

APPENDIX A

Notice of Preparation and Responses

NOTICE OF PREPARATION

To: RINCON
Attention: Richard Daulton
1530 Monterey Street Suite D
San Luis Obispo, California 93401

From: City of Buellton
P.O. BOX 1819
Buellton, California 93427

Subject: Notice of Preparation of a Draft Environmental Impact Report

City of Buellton will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study is not attached.

Due to the limits mandated by the State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response to Ray Severn at the address shown above. We will need the name for a contact person in your **agency**.

Project Title: Oak Springs Village

Project Applicant: Barry Swenson Builders, Hochauser Blatter Architecture and Planning

Date: July 29, 2002

Signature



Title:

Planning Director

Telephone:

(805) 688-7474

E-mail:

rays@cityofbuellton.com

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082 (a), 15103, 15375.

*Project File
Oaks Springs Village*



STATE OF CALIFORNIA

Governor's Office of Planning and Research
State Clearinghouse



Gray Davis
GOVERNOR

Notice of Preparation

Tal Finney
INTERIM DIRECTOR

August 2, 2002

To: Reviewing Agencies

Re: Oaks Spring Village
SCH# 2002081018

Attached for your review and comment is the Notice of Preparation (NOP) for the Oaks Spring Village draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Ray Severn
City of Buellton
P.O. Box 1819
Buellton, CA 93427

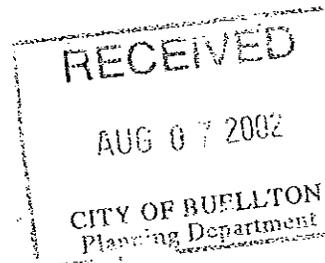
with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Project Analyst, State Clearinghouse

Attachments
cc: Lead Agency



Resources Agency

Resources Agency
Nadell Gayou

Dept. of Boating & Waterways
Bill Curry

California Coastal
Commission
Elizabeth A. Fuchs

Dept. of Conservation
Roseanne Taylor

Dept. of Forestry & Fire
Protection
Allen Robertson

Office of Historic
Preservation
Hans Kreutzberg

Dept of Parks & Recreation
B. Noah Tighman
Environmental Stewardship
Section

Reclamation Board
Pam Bruner

S.F. Bay Conservation &
Dev't. Comm.
Steve McAdam

Dept. of Water Resources
Resources Agency
Nadell Gayou

Fish and Game

Dept. of Fish & Game
Scott Flint
Environmental Services Division

Dept. of Fish & Game 1
Donald Koch
Region 1

Dept. of Fish & Game 2
Banky Curtis
Region 2

Dept. of Fish & Game 3
Robert Floerke
Region 3

Dept. of Fish & Game 4
William Laudemilk
Region 4

Dept. of Fish & Game 5
Don Chadwick
Region 5, Habitat Conservation
Program

Dept. of Fish & Game 6
Gabriane Gatchel
Region 6, Habitat Conservation
Program

Dept. of Fish & Game 6 I/M
Tammy Allen
Region 6, Inyo/Mono, Habitat
Conservation Program

Dept. of Fish & Game M
Tom Napoli
Marine Region

Health & Welfare

Health & Welfare
Wayne Hubbard
Dept. of Health/Drinking Water

Food & Agriculture
Steve Shaffer
Dept. of Food and Agriculture

Colorado River Board
Gerald R. Zimmerman

Tahoe Regional Planning
Agency (TRPA)
Lyn Barnett

Office of Emergency Services
John Rowden, Manager

Delta Protection Commission
Debbie Eddy

Santa Monica Mountains
Conservancy
Paul Egelman

Dept. of Transportation
Mike Eagan
District 1

Dept. of Transportation 2
Don Anderson
District 2

Dept. of Transportation 3
Jeff Pulverman
District 3

Dept. of Transportation 4
Jean Finney
District 4

Dept. of Transportation 5
David Murray
District 5

Dept. of Transportation 6
Marc Bimbaum
District 6

Dept. of Transportation 7
Stephen J. Buswell
District 7

Dept. of Transportation 8
Linda Grimes,
District 8

Dept. of Transportation 9
Katy Waiton
District 9

Dept. of Transportation 10
Tom Dumas
District 10

Dept. of Transportation 11
Bill Figge
District 11

Dept. of Transportation 12
Bob Joseph
District 12

Dept. of Transportation 10
Tom Dumas
District 10

Dept. of Transportation 11
Bill Figge
District 11

Dept. of Transportation 12
Bob Joseph
District 12

Business, Trans & Housing

Housing & Community Development
Cathy Creswell
Housing Policy Division

Caltrans - Division of Aeronautics
Sandy Hesnard

California Highway Patrol
Lt. Julie Page
Office of Special Projects

Dept. of Transportation
Ron Helgeson
Caltrans - Planning

Dept. of General Services
Robert Sleppy
Environmental Services Section

Air Resources Board
Airport Projects
Jim Lerner

Transportation Projects
Kurt Karperos

Industrial Projects
Mike Tolstrup

California Integrated Waste
Management Board
Sue O'Leary

State Water Resources Control
Board
Diane Edwards
Division of Clean Water Programs

State Water Resources Control
Board
Greg Frantz
Division of Water Quality

State Water Resources Control
Board
Mike Falkenstein
Division of Water Rights

Dept. of Toxic Substances Control
CEQA Tracking Center

Regional Water Quality Control
Board (RWQCB)

RWQCB 1
Cathleen Hudson
North Coast Region (1)

RWQCB 2
Environmental Document
Coordinator
San Francisco Bay Region (2)

RWQCB 3
Central Coast Region (3)

RWQCB 4
Jonathan Bishop
Los Angeles Region (4)

RWQCB 5S
Central Valley Region (5)

RWQCB 5F
Central Valley Region (5)
Fresno Branch Office

RWQCB 5R
Central Valley Region (5)
Redding Branch Office

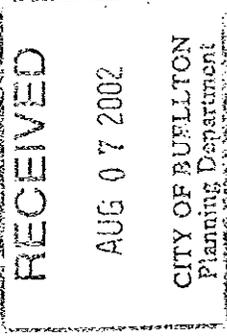
RWQCB 6
Lahontan Region (6)

RWQCB 6V
Lahontan Region (6)
Victorville Branch Office

RWQCB 7
Colorado River Basin Region (7)

RWQCB 8
Santa Ana Region (8)

RWQCB 9
San Diego Region (9)



**Document Details Report
State Clearinghouse Data Base**

SCH# 2002081018
Project Title Oaks Spring Village
Lead Agency Buellton, City of

Type NOP Notice of Preparation
Description The purpose of Specific Plan is to refine and implement the General Plan and Community Plan for a parcel of group of parcels in order to specifically guide future development.

Lead Agency Contact

Name Ray Severn
Agency City of Buellton
Phone 805 688 7474 **Fax**
email rays@cityofbuellton.com
Address P.O. Box 1819
City Buellton **State** CA **Zip** 93427

Project Location

County Santa Barbara
City Santa Barbara
Region
Cross Streets McMurray Road
Parcel No. 137-090-045
Township **Range** **Section** **Base**

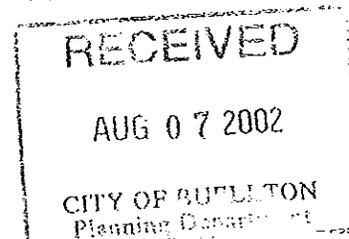
Proximity to:

Highways 246
Airports
Railways
Waterways
Schools
Land Use Low Density Residential
Medium Density Residential
Multi-Family Residential
Neighborhood Commercial
General Commercial
Service Commercial
Industrial
Public/Quasi-Public
Open Space/Parks and Recreation

Project Issues

Reviewing Agencies Resources Agency; Department of Forestry and Fire Protection; Department of Parks and Recreation; Department of Health Services; Department of Fish and Game, Region 5; Native American Heritage Commission; State Lands Commission; Caltrans, District 5; California Highway Patrol; Regional Water Quality Control Board, Region 3

Date Received 08/02/2002 **Start of Review** 08/02/2002 **End of Review** 09/03/2002





City of Buellton Police Department

140 W. Hwy. 246 - P.O. Box 156
Buellton, California 93427
Phone (805) 686-8150



September 5, 2002

Planning Department
City of Buellton
140 West Highway 246
Buellton, California 93427

Subject: "Oak Springs Village" (APN 137-090-045).

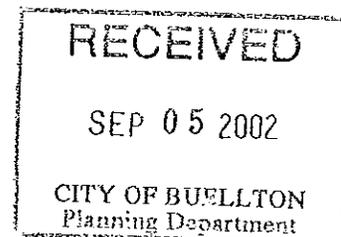
City of Buellton Planning Department:

Upon reviewing the maps and information regarding the above project, the Buellton Police Department has no comments or conditions related to that project at this time.

Sincerely,

A handwritten signature in cursive script, appearing to read "Charles Wayne Gerhart".

Charles Wayne Gerhart, Lieutenant
Buellton Station Commander



DAVID HUTT, Ed.D.
SUPERINTENDENT

TRUSTEES:
LIZ DADIOIAN
JOBLEEN LEE
EILEEN PRESTON
MARK REAM
MARCULO SARQUILLA

JONATA SCHOOL
JAN CLEVINGER — Principal
301 Second Street
Buellton, CA 93427
(805) 688-4222, Fax (805) 688-6611
E-mail: jclevenger@sbceo.org

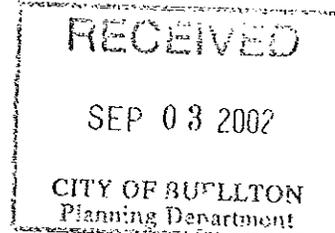
BUELLTON UNION SCHOOL DISTRICT

301 SECOND STREET • BUELLTON, CA 93427
TELEPHONE: (805) 688-4222 • FAX: (805) 688-6611

OAK VALLEY ELEMENTARY
DAVID HUTT — Principal
595 Second Street
Buellton, CA 93427
(805) 688-6992
E-mail: dhutt@sbceo.org

August 27, 2002

Ray Severn, Planning Director
Planning Department
City of Buellton
P.O. Box 1819
Buellton, CA 93427



Subject: Oak Springs Village

Dear Mr. Severn:

Thank you for the opportunity to comment on the "Oak Springs Village" project. In reviewing the materials provided, the following comments or conditions are submitted:

- a. Based upon the student yield factor from our Developer Fee Justification Study, the project could yield up to 49 students between kindergarten and eighth grade. We are in agreement with the narrative on page 21 of the draft environmental impact report. While the projection of occupancy stated on Page 22 of the report could happen, it is the District's opinion that the "student yield," for planning purposes, equals 49.
- b. The proposed project is outside of the Board adopted walking zone to either of the District campuses. In reviewing the Circulation/Transportation corridors of Figure 13, please insure that consideration/provision is given to establishing suitable school bus stops for the area. Please contact Transportation Director, Mickey Thompson (688-4222 x231) for further information.

Sincerely,

Superintendent
David Hutt Ed.D

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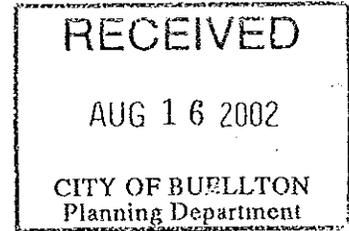
Project File



Santa Barbara County
Air Pollution Control District

August 15, 2002

Ray Severn, Planning Director
City of Buellton
P.O. Box 1819
Buellton, California 93427



RE: Oak Springs Village Specific Plan: Response to Notice of Preparation

Dear Ray,

The Santa Barbara County Air Pollution Control District (APCD) appreciates the opportunity to provide comments, germane to the statutory responsibilities of our agency, on the NOP for the above referenced project.

1. APCD Rules and Regulations are posted on our website (www.sbcapcd.org). It is the responsibility of the tenants to ensure compliance with these rules. For instance, if the project includes auxiliary equipment, they will need an Authority to Construct and Permit to Operate from the APCD. Combustion equipment with maximum heat input of less than 5 million Btu per hour may be exempt from APCD permit.
2. The DEIR should note that uses that may emit toxic air contaminants may be subject to a screening health risk assessment, using a reasonable worst-case scenario, prior to occupancy. The City should ensure compatibility of land uses (e.g., day care centers should not be placed next to dry-cleaners, gas stations, etc.).
3. Construction Emissions. In addition to the standard dust control measures, the APCD recommends the following measures during project grading and construction to reduce NO_x emissions from construction equipment:
 - Heavy-duty diesel-powered construction equipment manufactured after 1996 (with federally mandated "clean" diesel engines) should be utilized wherever feasible.
 - The engine size of construction equipment shall be the minimum practical size.
 - The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.
 - Construction equipment shall be maintained in tune per the manufacturer's specifications.
 - Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
 - Diesel catalytic converters shall be installed, if available.
 - Diesel particulate emissions shall be reduced using EPA or California certified and or verified control technologies like particulate traps.

