

Response 5H

The commentor recommends the collection of project impact fees for the U.S. Highway 101 operational improvement project, as outlined in the South Coast Highway 101 Deficiency Plan. The South Coast Highway 101 Deficiency Plan is to be funded through a joint effort among the City, the Santa Barbara County Association of Governments and California Transportation Commission (from State Transportation Improvement Program [STIP] funds), and the Federal Highway Administration].

The City of Santa Barbara does not have a traffic impact fee program in accordance with the State Fee Mitigation Act. Nevertheless, a fair share cost estimate for the U.S. 101/Cabrillo Blvd improvements was determined as shown below. The U.S. 101 Southbound Ramps/Cabrillo Blvd intersection is currently operating at LOS F; thus, the existing traffic volumes were included in the fair share calculation.

- Existing + Cumulative traffic = 1,552 PHT
- Project-added traffic = 13 PHT
- Total traffic (weekday) = 1,565 PHT
- 13 Project-Added PHT / 1,565 total PHT = 0.8% of the total cost

The specific design of the improvement that will be implemented at this interchange has not been chosen by the City and Caltrans at this time. It is estimated that the interchange improvements could cost between \$4 million and \$6 million. Based on these costs, the project's 0.8% fair share would range from \$32,000 to \$48,000.

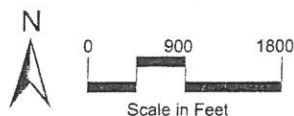
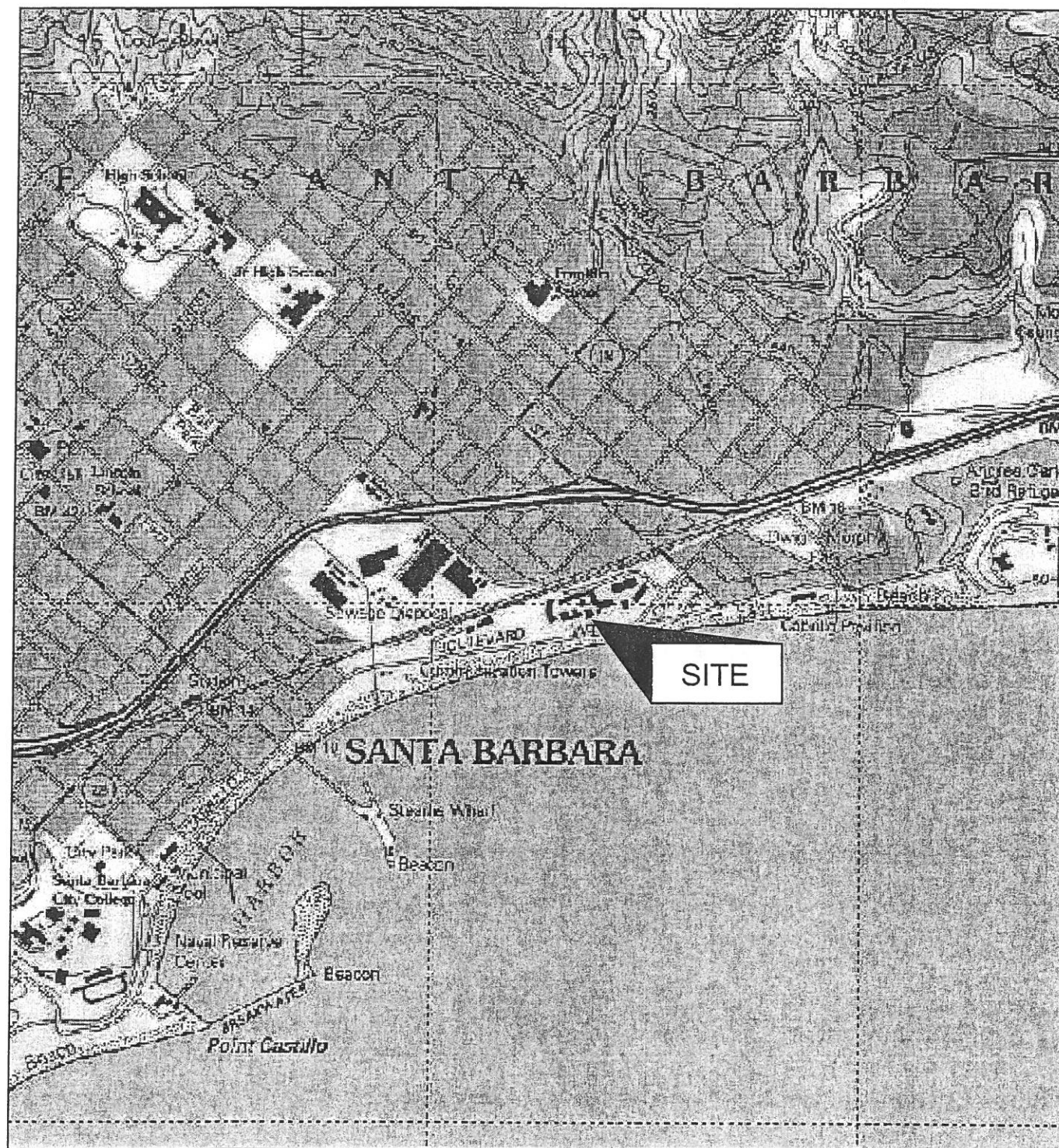
Response 5I