Douglas W. Allard
26 Castilian Drive B-23, Goleta, CA 93117 Fax: 805-961-8801 Phone: 805-961-8800

Air Pollution Control Officer

- Diesel powered equipment should be replaced by electric equipment whenever feasible.
 - Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.
4. The APCD acknowledges that the intent of this mixed-use project is to reduce the reliance on the automobile for commuter trips. However, in order to make it a truly effective project, some percentage or all of the residences should be reserved for employees of the office park. For employees of the office park who live elsewhere, incentives to employees to leave their cars at home should be combined with parking space reduction. Effective incentives include free transit passes or cash incentives to employees who don't drive their car to work.
 5. Although some mitigation measures cannot be quantified, CEQA requires that all feasible measures be applied to reduce significant impacts. The **URBEMIS 2001** program, which includes mitigation measures for reducing VMT, should be used.
 6. Feasible off-site mitigation measures, such as clean-fuel shuttle buses may also be considered. If your agency is interested in pursuing feasible off-site mitigation 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.
 7. Other mitigation measures should include sustainable development principles and pollution prevention practices such as "green building" designs and construction materials. Prior to approval of building permits, the approving agency should review the proposed building plans and provide recommendations on increasing energy efficiencies beyond Title 24 compliance in project design. The following innovative measures should be incorporated into project building plans unless the developer provides evidence, to the satisfaction of agency staff, that incorporation of a specific measure is not feasible:
Energy conserving measures:
 - Photovoltaic and wind generators
 - Duct system within the building thermal envelope, or insulated to R-8
 - Passive cooling strategies: Passive or fan-aided cooling planned for or designed into structure, a cupola or roof opening for hot air venting or underground cooling tubes
 - Outdoor lighting designed for high efficiency, solar-powered or controlled by motion detectors
 - Natural lighting in buildings
 - Building siting and orientation to reduce energy use
 - Summer shading and wind protection measures to increase energy efficiency
 - Use of concrete or other non-polluting materials for parking lots instead of asphalt;
 - Use of landscaping to shade buildings and parking lots;
 - Installation of energy efficient appliances and lighting;
 - Installation of mechanical air conditioners and refrigeration units that use non-ozone depleting chemicals.
 - Installation of sidewalks and bikepaths.
 - Installation of covered bus stops to encourage use of mass transportation.
 - Site preparation for installation of an electric vehicle charging station
 - Display kiosk with air quality and alternative transportation educational materials.

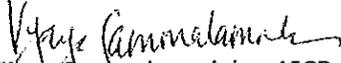
Green building materials:

- At least 50% of exterior of local masonry; plaster or cementitious siding; recycled, salvaged or certified sustainably harvested wood; recycled roofing material or combination cement-fiber roofing; 30-year rated life on minimum 50% of roof
- At least 50% interior floor of tile, stone, finished concrete; cork or natural linoleum, carpet and pad (tacked) of recycled content or natural content, minimal finishes
- All insulation to be 100% recycled content, wet-blown, and/or cellulose with UL fire retardant
- The use of light colored water based paint and roofing materials.
- At least 80% of interior and exterior paints and finishes to be water-based or low VOC and adhesives to be solvent-free.
- Prepare a construction waste management plan to encourage material re-use and minimize waste.

8. Consistency with the 2001 Clean Air Plan should also be included.

Please call me at 961-8893 or contact me by e-mail vlj@sbcapcd.org, if you have questions.

Sincerely,


Vijaya Dammalamadaka, AICP
Air Quality Specialist
Technology and Environmental Assessment Division

cc: Project File (Buellton: Oak Springs Village Specific Plan)
TEA Chron File

||NE3\Groups\PCA\WP\PCACORR\Buellton Oak Springs Village SP NOP.doc

APPENDIX B

Policy Consistency Analysis



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APPENDIX B POLICY CONSISTENCY

This section provides a preliminary analysis of the consistency of the proposed Specific Plan with City plans and policies. A final determination of Specific Plan consistency with plans and policies will be made by City decision-makers.

CITY OF BUELLTON GENERAL PLAN

The City General Plan is a comprehensive statement of goals and policies relating to the development of the community, the management of potential hazards, and the protection of natural and cultural resources within its study area. The General Plan directs Buellton's future by expressing community desires and by providing the basis for regulations to protect and enhance the community's quality of life for future generations. The City General Plan contains nine elements, including: land use, economic development, housing, circulation, public facilities and services, parks and recreation, conservation and open space, safety, and noise.

Land Use Designation and Zoning

The site is currently designated in the City General Plan and zoned for General Commercial (CR) use. The Specific Plan would require a General Plan Amendment to change the land use and zoning designations of the site to accommodate the proposed mixed uses. Such a General Plan Amendment would allow the following land use components: Commercial/ Large Scale Retail; General Service/Commercial; Single Family Residential/PRD; Multi-family Residential/Townhouses; Multi-family/Affordable Housing; Health Center/ Senior Housing/ Assisted Living; and Recreation/Open Space. The Specific Plan site is proposed to include 10.0 acres of commercial/large scale retail uses, 3.2 acres of general service/commercial uses, 28 affordable multi-family housing units on 1.0 acre, 32 multi-family/townhouses on 2.3 acres, 21 single-family residential units on 2.1 acres, 60 to 75 senior assisted living units with a health center on 2.1 acres, and recreation/open space areas including a water feature/playground on 1.8 acres.

Comment. The Specific Plan proposes alteration of the General Plan land use and zoning designations for the site. Following implementation of the proposed zone changes and general plan amendments, the Specific Plan would be consistent with zoning and land use designations for the site.

Land Use Element Goals and Policies

General Plan Land Use Element Policy L-2

The size of the town shall be maintained, with most businesses, schools, parks and social centers within easy walking distance of residences.

Consistency: The site is surrounded by existing urban uses to the east, south and west. Therefore, the proposed Specific Plan land uses would be considered infill development, and would not affect the size of the town. The proposed Specific Plan would be potentially consistent with Policy L-2.

General Plan Land Use Element Policy L-3

New development shall be restricted from areas where natural conditions are likely to pose a threat to public safety or produce excessive maintenance costs.

Consistency: As described throughout this EIR, the Specific Plan uses would not be located in an area that contains threats to public safety. The proposed Specific Plan would plan for the future development of a public roadway connecting McMurray Road and Glennora Way, and an on-site public park, which would increase City maintenance costs. However, these maintenance costs would not be considered excessive and would not be caused by the location of the site. Therefore, the proposed Specific Plan would be potentially consistent with Policy L-3.

General Plan Land Use Element Policy L-4

New development shall not be allowed unless adequate public services are available to serve such new development.

Consistency: The payment of required mitigation fees would ensure that public services (e.g., police, fire, school, parks) and facilities (e.g., water, sewer, storm drainage, solid waste) would be available to serve the proposed land uses (refer to Section 1.4, *Effects Found Not to Be Significant*, of this EIR). Therefore, the proposed Specific Plan would be potentially consistent with Policy L-4.

General Plan Land Use Element Policy L-6

New residential development shall be controlled so that the small town character of Buellton is protected.

Consistency: The site is surrounded by existing urban uses to the east, south and west. Therefore, the proposed Specific Plan land uses would be considered infill development, and would not affect the size of the town. In addition, the Specific Plan includes development standards such that the design and layout of the development shall be consistent with the small, rural community image the City of Buellton would like to preserve, which would be achieved by the architectural theme and minimizing the size, scale and bulk of the buildings through appropriate design. Therefore, the proposed Specific Plan would be potentially consistent with Policy L-6.

General Plan Land Use Element Policy L-14

All exterior lighting in new development shall be located and designed so as to avoid shining directly onto residential properties, and shall minimize offsite glare. Proponents of commercial or industrial projects on property adjacent to residential areas shall submit a lighting plan to the City for review and approval; said plan shall incorporate features such as low level, downward directed lights to achieve the intent of this policy.

Consistency: As described in Section 4.1, *Aesthetics*, of this EIR, streetlights, entry lights, and interior lights have the potential to adversely affect nearby properties and degrade the nighttime view of the area. Sources of glare that may affect adjacent uses would be building exterior materials, surface paving materials, and vehicles traveling or parked on roads and driveways within the Specific Plan area. Any highly reflective facade materials would be of particular concern, as buildings would reflect the bright sunrays. Mitigation measure AES-1, which involves non-glare and directional lighting specifications, lighting limitations at the proposed public park, and street light limitations, would reduce light and glare impacts to a

less than significant level. Following implementation of this mitigation measure, the proposed Specific Plan would be potentially consistent with Policy L-14.

General Plan Land Use Element Policy L-16

The pace of new residential development should be such that new residents can be absorbed into the fabric of the town and existing residents are not overwhelmed by newcomers, by requiring phasing of larger projects, for example.

Consistency: The Specific Plan stipulates that the subject site be developed in four phases. Therefore, the proposed Specific Plan would be potentially consistent with Policy L-16.

General Plan Land Use Element Policy L-17

The form, scale, and character of new residential development should emulate the best characteristics of the existing residential neighborhoods, such as single and two-story dwellings with pitched roofs and adequate off-street parking; landscaped front yards with trees and sidewalks.

Consistency: The residential component of the proposed Specific Plan would involve two- and three-story dwelling units with pitched roofs and extensive landscaped areas. The three-story dwelling units would feature a below grade or partially below grade garage. Only two stories of these units would be visible above ground. As described in Section 4.5, *Transportation and Circulation*, proposed parking for the residential components of the Specific Plan would be adequate according to City standards. Therefore, the proposed Specific Plan would be potentially consistent with Policy L-17.

General Plan Land Use Element Policy L-19

Lands designated for residential development should be developed at a density of at least three (3) dwelling units per gross acre, unless special circumstances, such as slope, flooding, or other environmental conditions warrant a lower density.

Consistency: The residential component of the proposed Specific Plan features a single-family residential density of 10 units per acre, a multi-family/affordable residential density of 28 units per acre, a multi-family/townhouse residential density of 14 units per acre, and a senior assisted living residential density of 36 units per acre. The proposed Specific Plan would therefore be potentially consistent with Policy L-19.

General Plan Land Use Element Policy L-20

Multi-family development should be encouraged near the commercial development.

Consistency: The Specific Plan includes mixed use development that consists of multi-family development in proximity to commercial development. In addition, the residential components of the Specific Plan would be located in an area characterized by substantial existing commercial development along McMurray Road and Highway 246. Therefore, the proposed Specific Plan would be potentially consistent with Policy L-20.

General Plan Land Use Element Policy L-21

Multi-family development shall include usable private open space for each dwelling.



Consistency: The multi-family residential components of the proposed Specific Plan would provide usable private open space for each dwelling. The upper story of the multi-family/townhome component units would access a yard and/or common green space. Therefore, the proposed Specific Plan would be potentially consistent with Policy L-21.

General Plan Land Use Element Policy L-22

New commercial development shall be encouraged in Buellton along Avenue of Flags and Highway 246. In general, new commercial development should provide a wider range of retail shopping opportunities for the community. Local-serving shopping opportunities should be increased to include, but not be limited to, an additional grocery store and pharmacy/drug store.

Consistency: Therefore, the proposed Specific Plan would be potentially consistent with Policy L-22.

General Plan Land Use Element Policy L-24

New commercial development should incorporate elements to encourage pedestrian access and to screen parked areas from public view.

Consistency: The commercial components of the proposed Specific Plan are accessed via driveways off Highway 246 and McMurray Road. Pedestrian walkways and plazas would connect the various sub-areas of this component and the other components of the Specific Plan. The Specific Plan includes frontage improvements, including the construction of sidewalks along the McMurray Road and Highway 246 site frontages. The proposed parking areas would be partially screened from public view by landscaping along the site perimeter. Therefore, the proposed Specific Plan would be potentially consistent with Policy L-24.

General Plan Land Use Element Policy L-28

The Avenue of Flags area north of Highway 246 should remain the physical and social center of Buellton, and should remain the focus for community events and gatherings. New residential neighborhoods should remain within easy walking and bicycling distance from the town center. Existing businesses that serve the needs of ranching or agricultural operations should be encouraged to relocate in the Service Commercial or Light Industrial districts, as appropriate.

Consistency: The proposed Specific Plan site is located less than ½ mile from the Avenue of Flags and is therefore located within walking distance from the town center. The Specific Plan includes frontage improvements, including the construction of sidewalks along the McMurray Road and Highway 246 site frontages. These sidewalks would connect to the existing sidewalk system between the site and Avenue of Flags. The proposed Specific Plan would be potentially consistent with Policy L-28.

General Plan Land Use Element Policy L-29

Sidewalk areas in the commercial core along Avenue of the Flags and Highway 246 should allow for the free flow of pedestrians.



Consistency: The Specific Plan includes frontage improvements, including the construction of sidewalks along the McMurray Road and Highway 246 site frontages. The Specific Plan would provide access from Highway 246, but would not otherwise encroach upon existing or future Avenue of Flags sidewalk areas. Therefore, the proposed Specific Plan would be potentially consistent with Policy L-29.

Housing Element Goals and Policies

General Plan Housing Element Policy H-9

Low income housing produced through government subsidies and/or through incentives or regulatory programs shall be distributed throughout the City and not concentrated in a particular area or neighborhood.

Consistency: The proposed 28-unit affordable multi-family residential component of the Specific Plan would represent a substantial percentage of affordable housing in the City. However, the proposed Specific Plan residential component would not be located adjacent to other affordable housing sites. Therefore, the Specific Plan would not result in a concentration of low income housing in a particular area or neighborhood, and the Plan would be potentially consistent with General Plan Housing Element Policy H-9.

General Plan Housing Element Policy H-10

The City shall encourage the development of multi-family dwellings in locations where adequate facilities are available and where such development would be consistent with neighborhood character, including mixed-use projects in commercial zones.

Consistency: As described throughout this EIR, adequate public services and facilities are available to serve the proposed Specific Plan land uses. The applicant and future developers of the Specific Plan components would provide on-site improvements and connections to existing facilities. The Specific Plan would plan for mixed use development, including multi-family residential development, in an existing commercial zone. As described in Section 4.1, *Aesthetics*, of this EIR, the Specific Plan includes several development standards that would facilitate visual compatibility between individual land use components on the site, and between the proposed on-site uses and adjacent off-site uses. Implementation of Mitigation Measure AES-1, which requires preparation of architectural and landscape guidelines, would reduce aesthetic impacts to a less than significant level. Therefore, the proposed Specific Plan would be potentially consistent with Policy H-10.

General Plan Housing Element Policy H-18

The development of various types of housing for individuals with special needs such as the handicapped, elderly persons, farmworkers, or single parents shall be encouraged.

Consistency: The Specific Plan includes 75 senior assisted living units. Therefore, the proposed Specific Plan would be potentially consistent with General Plan Housing Element Policy H-18.



Circulation Element Goals and Policies

Traffic Management Policy C-1

Level of Service "C" or better shall generally be maintained on all streets and intersections, lower levels of service may be accepted during peak times or as a temporary condition, if improvements to address the problem are programmed to be developed.

Consistency: As described in Section 4.5, *Transportation and Circulation*, of this EIR, the addition of the trips generated by the Specific Plan land uses to the roadway network would not be expected to result in significant traffic congestion, and would not reduce the level of service on area roadways below LOS C. Therefore, the proposed Specific Plan would be potentially consistent with Policy C-1.

Traffic Management Policy C-2

The street system in residential neighborhoods should have safe and logical connections to the existing street pattern.

Consistency: The proposed residential components of the Specific Plan would be accessed primarily from the proposed public loop road that would connect to McMurray Road at two points. This road would continue into the site around the public park and provide access to all of the residential components of the Specific Plan site. This proposed road would be designed as a two way street with parking on each side. These site access points would be considered safe and logical connections to the existing street pattern. Therefore, the proposed Specific Plan would be potentially consistent with Policy C-2.

Traffic Management Policy C-3

The City should not approve new commercial or industrial development that encourages customers, employees, or deliveries to use residential streets. The circulation system should be designed so that non-residential traffic (especially truck traffic) is confined to non-residential streets.

Consistency: Truck trips would be generated from delivery of supplies to the site and from delivery of products from the site. Deliveries to and from the site would access the site via McMurray Road and Highway 246, which would not be considered residential streets. The proposed McMurray Road and Highway 246 site driveways would serve the proposed commercial and retail components of the Specific Plan. Commercial traffic to the site would not utilize the proposed residential loop road. Therefore, the proposed Specific Plan would be potentially consistent with Policy C-3.

Traffic Management Policy C-5

The number of new driveways on Highway 246 should be minimized.

Consistency: The Specific Plan includes two new driveways on Highway 246. However, these new driveways would not present any traffic safety hazards and would not substantially disrupt traffic patterns on Highway 246. Therefore, the proposed Specific Plan would be potentially consistent with Policy C-5.



Traffic Management Policy C-7

Facilities that promote the use of alternative modes of transportation, including bicycle lanes, pedestrian and hiking trails, park-and-ride lots, and facilities for public transit shall be incorporated into new development, and shall be encouraged in existing development.

Consistency: Pedestrian walkways and plazas would connect the various sub-areas of the commercial components and the other components of the Specific Plan. The Specific Plan includes frontage improvements, including the construction of sidewalks along the McMurray Road and Highway 246 site frontages. Therefore, the proposed Specific Plan would be potentially consistent with Policy C-7.

Traffic Management Policy C-16

The City shall require the provision of adequate off-street parking in conjunction with all new development. Parking shall be located convenient to new development and shall be easily accessible from the street.

Consistency: As described in Section 4.5, *Transportation and Circulation*, of this EIR, the Specific Plan involves the construction of adequate off-street parking, with the redistribution of planned parking from the commercial uses to the senior assisted living use. Parking spaces would be easily accessible from the private access roads. Therefore, the proposed Specific Plan would be potentially consistent with Policy C-16.

Pedestrian Circulation Policy C-26

New development should provide sidewalks and pedestrian paths consistent with applicable State, federal and local plans, programs and standards.

Consistency: Pedestrian walkways and plazas would connect the various sub-areas of the commercial components and the other components of the Specific Plan. The Specific Plan includes frontage improvements, including the construction of sidewalks along the McMurray Road and Highway 246 site frontages. Therefore, the proposed Specific Plan would be potentially consistent with Policy C-26.

Public Facilities and Services Element Goals and Policies

General Plan Public Facilities and Services Element Policy S-3

New development should not be allowed until adequate public services and facilities to serve such development are provided.

Consistency: As described in Section 4.1, *Effects Found Not to Be Significant*, of this EIR, with payment of service and utilities fees, adequate public services (e.g., police, fire, school, parks) and facilities (e.g., water, domestic sewer, storm drainage, solid waste) would be available to serve the proposed uses. The applicant and future developers of the Specific Plan components would provide on-site improvements and connections to existing facilities. Therefore, the proposed Specific Plan would be potentially consistent with Policy S-3.

General Plan Public Facilities and Services Element Policy S-5

All new development shall connect to City water and sewer systems.

Consistency: As described in Section 4.1, *Effects Found Not to Be Significant*, of this EIR, the Specific Plan would involve connections to the existing City water and sewer systems. Therefore, the proposed Specific Plan would be potentially consistent with Policy S-4.

General Plan Public Facilities and Services Element Policy S-6

Gravity flow for sewer and water service shall be employed wherever feasible.

Consistency: Gravity flow for water and sewer service would be used by the proposed Specific Plan land uses via connections to existing water and sewer mains along Highway 246 and/or McMurray Road. Therefore, the proposed Specific Plan would be potentially consistent with Policy S-6.

General Plan Public Facilities and Services Element Policy S-10

Engineered drainage plans may be required for development projects which (a) involve greater than five acres, and (b) incorporate construction or industrial activities or have paved surfaces which may affect the quality of stormwater runoff. Engineered drainage plans shall incorporate a collection and treatment system for stormwater runoff consistent with applicable federal and State laws.

Consistency: The proposed improvements would occur on more than five acres and involve future construction and paved surfaces that may affect the quality of stormwater runoff. The Specific Plan would guide future development on the site, but would not provide approval of a precise project. Precise site grading and drainage plans would be prepared for the Specific Plan land use components as future development is proposed on the site. When these future projects are proposed on the site, the project applicants would be required to submit hydrology calculations, prepared by a Civil Engineer, to the City Engineer for review and approval. The drainage calculations would be required to demonstrate that the existing storm drain systems maintained by Caltrans and the City (as applicable) have adequate capacity to accommodate the proposed Specific Plan land uses. If capacity is not available in the existing systems using the design criteria of the governing agency, then the applicants would be required to construct new downstream drainage improvements, improve the existing system, or other acceptable alternative, as approved by the City Engineer. Therefore, the proposed Specific Plan would be potentially consistent with Policy S-10.

Parks and Recreation Element Goals and Policies

General Plan Parks and Recreation Element Policy PS-1

Neighborhood parks should be incorporated into plans for development on the east and west sides of the 101 freeway.

Consistency: The Specific Plan includes an active and passive use community park of approximately 1.8 acres and a network of pedestrian paths and landscaping buffers and screening. Therefore, the proposed Specific Plan would be potentially consistent with Policy PS-1.

General Plan Parks and Recreation Element Policy PS-11

The City should strive to achieve a ratio of five acres of parkland per 1,000 residents.

Consistency: The residential units included in the Specific Plan would increase the demand for neighborhood and regional park use. Based on current City household sizes (2.83 persons per single-family unit and 2.95 persons per multi-family unit; U.S. Census 2000), the proposed Specific Plan, which includes 135 multi-family units (including the 75 proposed senior units) and 21 single-family units, would be expected to generate 463 residents. Based on the City standard of 5 acres of parkland for every 1,000 residents, the Specific Plan would require the dedication or in lieu fees to provide 2.3 acres of parkland. The Specific Plan includes an active and passive use community park of approximately 1.8 acres and a network of pedestrian paths and landscaping buffers and screening. Fees collected at the time of Final Map recordation or at issuance of building permits would be used for purchase of parkland and/or park improvements within the City. With the provision of the on-site community park and payment of parks fees, less than significant impacts would result. Therefore, the proposed Specific Plan would be potentially consistent with Policy PS-11.

Open Space/Conservation Element Goals and Policies

General Plan Open Space/Conservation Element Policy C/OS-8

The City shall require new public or private development to protect scenic resources by:

- a. Prohibiting structures along ridgelines, steep slopes, or in other highly visible locations unless no practical alternative is available, or such a location is necessary to protect public health and safety.
- b. Utilizing natural landforms and vegetation for screening structures, access roads, building foundations, and cut and fill slopes.
- c. Requiring landscaping which provides a landscape transition between developed areas and adjacent open space or undeveloped areas; and is compatible with the scenic resource being protected.
- d. Incorporating sound Soil Conservation Service practices and minimizing land alterations. Land alterations should be minimized by: keeping cuts and fills to a minimum; limiting grading to the smallest practical area of land; limiting land exposure to the shortest practical amount of time; replanting graded areas to insure establishment of plant cover before the next rainy season; and creating grading contours that blend with the natural contours on site or look like contours that would naturally occur.
- e. Designing roads, parking, and utilities to minimize visual impacts. If possible, utilities should be undergrounded. Roadways and parking should fit the natural terrain.
- f. Designing projects to fit the site's scale and character. Structures should be designed and located so: they do not silhouette against ridgelines, or hilltops; roof lines and vertical architectural features blend with and do not detract from the natural background or ridge outline; residential density and massing is decreased with increased elevation where it would mar the scenic quality of the scenic resource; they fit the natural terrain, and they utilize building materials, colors, and textures that blend with the natural landscape to avoid the creation of high-contrast situations.

Consistency: The proposed Specific Plan land uses would not be located on any steep slopes or hillsides. Due to the flat topography of the site and lack of substantial vegetation along the site perimeter, the site is not currently substantially screened. However, the Specific Plan includes perimeter landscaping that would partially screen views of the site. Also due to the flat topography of the site, the Specific Plan would not involve excessive grading. Connections to water, sewer and other utilities would be placed underground in utility trenches and accommodated via public utility easements. Future structures on the Specific Plan site would not silhouette against ridgelines or hilltops. Future project building material, color, and texture compatibility with the landscape and adjacent uses would be assessed during City design review. The proposed Specific Plan would be potentially consistent with Policy C/OS-8.

General Plan Open Space/Conservation Element Policy C/OS-9

The City should require public or private development to:

- a. Locate structures, accessory structures, paving, and grading at the base of a hill (generally that area below 15 percent slope) unless: (1) no practicable alternative is available; (2) the location on a greater slope or at a greater elevation provides more aesthetic quality; or (3) the location is necessary to protect public health and safety.
- b. Utilize design, construction, and maintenance techniques that: (1) preserve and enhance the hillsides; (2) ensure that development near or on portions of a hill do not cause, or make worse natural hazards (such as erosion, sedimentation, fire, or water quality concerns); (3) include erosion and sediment control practices including temporary vegetation sufficient to stabilize disturbed areas; (4) minimize risk to life and property from slope failure, landslides, and flooding; (5) maintain the character and visual quality of the adjacent hillside.
- c. Incorporate recreation and public access on or near hillsides consistent with this Element.

Consistency: The proposed Specific Plan involves buildings located on a flat site along the base of slope north of the site. No buildings are proposed on these adjacent slopes. Compliance with the City's Grading Ordinance as a condition of approval would ensure that implementation of the Specific Plan would result in less than significant impacts related to erosion and sedimentation. Erosion control measures could include: hydroseeding or planting a surface cover of protective vegetation on graded areas; surface protection with mulches and other materials; use of compacted materials in fill slopes; and/or construction of lined interceptor ditches or diversion dikes above fill and cut slopes. The site is not located in a flood hazard area. The Specific Plan would not result in residential uses located adjacent to vegetated open space areas that could present a significant fire hazard. The proposed access and internal circulation system would ensure adequate emergency vehicle access to all portions of the site. Fire safety issues would be addressed through standard City project conditioning including, but not limited to, the requirement for automatic sprinklers, alarm system, roadway access, fire hydrants, and fire extinguishers. As described in Section 4.1, *Aesthetics*, of this EIR, with implementation of recommended mitigation measures, the proposed Specific Plan would result in less than significant impacts related to light and glare, and changes to the visual character of the site. Therefore, the proposed Specific Plan would be potentially consistent with Policy C/OS-9.

General Plan Open Space/Conservation Element Policy C/OS-10

The City shall support state and federal laws and policies to preserve populations of rare, threatened, and endangered species by ensuring development does not adversely affect such species or by fully mitigating adverse effects.

Consistency: As described in Section 1.4, *Effects Found Not to Be Significant*, of this EIR, since the site does not contain any trees or sensitive habitats, the proposed Specific Plan is not expected to result in impacts to special-status species, and therefore is consistent with this policy.

General Plan Open Space/Conservation Element Policy C/OS-18

Landscaping plans for new development shall employ native varieties of plants that are drought tolerant.

Consistency: A landscape plan plant list has not been submitted for the Specific Plan. However, the Specific Plan includes a development standard that plant species for the landscape buffers and other areas outside of the Recreation/Open Space component shall be native, drought resistant species. Therefore, the proposed Specific Plan would be potentially consistent with Policy C/OS-18.

General Plan Open Space/Conservation Element Policy C/OS-20

If development of a site uncovers cultural resources, the recommendations of Appendix K of the *Guidelines for Implementation of the California Environmental Quality Act* (Sections 15000 et seq. of the California Code of Regulations) shall be followed for identification, documentation and preservation of the resource.

Consistency: As described in Section 1.4, *Effects Found Not to Be Significant*, of this EIR, the recommendations of the State CEQA Guidelines regarding cultural resources are required as a condition of approval. Therefore, the proposed Specific Plan would be potentially consistent with Policy C/OS-20.