The following discussion will be added to Alternative 3 regarding impacts to U.S. 101:

CMP Impacts to U.S. 101

U.S. Highway 101: The CMP analysis indicated that the project would add 76 trips to the impacted sections of U.S. 101, thus exceeding the CMP criteria of 50 trips.

A reduced size project with a 800 non-guests (34% reduction) would reduce the project's impact on the freeway to a level of insignificance.



Project Vicinity

Figure 2-2

A. *A free bus pass will be provided to each employee who desires to ride the bus.*

Tentative Subdivision Map Conditions

G. *The following shall be completed prior to the issuance of the Certificate of Occupancy for the development of parcel A:*

2) *The following alternative transportation measures shall be instituted as a minimum:*

- a) *Bus pockets shall be provided as determined appropriate by the developer, in concurrence with the City Transportation Engineer and the Metropolitan Transit District.*
- b) *Use of bicycles shall be encouraged by:*
 - *Constructing shower and locker facilities for employees.*
 - *Linking on-site bikeways with adjacent City bikeways. This should include bike lanes linking to City bike lanes on adjacent streets where appropriate.*
 - *Constructing bicycle storage facilities as required by City ordinance.*

Additional TDM measures could also be implemented to reduce traffic at the site and promote alternative travel use in the waterfront. The TDM program developed for the Ojai Valley Inn included the following measures:

- *Alternating employee shift start and end times to avoid travel during peak periods*
- *Acquisition of a clean-fuel van to transport employees that currently live in Ventura/Oxnard*
- *Facilitating carpooling with the Southern California Rideshare services*
- *Supplying free employee bus passes*
- *Providing secure bicycle parking facilities*
- *Providing a guaranteed ride home program*
- *Restricting truck deliveries during peak periods*

The Doubletree already provides secure bicycle parking facilities onsite. All of the other measures listed above could also be implemented at the Doubletree Resort. Consequently, based on these measures, the following measures will be added to the Final EIR (the current Measure TC-1 will be renumbered as TC-1(a)):

- TC-1(b) *The applicant shall implement alternating employee shift start and end times to avoid travel during peak periods.*
- TC-1(c) *The applicant shall acquire a clean-fuel van to transport employees that currently live in Ventura/Oxnard and Lompoc/Santa Maria.*
- TC-1(d) *The applicant shall facilitate carpooling using Traffic Solutions services. This service matches destinations and working hours to optimize carpooling.*
- TC-1(e) *The applicant shall supply free bus passes to Doubletree employees.*

TC-1(f) *The applicant shall provide a guaranteed ride home program for Doubletree employees.*

TC-1(g) *Truck deliveries at the Doubletree Resort shall be limited to off-peak traffic hours (no deliveries from 7-9 AM or from 4-6 PM).*

These measures would incrementally reduce overall traffic generated by the Doubletree Resort, but would not fully mitigate the traffic impacts of the currently proposed condition modifications.