Hazards Element Goals and Policies

General Plan Hazards Element Policy HZ-2

New development shall generally be set back at least 20 feet from the top of bank of Zaca Creek and Thumbelina Creek, except where culverted.

Consistency: The Specific Plan may involve a storm drain connection to Thumbelina Creek. This storm drain connection would not be expected to result in significant environmental impacts on Thumbelina Creek. No other proposed Specific Plan features would be located within 20 feet of the top of bank of these creeks. Therefore, the proposed Specific Plan would be potentially consistent with Policy HZ-2.

General Plan Hazards Element Policy HZ-3

New development in flood prone areas shall be subject to the requirements of the Federal Emergency Management Agency.

Consistency: As described in Section 4.1, *Effects Found Not to Be Significant*, of this EIR, the site is not located within a designated 100-year floodplain. Therefore, the proposed Specific Plan would be potentially consistent with Policy HZ-3.

General Plan Hazards Element Policy HZ-5

Where liquefaction or other hazards are likely, geologic studies shall be required as condition of project approval for new development in such places. Such places include areas near the Santa Ynez River.

Consistency: As described in Section 1.4, *Effects Found Not to Be Significant*, of this EIR, the site is not located in an area subject to known geologic hazards, including liquefaction. The Specific Plan guides future development on the site, but would not provide approval of a precise project. Precise site grading plans would be prepared for the Specific Plan land use components as future development is proposed on the site. When these future projects are proposed on the site, the project applicants would be required to submit geologic studies, prepared by a certified professional, to the City Engineer for review and approval. Therefore, the proposed Specific Plan would be potentially consistent with Policy HZ-5.

Noise Element Goals and Policies

General Plan Noise Element Policy N-1

In general, areas within Buellton shall be considered impacted by noise if exposed to noise levels on the exterior of a building that exceeds 65 dB, and on the interior of a building exceeding 45 dB. New development producing noise levels that exceed 65 dB will not be permitted in areas containing residential or other noise sensitive land uses.

Consistency: As described in Section 4.4, *Noise*, of this EIR, the site is located in an area subject to noise levels associated with Highway 246 and McMurray Road. Implementation of the recommended mitigation measures would reduce noise impacts at exterior residential living areas below 60 dB and at interior residential living areas to below 45 dB. Vehicle trips generated by the proposed Specific Plan land uses would result in an inaudible noise increase (0.9 dB) along Highway 246. Therefore, the proposed Specific Plan would be potentially consistent with Policy N-1.

General Plan Noise Element Policy N-2

New residential development should maintain appropriate setbacks from Highways 246 and 101 that include landscaping, berms and sound mitigation walls.

Consistency: Proposed residential units would be clustered in the northern and eastern portions of the site, outside of the 55 dB noise contour for both of these highways. In addition, the Specific Plan includes development standards for sound wall construction and implementation of landscaping that would reduce noise exposure on the site. Therefore, the proposed Specific Plan would be potentially consistent with Policy N-2.

General Plan Public Noise Element Policy N-4

New commercial and industrial development should incorporate design elements to minimize the noise impact on surrounding residential neighborhoods.



Consistency: As described in Section 4.4, *Noise*, of this EIR, the proposed commercial uses could generate severe noise levels as experienced by the proposed residential uses and off-site adjacent residential uses. The Specific Plan includes an 8-foot-high sound wall to be located along the eastern site boundary and between the commercial and multi-family residential units on-site. Nevertheless, due to the proximity of the proposed commercial uses to existing off-site residential uses and future on-site residential uses, this would be considered a potentially significant impact unless mitigation is incorporated. Implementation of the recommended mitigation measures, which involve limitations to the hours of truck deliveries and truck idling at the planned commercial uses, would reduce this impact to a less than significant level. With implementation of these mitigation measures, the proposed Specific Plan would be potentially consistent with Policy N-4.

CONSISTENCY WITH REGIONAL PLANS/POLICIES

Santa Barbara County Clean Air Plan

The Santa Barbara County Clean Air Plan (CAP) outlines regional policies designed to attain and maintain state and federal air quality standards. Section 4.3, *Air Quality*, of this EIR discusses consistency with CAP policies.

Santa Barbara County Congestion Management Program

The Congestion Management Program (CMP) is a countywide program to address traffic congestion problems in a coordinated and cooperative manner between state, regional, county, and city agencies. Section 4.5, *Transportation and Circulation*, discusses the consistency of the Specific Plan with CMP policies. As described therein, the project would not generate significant project-specific or cumulative impacts to the CMP roadways or intersections in the area. Class III, *less than significant*, impacts would result.

APPENDIX C

Air Emission Calculations



Oak Springs AQ Data

Page: 1

URBEMIS 2001 For windows 6.2.1

File Name: C:\Program Files\URBEMIS 2001 For
 Windows\Projects2k\Buellton Oak Springs.urb
 Project Name: Buellton Oak Springs
 Project Location: Santa Barbara County

SUMMARY REPORT
 (Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES

	ROG	NOX	CO	PM10	SO2
TOTALS(lbs/day,unmitigated)	7.86	3.09	1.27	0.01	0.00
TOTALS (lbs/day, mitigated)	7.86	3.09	1.27	0.01	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOX	CO	PM10	SO2
TOTALS (ppd, unmitigated)	232.61	277.07	2,593.23	12.62	1.82
TOTALS (ppd, mitigated)	232.61	277.07	2,593.23	12.62	1.82

Page: 2

URBEMIS 2001 For windows 6.2.1

File Name: C:\Program Files\URBEMIS 2001 For
 Windows\Projects2k\Buellton Oak Springs.urb
 Project Name: Buellton Oak Springs
 Project Location: Santa Barbara County

DETAIL REPORT
 (Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)

Source	ROG	NOX	CO	PM10	SO2
Natural Gas	0.23	3.09	1.27	0.01	-
Wood Stoves - No summer emissions					
Fireplaces - No summer emissions					
Landscaping	0.00	0.00	0.00	0.00	0.00
Consumer Prdcts	7.63	-	-	-	-
TOTALS(lbs/day,unmitigated)	7.86	3.09	1.27	0.01	0.00

Page: 3

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOX	CO	PM10	SO2
Single family housing	5.01	6.47	58.59	0.28	0.04
Apartments low rise	10.59	13.92	126.05	0.60	0.09
Condo/townhouse general	5.14	6.48	58.66	0.28	0.04
Retirement community	4.85	5.43	49.15	0.23	0.03
Regnl shop. center < 5700	207.02	244.78	2,300.78	11.24	1.62

Oak Springs AQ Data

Changes made to the default values for Area

Changes made to the default values for Operations

The operational emission year changed from 2002 to 2003.

The double counting internal work trip limit changed from to 203.9048.

The double counting shopping trip limit changed from to 101.9524.

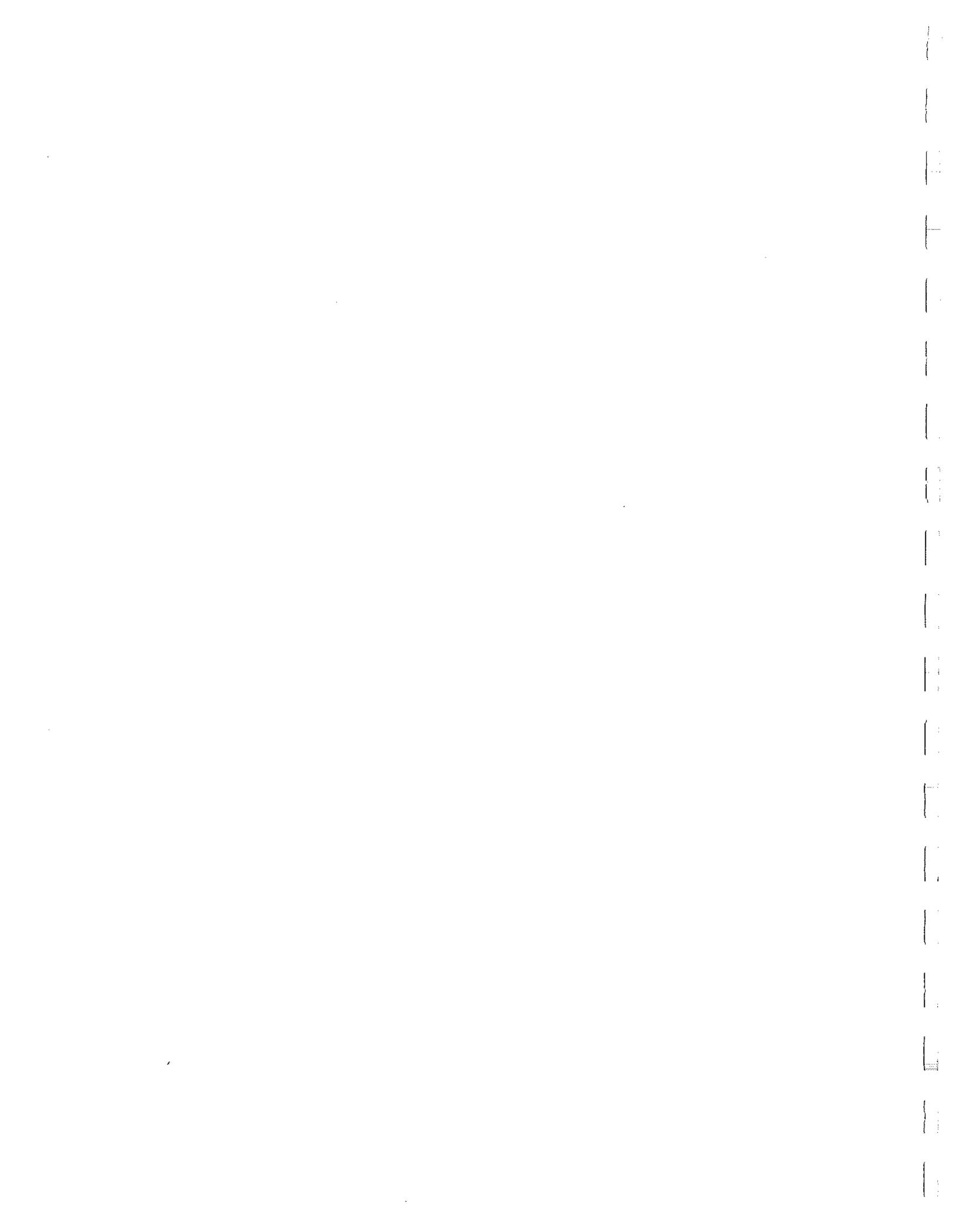
The double counting other trip limit changed from to 756.24538.

The travel mode environment settings changed from both to: none

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APPENDIX D

Noise Calculations



ROADWAY TRAFFIC NOISE

Project: Oak Springs Village Project No. 01-52553
 Date: 26-Nov-02
 Roadway: Highway 246 east of McMurray Road

PROJECT DATA and ASSUMPTIONS

Vehicle Reference Energy Mean Emission Levels (FHWA 1977, TNM®, or CALVENO): TNM
 Distance to Receptor: 50 feet
 Site Condition (Hard or Soft): Soft
 Upgrade longer than 1 mile: 0 %
 Existing Total Traffic Volume (ADT): 6,300 vehicles
 Ambient Growth Factor: 0.0%
 Future Year : 2003
 Total Project Volume (ADT): 1578 vehicles
 Total Cumulative Growth Volume (ADT): 20,455 vehicles
 Source of Traffic Data: Associated Transportation Engineers, 2002.

Daily Vehicle Mix

	<i>Existing</i>	<i>Project</i>	<i>Future</i>
Automobile	97.5%	99.0%	97.6%
Medium Truck	1.8%	0.5%	1.7%
Heavy Truck	0.7%	0.5%	0.7%

Source: Assumed given land use and road characteristics

Percentage of Daily Traffic

	<i>Existing and Future</i>		
	<i>Day (7 am-7 pm)</i>	<i>Evening (7-10 pm)</i>	<i>Night (10 pm - 7 am)</i>
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

	<i>Project</i>		
	<i>Day (7 am-7 pm)</i>	<i>Evening (7-10 pm)</i>	<i>Night (10 pm - 7 am)</i>
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Average Speed

	<i>Existing</i>		
	<i>Day (7 am-7 pm)</i>	<i>Evening (7-10 pm)</i>	<i>Night (10 pm - 7 am)</i>
Automobile	45	45	45
Medium Truck	45	45	45
Heavy Truck	45	45	45

Source: Speed Limit

	<i>Future</i>		
	<i>Day (7 am-7 pm)</i>	<i>Evening (7-10 pm)</i>	<i>Night (10 pm - 7 am)</i>
Automobile	45	45	45
Medium Truck	45	45	45
Heavy Truck	45	45	45

Source: Speed Limit

ROADWAY TRAFFIC NOISE

Project: Oak Springs Village
 Date: 26-Nov-02

Project No. 01-52553

Roadway: Highway 246 east of McMurray Road

Vehicle Noise Emission Levels*: TNM

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)	Ldn at Site	Distance to dBA Contour Line				
	50 feet from road centerline	75	70	65	60	55
Existing	65.9 dBA	#N/A	20	58	124	267
Existing + Project	66.8 dBA	#N/A	24	66	143	307
Future with Ambient Growth	65.9 dBA	#N/A	20	58	124	267
Future with Ambient Growth and Project	66.8 dBA	#N/A	24	66	143	307
Future with Ambient Growth and Cumulative Projects	72.2 dBA	26	70	151	324	699
Future with Ambient, Cumulative, and Project Growth	72.4 dBA	28	72	156	336	724
Change in Noise Levels						
Due to Project	0.9 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	6.3 dBA					
Due to All Future Growth	6.5 dBA					

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)	CNEL at Site	Distance to dBA Contour Line				
	50 feet from road centerline	75	70	65	60	55
Existing	66.5 dBA	#N/A	22	62	135	290
Existing + Project	67.4 dBA	#N/A	27	72	155	334
Future with Ambient Growth	66.5 dBA	#N/A	22	62	135	290
Future with Ambient Growth and Project	67.4 dBA	#N/A	27	72	155	334
Future with Ambient Growth and Cumulative Projects	72.7 dBA	30	76	164	352	759
Future with Ambient, Cumulative, and Project Growth	73.0 dBA	31	79	170	365	787
Change in Noise Levels						
Due to Project	0.9 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	6.3 dBA					
Due to All Future Growth	6.5 dBA					

*NOTES: Based on algorithms from the Federal Highway Administration "Traffic Noise Model @", FHWA-PD-96-010, January, 1998.

#N/A = Not Applicable

Contour

TO DETERMINE NOISE CONTOURS FOR A GIVEN NOISE LEVEL				
ATTENUATION RATE:	6 dBA/DOUBLING OF DISTANCE			
(Choice: 3, 4.5, or 6)	Note: Within 0-10 feet from			
NOISE LEVEL:	72.4 dBA	the source, there is		
REFERENCE DISTANCE:	50 FEET	virtually no attenuation.		
NOISE CONTOUR	DISTANCE FROM SOURCE		SPECIFIC DISTANCE	NOISE LEVEL
75	37 feet		50	72.4
70	66 feet		100	66.4
65	117 feet		150	62.9
60	208 feet		200	60.4
55	371 feet		400	54.3
50	659 feet		80	68.3
75	37 feet			
74	42 feet			
73	47 feet			
72	52 feet			
71	59 feet			
70	66 feet			
69	74 feet			
68	83 feet			
67	93 feet			
66	104 feet			
65	117 feet			
64	132 feet			
63	148 feet			
62	166 feet			
61	186 feet			
60	208 feet			

ROADWAY TRAFFIC NOISE

Project: Oak Springs Village SP Project No. 01-52553
 Date: 26-Nov-02
 Roadway: McMurray Road (Between 246 and Damassa)

PROJECT DATA and ASSUMPTIONS

Vehicle Reference Energy Mean Emission Levels (FHWA 1977, TNM®, or CALVENO): TNM
 Distance to Receptor: 50 feet
 Site Condition (Hard or Soft): Soft
 Upgrade longer than 1 mile: 0 %
 Existing Total Traffic Volume (ADT): 3,750 vehicles
 Ambient Growth Factor: 0.0%
 Future Year : 2003
 Total Project Volume (ADT): 1560 vehicles
 Total Cumulative Growth Volume (ADT): 7,968 vehicles
 Source of Traffic Data: Associated Transportation Engineers, 2002

Daily Vehicle Mix

	<i>Existing</i>	<i>Project</i>	<i>Future</i>
Automobile	97.5%	99.0%	97.7%
Medium Truck	1.8%	1.0%	1.7%
Heavy Truck	0.7%	0.0%	0.6%

Source: Assumed given land use and road characteristics

Percentage of Daily Traffic

	<i>Existing and Future</i>		
	<i>Day (7 am-7 pm)</i>	<i>Evening (7-10 pm)</i>	<i>Night (10 pm - 7 am)</i>
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

	<i>Project</i>		
	<i>Day (7 am-7 pm)</i>	<i>Evening (7-10 pm)</i>	<i>Night (10 pm - 7 am)</i>
Automobile	77.5%	12.9%	9.6%
Medium Truck	95.1%	4.9%	0.0%
Heavy Truck	100.0%	0.0%	0.0%

Source: Default Assumption

Average Speed

	<i>Existing</i>		
	<i>Day (7 am-7 pm)</i>	<i>Evening (7-10 pm)</i>	<i>Night (10 pm - 7 am)</i>
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: Assumed average speed

	<i>Future</i>		
	<i>Day (7 am-7 pm)</i>	<i>Evening (7-10 pm)</i>	<i>Night (10 pm - 7 am)</i>
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: Assumed average speed

ROADWAY TRAFFIC NOISE

Project: Oak Springs Village SP
 Date: 26-Nov-02

Project No. 01-52553

Roadway: McMurray Road (Between 246 and Damassa)

Vehicle Noise Emission Levels*: TNM

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)	Ldn at Site	Distance to dBA Contour Line				
	50 feet from road centerline	75	70	65	60	55
Existing	60.6 dBA	#N/A	#N/A	18	55	118
Existing + Project	61.8 dBA	#N/A	#N/A	24	66	143
Future with Ambient Growth	60.6 dBA	#N/A	#N/A	18	55	118
Future with Ambient Growth and Project	61.8 dBA	#N/A	#N/A	24	66	143
Future with Ambient Growth and Cumulative Projects	65.5 dBA	#N/A	#N/A	54	116	249
Future with Ambient, Cumulative, and Project Growth	65.9 dBA	#N/A	20	58	124	267
Change in Noise Levels						
Due to Project	1.3 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	4.9 dBA					
Due to All Future Growth	5.4 dBA					

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)	CNEL at Site	Distance to dBA Contour Line				
	50 feet from road centerline	75	70	65	60	55
Existing	61.1 dBA	#N/A	#N/A	20	59	127
Existing + Project	62.4 dBA	#N/A	#N/A	27	72	155
Future with Ambient Growth	61.1 dBA	#N/A	#N/A	20	59	127
Future with Ambient Growth and Project	62.4 dBA	#N/A	#N/A	27	72	155
Future with Ambient Growth and Cumulative Projects	66.0 dBA	#N/A	20	58	125	270
Future with Ambient, Cumulative, and Project Growth	66.5 dBA	#N/A	22	62	135	290
Change in Noise Levels						
Due to Project	1.3 dBA					
Due to Ambient Growth	0.0 dBA					
Due to Ambient and Cumulative	4.9 dBA					
Due to All Future Growth	5.4 dBA					

*NOTES: Based on algorithms from the Federal Highway Administration "Traffic Noise Model ®", FHWA-PD-96-010, January, 1998.

#N/A = Not Applicable

Contour

TO DETERMINE NOISE CONTOURS FOR A GIVEN NOISE LEVEL				
ATTENUATION RATE:	6 dBA/DOUBLING OF DISTANCE			
(Choice: 3, 4.5, or 6)	Note: Within 0-10 feet from			
NOISE LEVEL:	65.9	dBA	the source, there is	
REFERENCE DISTANCE:	50	FEET	virtually no attenuation.	
	DISTANCE		SPECIFIC	NOISE
NOISE CONTOUR	FROM SOURCE		DISTANCE	LEVEL
75	18	feet	50	65.9
70	31	feet	100	59.9
65	55	feet	150	56.4
60	99	feet	200	53.9
55	175	feet	400	47.8
50	312	feet	80	61.8
75	18	feet		
74	20	feet		
73	22	feet		
72	25	feet		
71	28	feet		
70	31	feet		
69	35	feet		
68	39	feet		
67	44	feet		
66	49	feet		
65	55	feet		
64	62	feet		
63	70	feet		
62	78	feet		
61	88	feet		
60	99	feet		

APPENDIX E
Traffic Study Technical Data

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TECHNICAL APPENDIX

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REDEVELOPMENT PLAN SUB-AREA #8 TRIP GENERATION

INTERSECTION LEVEL OF SERVICE CRITERIA

LEVEL OF SERVICE SUMMARY TABLE

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

Reference 1 - State Route 246/Avenue of the Flags

Reference 2 - State Route 246/U.S. Highway 101 Southbound Ramps

Reference 3 - State Route 246/U.S. Highway 101 Northbound Ramps

Reference 4 - State Route 246/Mc Murray Road

Reference 5 - State Route 246/Freear Drive

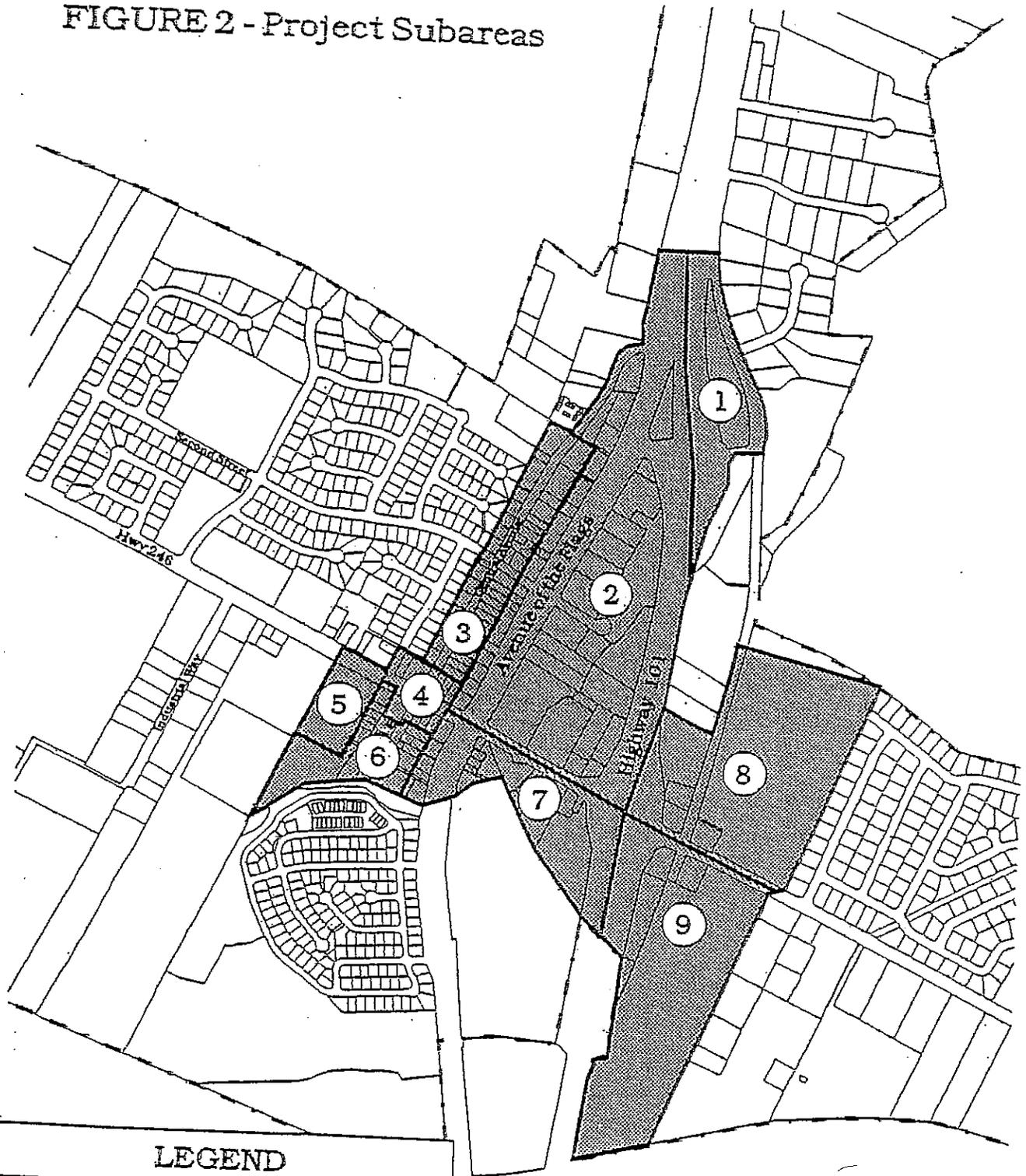
Reference 6 - Damassa Road/U.S. Highway 101 Northbound Ramps

Reference 7 - Damassa Road/U.S. Highway 101 Southbound Ramps

Mc MURRAY ROAD CROSS-SECTION DESIGN

REDEVELOPMENT PLAN SUB-AREA 8 TRIP GENERATION

FIGURE 2 - Project Subareas



LEGEND



Project Area



City Limits Line



Project Area Boundary Lines

Project Area numbers correspond with area numbers on Table 1

BUELLTON IMPROVEMENT PROJECT

Scale: 1" = 1000'



ANALYSIS AREA	SINGLE FAMILY RESIDENTIAL				CONDOMINIUM				APARTMENT					
	Units	Average Daily Rate	PM Peak Hour Trips	In Out	Units	Average Daily Rate	PM Peak Hour Trips	In Out	Units	Average Daily Rate	PM Peak Hour Trips	In Out		
1														
2														
3														
4														
5														
6														
7														
8														
9														
Subtotal 1-9:	0		0	0 0	0		0	0 0	10	6.59	66	6 4		
10	370	9.55	3,534	374 243	131				20	6.59	132	12 8		
10p									10	6.59	66	6 4		
Subtotal 10-10p:	162	9.55	1,547	164 107	57				35	6.59	231	20 13		
11									25	6.59	165	14 9		
11p	162	9.55	1,547	164 107	57	5.86	188	18 12	0			0 0		
Subtotal 11-11p:	65	9.55	621	66 43	23	5.86	188	18 12	0			0 0		
12														
13														
14														
14p														
Subtotal 14-14p:	50	9.55	478	51 33	18				0			0 0		
15														
16														
17														
18														
19														
20														
21														
22														
23														
24														
25														
26	95	9.55	907	96 62	34	5.86	117	11 7	20	5.86	117	11 7		
TOTALS:	7,987		751	488	263	528		50	33	17	693	61	40	21

ANALYSIS AREA	GENERAL COMMERCIAL				VISITOR SERVING COMMERCIAL			
	Sq.Ft.	Average Daily Rate	PM Peak Hour Trips(a)	In Out	Sq.Ft.	Average Daily Rate	PM Peak Hour Trips(a)	In Out
1	33,000	70.67	1,399	65 65	27,000	40.67	659	59 30
2	220,000	70.67	9,328	493 493	180,000	40.67	4,392	395 198
3	22,000	70.67	933	44 43	18,000	40.67	439	40 20
4	5,500	70.67	233	11 11	4,500	40.67	110	10 5
5								
6								
7	51,700	70.67	2,192	203 102	42,300	40.67	1,032	93 47
8	203,500	70.67	8,629	401 400	166,500	40.67	4,063	366 183
9	195,250	70.67	8,279	769 385	160,000	40.67	3,904	351 176
Subtotal 1-9:			30,993	2,878 1,441			14,599	1,314 659
10								
10p								
Subtotal 10-10p:			0	0 0			0	0 0
11								
11p	100,000	70.67	4,240	394 197				
Subtotal 11-11p:			4,240	394 197			0	0 0
12								
13								
14	6,600	70.67	280	26 13	5,400	40.67	192	12 6
14p								
Subtotal 14-14p:			280	26 13			192	12 6
15	7,700	70.67	326	30 15	6,300	40.67	154	14 7
16								
17								
18	27,500	70.67	1,166	108 54	22,500	40.67	549	49 25
19	16,500	70.67	700	65 33	13,500	40.67	329	30 15
20	128,700	70.67	5,457	507 254	105,300 (b)	40.67	2,570	231 116
21								
22	7,150	70.67	303	28 14	5,850	40.67	143	13 7
23								
24								
25	35,750	70.67	1,516	141 71	29,300	40.67	715	64 32
26								
TOTALS:		44,981	4,177	2,092	2,085	19,191	1,727	867

(a) Trip generation estimates for General Commercial and Visitor Serving Commercial uses are reduced by 40% to account for pass-by trips.