Comment 4

The wording of traffic mitigation measures discussed in the Executive Summary for Impact TC-1 needs to be clarified.

Response

The point of confusion related to which measures addressed which impact. Under Impact TC-1 (project P.M. peak period), significant impacts were identified at two interchanges: (1) Cabrillo Boulevard/U.S. 101 Southbound Ramps; and (2) Garden Street/U.S. 101 Northbound Ramps. The impact at Cabrillo Boulevard/U.S. 101 Southbound Ramps would be mitigated by improvements already planned and funded by Caltrans. Mitigation Measure TC-1 (restriping of the Garden Street/U.S. 101 interchange) would mitigate the impact at the Garden Street/U.S. 101 Northbound Ramps interchange. The wording of the first paragraph under "Mitigation Measures" for Impact TC-1 will be revised as follows:

Caltrans is studying alternative projects to remedy the existing deficiency at the Cabrillo Boulevard/U.S. 101 Southbound Ramps intersection. The alternatives will be reviewed with respect to meeting design standards, providing accessibility to the adjacent land uses and traffic sheds, and improve traffic flow to acceptable standards. The improvements are currently funded and scheduled for completion by 2008.

Comment 5

Information about the project history and how the Doubletree complies with current conditions should be provided, including the purpose of the current conditions, the use of conference facilities, and commute characteristics of hotel employees.

Response

The Doubletree submits reports on conference facility use to the City on a monthly basis. With one or two exceptions, the conditions of approval have been met over the past four years. The one or two incidents involved overlap between larger events (one event starting before a previous event ended). The violations involved no more than about 50 people. In at least one case, the event holders added guests at the last minute in violation of their contract with the hotel (the hotel includes standard language in its contracts with event holders). The one other situation that arose over the past few years was a Senior Prom for Quartz Hill High School (Lancaster- Palmdale area). They signed a contract for no more than 500 attendees, but ended

up substantially over the limit. A determination of "substantial conformance" was made because the attendees were arriving by bus and therefore did not create traffic or parking impacts.

Comment 6

An alternative water conservation measure should be substituted if the current water use restriction is deleted.

Response

An alternative water use restriction could be imposed. As discussed in the Initial Study (see Appendix A) and in Response 2F (response to Louise Boucher of the Citizens Planning Association), City staff believe that the current water use restriction can be eliminated without significantly affecting the City's water supply. However, an alternative condition might be to adopt a water use restriction that reflects the current level of water demand within the Specific Plan area to ensure that water use does not increase dramatically beyond current levels. The 3.2 acre-feet per acre restriction originally requested by the applicant would reflect current water use at the Doubletree, while providing for an upper limit on the amount of water to be used within the Specific Plan area. Other measures could also be considered during project review by the Planning Commission.

Comment 7

An expanded discussion of the Doubletree's impacts relating to growth inducement is needed.

Response

Growth-inducing impacts are discussed in Section 5.0, *Growth Inducement*. As discussed in that section, intensified use of Doubletree conference center facilities could lead to higher occupancy rates at hotels in the Waterfront area. This could be an economic stimulus to existing hotels and other businesses in the Waterfront area, but may also increase traffic levels in the area. Occupancy at Waterfront area hotels already exceeds 90% during the summer; therefore, the main potential for increased traffic would be during the low season when activity and traffic levels are generally lower, unless demand for hotel rooms were great enough to induce the development of additional hotels in the area. The impacts of such future development would depend upon its magnitude and location and cannot be predicted with any certainty. Any new development would be subject to a separate environmental review under CEQA. It should again be noted that the City's Local Coastal Program encourages more intensive visitor-serving uses in the Waterfront area.