(b) Visitor Serving Commercial square footage shown for Area 21 is Commercial Service/Industrial.

BUELLTON REDEVELOPMENT PLAN -- TRIP GENERATION BY ANALYSIS AREA

ANALYSIS AREA	PUBLIC SERVICES				TOTAL TRIP GENERATION BY ANALYSIS AREA						
	Sq.Ft.	Average Daily Rate	PM Peak Hour Trips	Rate	Area	Average Daily		PM Peak Hour		In	Out
						Trips	Trips	In	Out		
1					1	2,058	189	95	94		
2					2	13,786	1,267	635	632		
3					3	1,372	127	64	63		
4					4	376	35	18	17		
5	5,000	19.72	99	2.68	5	99	13	2	11		
6					6	132	12	8	4		
7					7	3,290	302	153	149		
8					8	12,923	1,187	597	590		
9					9	12,348	1,134	570	564		
Subtotal 1-9:			99		1-9:	46,384	4,266	2,142	2,124		
10					10	3,534	374	243	131		
10p	(c)	1.00	750	0.07	10p	750	53	16	37		
Subtotal 10-10p:			750		10-10p:	4,284	427	259	168		
11					11	0	0	0	0		
11p					11p	5,975	576	316	260		
Subtotal 11-11p:			0		11-11p:	5,975	576	316	260		
12					12	0	0	0	0		
13					13	2,277	291	81	210		
14					14	1,464	186	37	149		
14p					14p	836	118	14	104		
Subtotal 14-14p:			0		14-14p:	2,300	304	51	253		
15					15	1,648	189	71	118		
16					16	822	116	14	102		
17					17	0	0	0	0		
18					18	1,938	178	93	85		
19					19	1,029	95	48	47		
20					20	1,422	200	24	176		
21					21	9,421	934	394	540		
22					22	0	0	0	0		
23					23	446	41	21	20		
24					24	0	0	0	0		
25					25	2,348	216	110	106		
26					26	907	96	62	34		
TOTALS:			849			81,201	7,929	3,686	4,243		

(c) Trip generation estimates for Buellton Middle School based on enrollment of 750 students.

INTERSECTION LEVEL OF SERVICE CRITERIA/DEFINITIONS

LEVELS OF SERVICE SUMMARY TABLE

In rating roadway and intersection operating conditions with existing or future traffic volumes, "Levels of Service" (LOS) A through F are used, with LOS A indicating very good operation and LOS F indicating poor operation. More complete level of service definitions are listed in the following table.

LOS	Delay (sec./veh.) Range	Definition
A	≤ 10.0	Conditions of free unobstructed flow, no delays and all signal phases sufficient in duration to clear all approaching vehicles.
B	10.0 - 20.0	Conditions of stable flow, very little delay, a few phases are unable to handle all approaching vehicles.
C	20.0 - 35.0	Conditions of stable flow, delays are low to moderate, full use of peak direction signal phase(s) is experienced.
D	35.0 - 55.0	Conditions approaching unstable flow, delays are moderate to heavy, significant signal time deficiencies are experienced for short durations during the peak traffic period.
E	55.0 - 80.0	Conditions of unstable flow, delays are significant, signal phase timing is generally insufficient, congestion exists for extended duration throughout the peak period.
F	> 80.0	Conditions of forced flow, travel speeds are low and volumes are well above capacity. This condition is often caused when vehicles released by an upstream signal are unable to proceed because of backup from a downstream signal.

UNSIGNALIZED INTERSECTION LEVELS OF SERVICE DISCUSSION

The following table lists the Highway Capacity Manual delay ranges used in determining service levels for unsignalized intersections:

Intersection Level of Service Delay Ranges

Level of Service	Delay Range (sec./veh.)
LOS A	≤ 5.0
LOS B	> 5.0 and ≤ 10.0
LOS C	> 10.0 and ≤ 20.0
LOS D	> 20.0 and ≤ 30.0
LOS E	> 30.0 and ≤ 45.0
LOS F	> 45.0

**Capacities of All-Way Stop Controlled Intersections
With Varying Traffic Demand Split**

Demand Split	Capacity (vph)				
	1 x 2	2 x 2	1 x 4	2 x 4	4 x 4
<i>Three-Way Stop:</i>					
50/50	1,425	1,850	2,325	2,700	--
55/45	1,375	1,780	2,255	2,610	--
60/40	1,325	1,710	2,185	2,520	--
65/35	1,275	1,640	2,115	2,430	--
70/30	1,225	1,570	2,045	2,340	--
<i>Four-Way Stop:</i>					
50/50	--	1,900	--	2,800	3,600
55/45	--	1,800	--	2,660	3,420
60/40	--	1,700	--	2,520	3,240
65/35	--	1,600	--	2,380	3,060
70/30	--	1,500	--	2,240	2,880

* Total capacity, all legs

Source: Derived from material contained in the Highway Capacity Manual, Special Report 209, Transportation Research Board, National Research Council, 1985 and update October 1994.



DISCUSSION OF UNSIGNALIZED INTERSECTION LEVEL OF SERVICE METHODS OF CALCULATION

The original concept of "Level of Service", as applied to Urban Arterials, was based on examination of two elements¹:

1. Average Overall Travel Speed
2. Volume To Capacity Ratio:
 - a. Most Critical Point
 - b. Each Subsection
 - c. Entire Section

It has long been recognized that at-grade intersections are the principal elements limiting the flow of traffic on urban streets. The methods to calculate intersection capacity contained in the Highway Capacity Manual apply primarily to signalized intersections, since it was assumed that any intersection with lesser controls would be signalized when traffic volumes so warranted. While extensive work has been done in refining signalized intersection methods of calculation since 1960, it was not until publication in 1980 of "Interim Materials on Highway Capacity", Transportation Research Circular 212, that an analysis tool was presented for unsignalized intersections.

Unfortunately, when ATE began applying this method to existing intersections, it became apparent that under certain conditions, the calculated Level of Service and associated delay did not agree with our visual observations of intersection operation. For example, at the intersection of the North bound U.S. 101 Off-Ramp and Donovan Road in Santa Maria, a 1981 observation was calculated to be at Level of Service E, with very long delay for off-ramp traffic, when observation indicated an average delay per vehicle of 26 seconds. More recently, at the intersection of Love Place and Hollister Avenue in Goleta, the unsignalized Level of Service was calculated at E, whereas a delay study indicated average delay per vehicle was only 10.2 seconds. Since delay seems to be emerging as the principal determinant of intersection Level of Service, it is believed that the values contained in the Critical Movement Analysis (Signalized Intersections) portion of Circular 212, which relate delay to Level of Service, should be utilized for estimating intersection Levels of Service using average stopped time delay at unsignalized intersections. Table 7 of Highway Capacity Manual (HCM) Circular 212 is reproduced here for reference:

Delay and Level of Service

Level of Service	Typical V/C Ratio	Delay Range (a)
LOS A	0.00 - 0.60	0.0 - 5.0
LOS B	0.61 - 0.70	5.1 - 10.0
LOS C	0.71 - 0.80	10.1 - 20.0
LOS D	0.81 - 0.90	20.1 - 30.0
LOS E	0.91 - 1.00	30.1 - 45.0
LOS F	Varies	45.1 or greater

(a) Measured as "stopped delay" in seconds per vehicle. Delay values relate to the mean stopped delay incurred by all vehicles entering the intersection. Note that traffic signal coordination effects are not considered and could drastically alter the delay range for a given V/C ratio. Delay ranges obtained from HCM update October 1994.

Source: W.R. Reilly (NCHRP Project 3-28), based on a syntheses of various data.

¹ Highway Capacity Manual, Highway Research Board, Special Report 87, 1965.

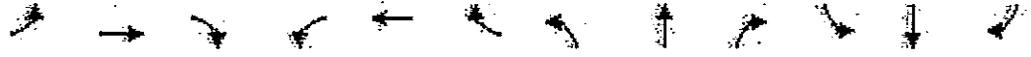


INTERSECTION LOS CALCULATION WORKSHEETS

- Reference 1 - State Route 246/Avenue of the Flags**
- Reference 2 - State Route 246/U.S. Highway 101 SB Ramps**
- Reference 3 - State Route 246/U.S. Highway 101 NB Ramps**
- Reference 4 - State Route 246/Mc Murray Road**
- Reference 5 - State Route 246/Freear Drive**
- Reference 6 - Damassa Road/U.S. Highway 101 NB Ramps**
- Reference 7 - Damassa Road/U.S. Highway 101 SB Ramps**

1: State Route 246 & Avenue of the Flags
Existing PM Peak Hour

10/19/2001



Lane Group	NBL	NBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←↑			←↑			←↑			←↑		
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
Satd. Flow (prot)	1770	3479	0	1770	3458	0	1770	3245	0	1770	3136	0
Flt. Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3479	0	1770	3458	0	1770	3245	0	1770	3136	0
Satd. Flow (RTOR)		24			37			60			48	
Volume (vph)	82	451	59	113	629	115	90	43	54	107	41	133
Lane Group Flow (vph)	91	567	0	126	827	0	100	108	0	119	194	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Total Spill (s)	8.0	20.0	0.0	10.0	22.0	0.0	9.0	21.0	0.0	9.0	21.0	0.0
Act Effct Green (s)	5.2	14.7		7.2	16.1		6.2	8.2		6.2	8.2	
Actuated g/C Ratio	0.12	0.34		0.16	0.37		0.14	0.19		0.14	0.19	
v/c Ratio	0.44	0.47		0.45	0.63		0.41	0.16		0.48	0.27	
Uniform Delay (s)	19.7	11.4		18.6	11.3		19.0	6.7		19.2	3.6	
Delay	25.1	12.2		20.8	11.8		21.1	10.0		25.0	6.7	
LOS	C			C			A			C		
Approach Delay	14.0			13.0			15.4			13.7		
Approach LOS	B			B			B			B		
Queue Length 50th (ft)	25	61		33	90		26	3		32	3	
Queue Length 95th (ft)	#76	105		#87	150		#69	15		#92	18	
Internal Link Dist (ft)	567			769			293			248		
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)	150			150								
50th Bay Block Time %												
95th Bay Block Time %												
Queuing Penalty (veh)	5											

Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 48
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 13.6
 Intersection LOS: B
 Intersection Capacity Utilization: 59.1%
 ICU Level of Service: A
 # 95th percentile volume exceeds capacity, queue may be longer.
 @ Queue shown is maximum after two cycles.