Some of the road improvements discussed in Section 4.1 of the Draft EIR could accommodate additional growth by increasing the capacity of the local circulation system. However, the improvements discussed in the Draft EIR would generally be needed to improve operational levels at the affected locations under cumulative traffic conditions regardless of whether or not the currently proposed project is approved. Therefore, although project-generated traffic would incrementally increase demands upon the local circulation system, the need for the improvements is more the result of cumulative traffic growth in the area than of project-

generated traffic. In addition, it should again be noted that the improvements discussed in Section 4.1 are consistent with the City's General Plan and Local Coastal Program.

Comment 8

Clarification is needed regarding which alternatives would avoid Class I traffic impacts and whether retaining the existing condition avoiding starts and stops during the peak traffic period is needed.

Response

Alternative 2 (No Peak Hour Starts or Stops) would avoid all of the Class I, unavoidably significant, traffic impacts of the proposed project by prohibiting conference facility events from beginning or ending during peak traffic periods (4-6 PM on weekdays, 1-4 PM on weekends). This would prevent adding traffic to the local circulation system during peak traffic periods. Because City standards and thresholds are based upon operating conditions during peak periods, this would avoid significant traffic impacts.

Any of the "Reduced Limitation on Non-Hotel Guests" options would reduce traffic impacts as compared to the proposed project. However, all of the options would potentially generate traffic during peak periods that could exceed adopted City significance criteria at one or more intersections.

Comment 9

Clarification regarding bicycle space requirements is needed.

Response

The current condition requires one bicycle space for every seven automobile spaces. Based on the 930 automobile spaces onsite, 133 bicycle spaces are currently required. The applicant is requesting that the required number of bicycle spaces be reduced to 50, including 25 employee spaces. The request includes a provision requiring that additional spaces be added if the number of employees riding bicycles increases.

Comment 10

Wording in some portions of the project description and executive summary should be revised to be more neutral.

Response

The wording of the project description and executive summary will be modified in the Final EIR, as discussed in Response 5B (response to Letter 5 from the Santa Barbara County Association of Governments).

Comment 11

Reliance on traffic mitigation measures that are already planned and funded is inappropriate because such measures address existing conditions.

Response

The improvement in question involves the planned redesign of the Cabrillo Boulevard/U.S. 101 interchange, which is already funded and scheduled for completion by 2008. This improvement is not listed as a mitigation measure in the EIR, but rather is acknowledged as part of the background condition against which the project's impact is measured. This is similar in concept to considering cumulative traffic growth unrelated to the project as part of the background condition. It is true that the Cabrillo Boulevard/U.S. 101 interchange improvement will be implemented regardless of whether or not the proposed project is approved. However, it should also be recognized that, with the planned improvement, the City's level of service standard could be met even with project-generated traffic.

Comment 12

It would be useful to apply transportation and circulation policies to the proposed project in order to facilitate the discussion of the project.

Response

The Santa Barbara General Plan and Local Coastal Plan (LCP) include numerous policies relating to transportation and circulation. The majority of the transportation/circulation policies in both documents are not relevant to the proposed project because they are directed at City action rather than at actions to be implemented by private landowners. Nevertheless, both the General Plan and LCP include policies that are potentially relevant. These are discussed below as an initial policy consistency evaluation. Further discussion of policy will be provided as part of the Staff Report on the project. Final policy consistency determinations for the project are made by City decision-makers.

General Plan Policies

Land Use Element Policy 6.1.1 - Goals of General Plan Amendment 1-90

Update the Circulation Element with the following strategies which were highlighted during the 1990 General Plan Update Process:

- *Explore mandatory application of Transportation Demand Management to existing, as well as proposed, developments.*

Circulation Element

Policy 1.1.1 *Optimize access and parking for customers in business areas by implementing policies of the Circulation Element aimed at reducing*

dependence upon the automobile, and improving and increasing pedestrian, bicycle use, and transit use.

Policy 2.1.4 Work with outside agencies, employees, and employers to optimize the use of alternative travel modes to reduce the use of the automobile, especially during peak periods of congestion.

Policy 9.1.1 Improve pedestrian, bicycle, and transit access throughout the Coastal Zone. Improve access from the Wharf and Harbor areas to the La Playa (City College) lots, Waterfront, and State Street areas through such methods as:

- providing additional bicycle and pedestrian paths,*
- working with transit providers to increase transit service,*
- improving the existing beachway to increase safety for pedestrians, cyclists, skaters, and other forms of non-motorized travel,*
- providing additional bicycle racks and/or lockers in public areas, including public parking lots,*
- improving lighting along pedestrian routes to encourage pedestrian activity especially between Lower State Street, Stearns Wharf, the Harbor and the overnight tourist accommodations, and*
- providing additional seating and resting spots in public areas for pedestrians.*

Policy 9.1.4 Work with the Conference and Visitors Bureau and Chamber of Commerce to market the transportation system and promote travel to Santa Barbara through methods such as:

- marketing improvements to the transportation system to make the City more attractive to tourists and companies seeking to locate in Santa Barbara,*
- promoting and marketing the use of alternative transportation by visitors, especially between the Railroad Depot, Airport, and Waterfront hotels/motels, and*
- encouraging visitors to use alternative forms of travel such as the train.*

All of these policies suggest that transportation demand management (TDM) policies should be explored to address traffic impacts of developments. The proposed condition modifications do not appear to conflict with these policies, although the exclusive use of roadway improvements as mitigation for traffic impacts could be found to be inconsistent with the policy's intent. The current conditions of approval already require a number of TDM measures, which are listed in the response to Comment 3 above. Several additional TDM measures are also recommended in the response to Comment 3, including provision of commuter van service for employees and free employee bus passes, implementation of alternating employee work shifts, and restrictions on the timing of truck deliveries.

Local Coastal Plan Policies

Policy 3.3 New development proposals within the coastal zone which could generate new recreational users (residents or visitors) shall provide adequate off-street parking to serve the present and future needs of the development.

As discussed in Section 4.1, increasing the number of non-hotel guests allowed and allowance for special events with no limitation would potentially create a shortage of parking onsite during large conference facility events. This could potentially conflict with Policy 3.3. However, implementation of an approved parking management plan for large events, as outlined in Mitigation Measures TC-3 and TC-4, would address potential parking deficiencies. Thus, with mitigation, the project could be found to be consistent with this policy.

Policy 11.5 All new development in the waterfront area, excepting Stearns Wharf, shall provide adequate off-street parking to fully meet their peak needs. Parking needs for individual developments shall be evaluated on a site-specific basis and at minimum be consistent with City Ordinance requirements.

Please see the discussion above under Policy 3.3. With the mitigation measures recommended in the Draft EIR, the project could be found to be consistent with this policy.

Policy 11.11 The City shall encourage ride-sharing and car-pooling as a means of minimizing traffic demands in the waterfront.

Actions

- Tie into the ride-sharing program the Area Planning Council proposes to establish and operate. Carpool applications should be widely distributed and promotional activities performed. Also, a staff member should be designated to be responsible for liaison.
- Assign reserved parking spaces to carpoolers in premium parking areas.

The Doubletree Resort already provides preferential parking for employees who carpool as well bicycle parking for both employees and visitors. The applicant is requesting a reduction in the required number of onsite bicycle spaces and that the requirement to provide six hotel vans be changed to provide van shuttle service on an as needed basis. However, the applicant has committed to increase bicycle parking in the future as need dictates and to provide shuttle service to guests. The project does not appear to conflict with this policy.

Policy 11.15 Pedestrian movement and safety should be encouraged and provided for throughout the area.

Action

Review individual projects or capital improvement projects within the waterfront area to incorporate safe pedestrian movement.

The proposed condition modifications do not involve any physical change and would not affect pedestrian movement, either onsite or offsite. No problems associated with pedestrian movement and safety have been identified with existing hotel and conference use. No inconsistency with this policy is anticipated.