Splits and Phases: 1: State Route 246 & Avenue of the Flags

9s	21s	10s	20s
9s	21s	8s	22s



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←	↑↑		←	↑↑		←	↑↑		←	↑↑	
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
Satd. Flow (prot)	1770	3483	0	1770	3458	0	1770	3221	0	1770	3136	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3483	0	1770	3458	0	1770	3221	0	1770	3136	0
Satd. Flow (RTOR)		22			35			72			148	
Volume (vph)	82	493	59	128	688	122	90	43	65	112	41	133
Lane Group Flow (vph)	91	614	0	142	900	0	100	120	0	124	194	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Total Spill (s)	8.0	20.0	0.0	10.0	22.0	0.0	9.0	21.0	0.0	9.0	21.0	0.0
Act Effct Green (s)	5.2	15.5		7.2	16.9		6.2	8.2		6.2	8.2	
Actuated g/C Ratio	0.11	0.35		0.16	0.38		0.14	0.19		0.14	0.19	
v/c Ratio	0.45	0.49		0.51	0.66		0.41	0.18		0.51	0.28	
Uniform Delay, d1	20.0	11.5		19.2	11.6		19.4	6.2		19.7	3.7	
Delay	25.4	12.3		24.0	12.1		21.4	9.4		26.4	6.7	
LOS	C			C			C			C		
Approach Delay	14.0			13.7			14.8			14.4		
Approach LOS	B			B			B			B		
Queue Length 50th (ft)	25	68		39	102		27	3		35	3	
Queue Length 95th (ft)	#76	#115		#103	#168		#69	#15		#97	#18	
Internal Link Dist (ft)	557			775			293			261		
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)	150			150								
50th Bay Block Time %												
95th Bay Block Time %												
Queuing Penalty (veh)	10											

Intersection Summary:

Cycle Length: 60
 Actuated Cycle Length: 43.9
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 14.0 Intersection LOS: B
 Intersection Capacity Utilization: 55.4% ICU Level of Service: A
 # 95th percentile volume exceeds capacity, queue may be longer.
 (Queue shown is maximum after two cycles)

Splits and Phases: 1: 246 & AVE OF FLAGS

9 s	21 s	10 s	20 s
9 s	21 s	8 s	22 s

2: State Route 246 & U.S. Highway 101 SB Ramps
Existing PM Peak Hour

10/19/2001

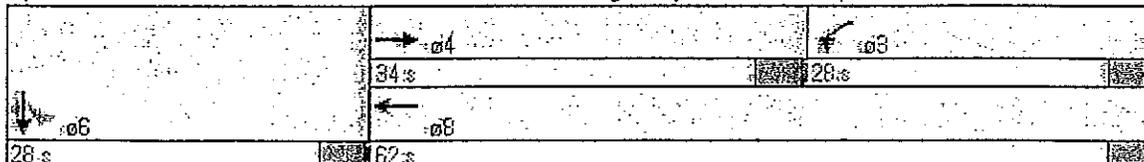


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	TT			T	T						T	T
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	0	3507	0	1770	3539	0	0	0	0	0	1770	1583
Flt Permitted				0-950							0-950	
Satd. Flow (perm)	0	3507	0	1770	3539	0	0	0	0	0	1770	1583
Satd. Flow (RTOR)		7										67
Volume (vph)	0	592	36	165	822	0	0	0	0	159	0	60
Lane Group Flow (vph)	0	698	0	183	913	0	0	0	0	0	177	67
Turn Type				Prot						Perm		Perm
Protected Phases		4		3	3							6
Permitted Phases										6		6
Total Spill (s)	0.0	34.0	0.0	28.0	62.0	0.0	0.0	0.0	0.0	28.0	28.0	28.0
Act Effct Green (s)		41.3		25.0	69.3						14.7	14.7
Actuated G/C Ratio		0.46		0.28	0.77						0.16	0.16
v/c Ratio		0.43		0.37	0.34						0.61	0.21
Uniform Delay (d)		16.2		26.1	3.2						35.0	0.0
Delay		17.2		23.0	0.8						34.2	8.0
LOS		B		C	A						C	A
Approach Delay		17.2			4.5						27.0	
Approach LOS		B			A						C	
Queue Length 50th (ft)		134		89	3						95	0
Queue Length 95th (ft)		203		156	15						150	33
Internal Link Dist (ft)		769			340			296			280	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)				150								100
50th Bay Block Time %												2%
95th Bay Block Time %				9%								30%
Queuing Penalty (veh)				21								10

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 19 (21%), Referenced to phase 4:EBT, Start of Green
 Control Type: Actuated Coordinated
 Maximum v/c Ratio: 0.61
 Intersection Signal Delay: 11.6
 Intersection LOS: B
 Intersection Capacity Utilization 49.4%
 ICU Level of Service A

Splits and Phases: 2: State Route 246 & U.S. Highway 101 SB Ramps



2: 246 & Rt 101 SB Ramps
Existing + Project PM Peak

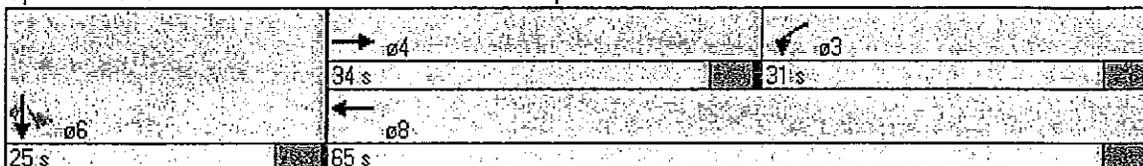
9/9/2002



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑↑						↑	↑
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
Satd. Flow (prot)	0	3511	0	1770	3539	0	0	0	0	0	1770	1583
Flt Permitted				0.950							0.950	
Satd. Flow (perm)	0	3511	0	1770	3539	0	0	0	0	0	1770	1583
Satd. Flow (RTOR)		7										67
Volume (vph)	0	650	36	239	903	0	0	0	0	165	0	60
Lane Group Flow (vph)	0	762	0	266	1003	0	0	0	0	0	183	67
Turn Type				Prot						Perm		Perm
Protected Phases		4		3	3						6	
Permitted Phases										6		6
Total Split (s)	0.0	34.0	0.0	31.0	65.0	0.0	0.0	0.0	0.0	25.0	25.0	25.0
Act Effct Green (s)		37.9		28.0	68.8					15.2	15.2	15.2
Actuated g/C Ratio		0.42		0.31	0.76					0.17	0.17	0.17
v/c Ratio		0.51		0.48	0.37					0.61	0.21	
Uniform Delay, d1		19.1		25.1	3.6					34.7	0.0	
Delay		20.2		18.6	1.0					34.0	7.9	
LOS		C		B	A					C	A	
Approach Delay		20.2			4.7					27.0		
Approach LOS		C			A					C		
Queue Length 50th (ft)		162		137	28					98	0	
Queue Length 95th (ft)		241		168	37					154	32	
Internal Link Dist (ft)		775			340				321		289	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)				150								100
50th Bay Block Time %											5%	
95th Bay Block Time %				9%							31%	
Queuing Penalty (veh)				23							12	

Intersection Summary:
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 85 (94%), Referenced to phase 4:EBT, Start of Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.61
 Intersection Signal Delay: 12.3 Intersection LOS: B
 Intersection Capacity Utilization 56.1% ICU Level of Service A

Splits and Phases: 2: 246 & Rt 101 SB Ramps



3: State Route 246 & U.S. Highway 101 NB Ramps
Existing PM Peak Hour

10/19/2001



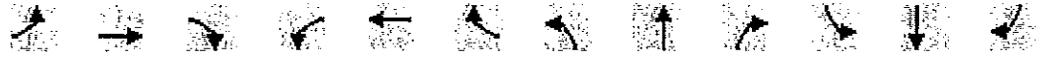
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←	↑	→	←	↑	→	←	↑	→	←	↑	→
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	1770	3539	0	0	3440	0	0	1770	1583	0	0	0
Flt Permitted	0.950							0.950				
Satd. Flow (perm)	1770	3539	0	0	3440	0	0	1770	1583	0	0	0
Satd. Flow (RTOR)					42				2118			
Volume (vph)	48	727	0	0	862	195	115	0	221	0	0	0
Lane Group Flow (vph)	53	803	0	0	1175	0	0	128	246	0	0	0
Turn Type	Prot						Perm		Perm			
Protected Phases	7	4			8			2	2			
Permitted Phases							2		2			
Total Split (s)	15.0	62.0	0.0	0.0	47.0	0.0	23.0	28.0	28.0	0.0	0.0	0.0
Act Effect Green (s)	9.2	71.7			61.3			12.4	12.4			
Actuated G/C Ratio	0.10	0.80			0.68			0.4	0.14			
v/c Ratio	0.29	0.29			0.50			0.53	0.61			
Uniform Delay (s)	38.4	2.4			7.0			36.0	3.9			
Delay	51.9	0.1			1.6			35.4	7.2			
LOS	D	A			A			D	A			
Approach Delay	3.3				1.6			16.9				
Approach LOS	A				A			B				
Queue Length 50th (ft)	33	1			38			69	14			
Queue Length 95th (ft)	68	2			56			118	79			
Internal Link Dist (ft)	340				120			280				196
50th Up Block Time (%)												
95th Up Block Time (%)												
100th Bay Length (ft)	100						100					
50th Bay Block Time %												
95th Bay Block Time %												
Queuing Penalty (veh)							22					

Intersection Summary:

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 4:EBT, Start of Green, Master Intersection
 Control Type: Actuated Coordinated
 Maximum v/c Ratio: 0.61
 Intersection Signal Delay: 4.6
 Intersection LOS: A
 Intersection Capacity Utilization 47.1%
 ICU Level of Service A

Splits and Phases: 3: State Route 246 & U.S. Highway 101 NB Ramps

← 02	→ 04
28 s	62 s
↙ 07	← 08
15 s	47 s



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑			↑↑			↑	↑			
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
Satd. Flow (prot)	1770	3539	0	0	3451	0	0	1770	1583	0	0	0
Flt. Permitted	0.950							0.950				
Satd. Flow (perm)	1770	3539	0	0	3451	0	0	1770	1583	0	0	0
Satd. Flow (RTOR)					38				182			
Volume (vph)	48	791	0	0	1017	204	115	0	274	0	0	0
Lane Group Flow (vph)	53	879	0	0	1357	0	0	128	304	0	0	0
Turn Type	Prot							Perm		Perm		
Protected Phases	7	4			8			2	2			
Permitted Phases							2		2			
Total Split (s)	12.0	61.0	0.0	0.0	49.0	0.0	29.0	29.0	29.0	0.0	0.0	0.0
Act Effct Green (s)	9.0	69.6			60.0			14.4	14.4			
Actuated g/C Ratio	0.10	0.77			0.67			0.16	0.16			
v/c Ratio	0.30	0.32			0.59			0.45	0.75			
Uniform Delay (d)	39.1	3.1			8.3			34.2	14.0			
Delay	44.7	1.8			4.2			32.6	13.7			
LOS	D	A			A			C	B			
Approach Delay		4.2			4.2			19.3				
Approach LOS		A			A			B				
Queue Length 50th (ft)	33	42			78			68	65			
Queue Length 95th (ft)	66	71			107			107	139			
Internal Link Dist (ft)		340			120			319			177	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)	100								100			
50th Bay Block Time %												
95th Bay Block Time %								11%	21%			
Queuing Penalty (veh)								16	13			

Intersection Summary

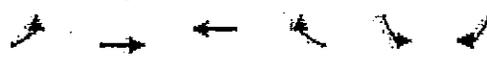
Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 4:EBT, Start of Green, Master Intersection
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 6.6
 Intersection LOS: A
 Intersection Capacity Utilization 52.2%
 ICU Level of Service A
 m. Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: 246 & Rt 101 NB Ramps

↑ 02 29 s	→ 04 61 s
← 08 49 s	↗ 07 12 s

5: State Route 246 & Freear Dr.
Existing PM Peak Hour

10/19/2001

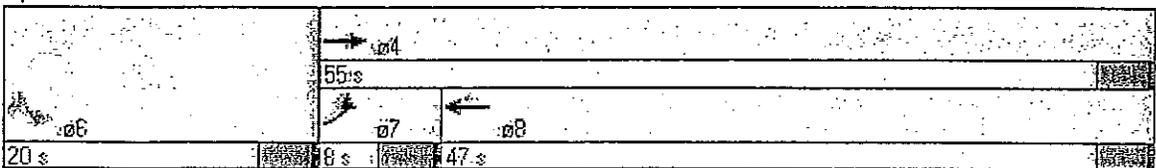


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	T	T	T	T	T	T
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	1770	3539	1863	1583	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	3539	1863	1583	1770	1583
Satd. Flow (RTOR)				9		60
Volume (vph)	22	870	901	8	19	54
Lane Group Flow (vph)	24	967	1001	9	21	60
Turn Type	Prot			Perm	custom	
Protected Phases	7	4	8			
Permitted Phases				8	6	6
Total Split (s)	3.0	56.0	47.0	47.0	20.0	20.0
Act Effct Green (s)	5.2	35.5	33.1	33.1	7.9	7.9
Actuated G/C Ratio	0.10	0.71	0.66	0.66	0.16	0.16
v/c Ratio	0.14	0.38	0.81	0.01	0.08	0.20
Uniform Delay (d)	24.1	2.5	7.5	0.0	19.0	0.0
Delay	28.4	2.6	9.0	2.4	24.5	8.9
LOS	C	A	A	A	C	A
Approach Delay		3.2	9.0		12.9	
Approach LOS		A	A		B	
Queue Length 50th (ft)	6	34	105	0	5	0
Queue Length 95th (ft)	31	63	189	4	26	28
Internal Link Dist (ft)		765	1130		249	
50th Up Block Time (%)						
95th Up Block Time (%)						
Turn Bay Length (ft)	150					
50th Bay Block Time %						
95th Bay Block Time %						
Queuing Penalty (veh)						

Intersection Summary

Cycle Length: 75
 Actuated Cycle Length: 49.9
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 6.4
 Intersection LOS: A
 Intersection Capacity Utilization: 63.1%
 (C) Level of Service: B
 # 95th percentile volume exceeds capacity, queue may be longer.
 (Queue shown is maximum after two cycles)

Splits and Phases: 5: State Route 246 & Freear Dr.



5: 246 & Freear Dr
Existing + Project PM Peak

9/9/2002

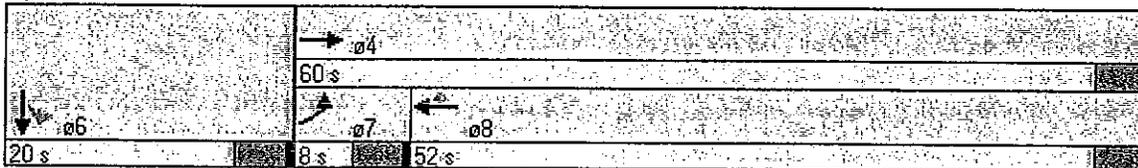


Lane Group	EBL	EBT	EBR	SWBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑			↑	↑				↑	↑	
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	1770	3539	0	0	1863	1583	0	0	0	1770	1583	0
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	1770	3539	0	0	1863	1583	0	0	0	1770	1583	0
Satd. Flow (RTOR)						9					194	
Volume (vph)	37	900	0	0	922	8	0	0	0	19	0	65
Lane Group Flow (vph)	41	1000	0	0	1024	9	0	0	0	21	72	0
Turn Type	Prot			Perm						Perm		
Protected Phases	7	4			8							6
Permitted Phases						8						6
Total Split (s)	8.0	60.0	0.0	0.0	52.0	52.0	0.0	0.0	0.0	20.0	20.0	0.0
Act Effct Green (s)	5.3	40.9			37.0	37.0				8.0	8.0	
Actuated g/C Ratio	0.09	0.74			0.67	0.67				0.14	0.14	
v/c Ratio	0.26	0.38			0.83	0.01				0.08	0.18	
Uniform Delay, d1	26.1	2.4			7.7	0.0				21.2	0.0	
Delay	30.9	2.3			8.7	2.1				28.1	0.0	
LOS	C	A			A	A				C	A	
Approach Delay		3.4			8.6						6.3	
Approach LOS		A			A						A	
Queue Length 50th (ft)	16	36			241	0				8	0	
Queue Length 95th (ft)	47	61			454	4				28	0	
Internal Link Dist (ft)		765			1126				311		249	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)		150										
50th Bay Block Time %												
95th Bay Block Time %												
Queuing Penalty (veh)												

Intersection Summary

Cycle Length: 80	
Actuated Cycle Length: 55.6	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 6.0	Intersection LOS: A
Intersection Capacity Utilization: 65.1%	ICU Level of Service: B

Splits and Phases: 5: 246 & Freear Dr



TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	NM	Intersection	U.S. 101 NB RAMP/DAMASSA RD
Agency/Co.	ATE	Jurisdiction	BUELLTON
Date Performed	9/7/2001	Analysis Year	Existing Conditions
Analysis Time Period	P.M. Peak Hour	Project ID	Jonata Village Development - Buellton, California

East/West Street: <i>Damassa Road</i>	North/South Street: <i>U.S. Highway 101 NB Ramps</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	48	0	8	0	0	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	48	0	8	0	0	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	0	0	0	0
Configuration	<i>LTR</i>					
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	165	49	77	58	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	165	49	77	58	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	1	0	0	1	0
Configuration			<i>TR</i>	<i>LT</i>		

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>LTR</i>				<i>TR</i>	<i>LT</i>		
v (vph)	48				214	135		
C (m) (vph)	1636				826	654		
v/c	0.03				0.26	0.21		
95% queue length	0.09				1.04	0.77		
Control Delay	7.3				10.9	11.9		
LOS	A				B	B		
Approach Delay	--	--	10.9			11.9		
Approach LOS	--	--	B			B		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	Darryl Nelson	Intersection	US 101 NB RAMP/DAMASA RD
Agency/Co.	ATE	Jurisdiction	BUELLTON
Date Performed	7/15/2002	Analysis Year	2001
Analysis Time Period	EX_PRJ_PM	Project ID	01096

East/West Street: DAMASA ROAD	North/South Street: US 101 NB
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	48	0	19	0	0	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	48	0	19	0	0	0
Percent Heavy Vehicles	0	-	-	0	-	-
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	0	0
Configuration	LTR					
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	187	99	77	99	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	187	99	77	99	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	1	0	0	1	0
Configuration			TR	LT		

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR				TR	LT		
v (vph)	48				286	176		
C (m) (vph)	1636				850	626		
v/c	0.03				0.34	0.28		
95% queue length	0.09				1.49	1.15		
Control Delay	7.3				11.4	13.0		
LOS	A				B	B		
Approach Delay	--	--	11.4			13.0		
Approach LOS	--	--	B			B		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	NM	Intersection	U.S. 101 SB RAMP/DAMASSA RD
Agency/Co.	ATE	Jurisdiction	BUELLTON
Date Performed	9/7/2001	Analysis Year	Existing Conditions
Analysis Time Period	P.M. Peak Hour	Project ID	Jonata Village Development - Buellton, California

East/West Street: <i>Damassa Road</i>	North/South Street: <i>U.S. Highway 101 SB Ramps</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		138	19	31	180	
Peak-Hour Factor, PHF		1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR	0	138	19	31	180	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume		0		0	0	0
Peak-Hour Factor, PHF		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	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT						
v (vph)		31						
C (m) (vph)		1435						
v/c		0.02						
95% queue length		0.07						
Control Delay		7.6						
LOS		A						
Approach Delay	--	--						
Approach LOS	--	--						

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	<i>Darryl Nelson</i>	Intersection	<i>US 101 SB RAMP/DAMASA RD</i>
Agency/Co.	<i>ATE</i>	Jurisdiction	<i>BUELLTON</i>
Date Performed	<i>8/15/2002</i>	Analysis Year	<i>2001</i>
Analysis Time Period	<i>EX_PRJ_PM</i>	Project ID	<i>01096</i>

East/West Street: <i>DAMASA ROAD</i>	North/South Street: <i>US 101 NB</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		179	19	46	187	
Peak-Hour Factor, PHF		1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR	0	179	19	46	187	0
Percent Heavy Vehicles	0	-	-	0	-	-
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume		0		0	0	0
Peak-Hour Factor, PHF		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	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT						
v (vph)		46						
C (m) (vph)		1387						
v/c		0.03						
95% queue length		0.10						
Control Delay		7.7						
LOS		A						
Approach Delay	--	--						
Approach LOS	--	--						

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	NM	Intersection	DRIVEWAY #1 - SENTIVITY ANALYS
Agency/Co.	ATE	Jurisdiction	SANTA BARBARA
Date Performed	9/20/2001	Analysis Year	2001
Analysis Time Period	EX PRJ PM	Project ID	01096

East/West Street: ROUTE 246	North/South Street: DRIVEWAY #1
Intersection Orientation: East-West	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	144	763	0	0	758	91
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	144	763	0	0	758	91
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	2	0	0	2	1
Configuration	L	T			T	R
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	104	0	174
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	0	0	104	0	174
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	1	0	1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L					L		R
v (vph)	144					104		174
C (m) (vph)	798					105		625
v/c	0.18					0.99		0.28
95% queue length	0.66					6.18		1.13
Control Delay	10.5					160.8		13.0
LOS	B					F		B
Approach Delay	--	--				68.3		
Approach LOS	--	--				F		

Mc MURRAY ROAD CROSS-SECTION DESIGN

19: State Route 246 & McMurray Rd.
Existing PM Peak Hour

10/19/2001



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑			↑↑			↑			↑		
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
Satd. Flow (prot)	1770	3476	0	1770	3493	0	0	1771	0	0	1727	0
Flt. Permitted	0.950			0.950			0.667			0.764		
Satd. Flow (perm)	1770	3476	0	1770	3493	0	0	1224	0	0	1352	0
Satd. Flow (RTOR)		23			14			7			30	
Volume (vph)	76	829	111	18	882	81	137	29	21	107	18	64
Lane Group Flow (vph)	84	1044	0	20	1070	0	0	207	0	0	210	0
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	7	4		5	8		2			6		
Permitted Phases							2			6		
Total Spill (s)	15.0	47.0	10.0	11.0	43.0	0.0	32.0	32.0	10.0	32.0	32.0	0.0
Act Effect Green (s)	10.1	59.4		7.2	52.6		20.2			20.2		
Actuated v/c Ratio	0.11	0.66		0.08	0.58		0.22			0.22		
v/c Ratio	0.42	0.45		0.14	0.52		0.74			0.64		
Uniform Delay (d)	36.8	8.4		41.7	12.5		31.3			26.9		
Delay	32.6	4.3		38.4	13.6		30.1			25.7		
LOS	C	A		D	B		C			C		
Approach Delay	6.4			14.1			30.1			25.7		
Approach LOS	A			B			C			C		
Queue Length 50th (ft)	47	15		11	147		107			93		
Queue Length 95th (ft)	94	50		33	190		162			147		
Internal Link Dist (ft)	120			765			352			272		
30th Up Block Time (%)												
95th Up Block Time (%)	12%											
Turn Bay Length (ft)	100			150								
50th Bay Block Time %				4%								
95th Bay Block Time %	15%			12%								
Queuing Penalty (veh)	68			1								

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 15 (17%), Referenced to phase 4:EBT, Start of Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.74

Intersection Signal Delay: 13.0 Intersection LOS: B
 Intersection Capacity Utilization 63.3% ICU Level of Service B

Splits and Phases: 19: State Route 246 & McMurray Rd.

↑ 02	→ 04	↘ 03
32 s	47 s	11 s
↓ 06	← 08	↙ 07
32 s	43 s	15 s



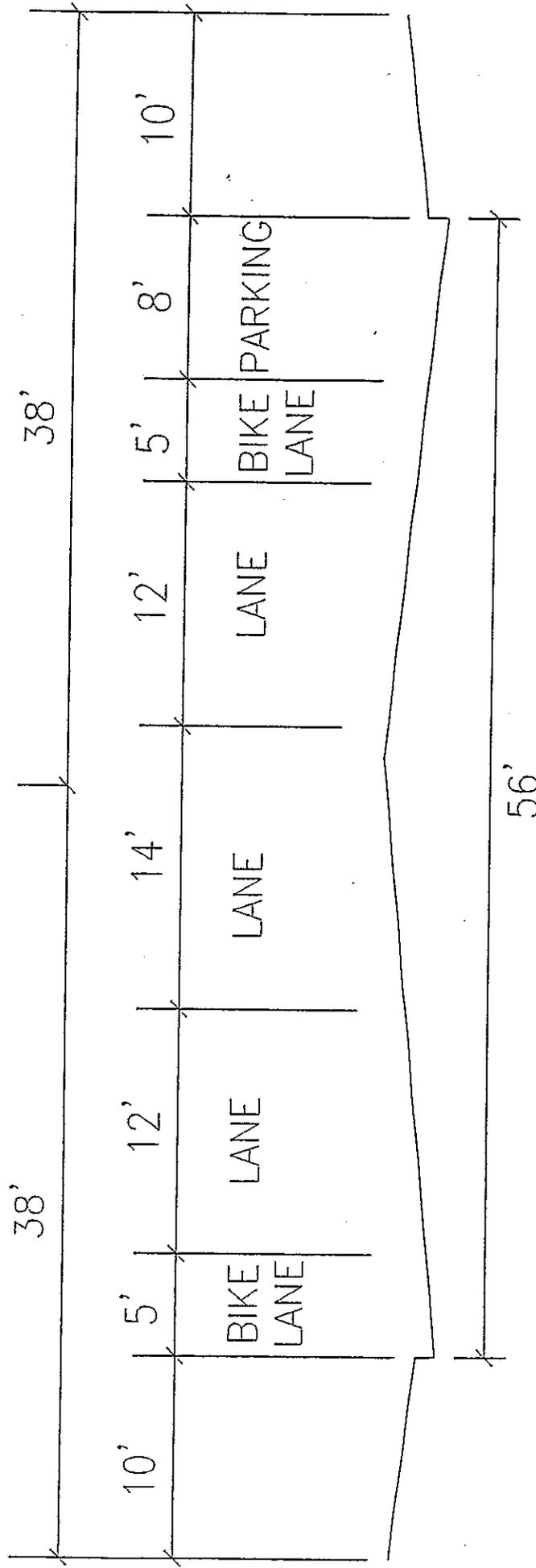
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	1770	3479	0	1770	3497	0	1770	1745	0	1770	1613	0
Flt Permitted	0.950			0.950			0.539			0.721		
Satd. Flow (perm)	1770	3479	0	1770	3497	0	1004	1745	0	1343	1613	0
Satd Flow (RTOR)		24			13			23			162	
Volume (vph)	135	887	111	18	964	87	137	29	21	116	18	146
Lane Group Flow (vph)	150	1109	0	20	1168	0	152	55	0	129	182	0
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Total Split (s)	18.0	53.0	0.0	8.0	43.0	0.0	29.0	29.0	0.0	29.0	29.0	0.0
Act Effct Green (s)	12.9	62.0		5.0	49.3		18.8	18.8		18.8	18.8	
Actuated g/C Ratio	0.14	0.69		0.06	0.55		0.21	0.21		0.21	0.21	
v/c Ratio	0.59	0.46		0.20	0.61		0.73	0.14		0.46	0.39	
Uniform Delay (d)	36.1	7.3		42.8	13.6		33.2	16.7		31.1	3.1	
Delay	49.1	1.8		41.1	15.6		32.2	17.2		29.7	6.0	
LOS	D	A		D	B		C	B		C	A	
Approach Delay		7.4			16.0			28.2			15.9	
Approach LOS		A			B			C			B	
Queue Length 50th (ft)	81	0		11	228		81	14		64	9	
Queue Length 95th (ft)	148	76		34	297		136	40		107	56	
Internal Link Dist (ft)		120			765			352			272	
50th Up Block Time (%)												
95th Up Block Time (%)	31%											
Turn Bay Length (ft)	100			150			100			100		
50th Bay Block Time %					19%							
95th Bay Block Time %	54%				26%		24%			11%		
Queuing Penalty (veh)	200				4		6			10		

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 77 (86%), Referenced to phase 4:EBT, Start of Green
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 13.2
 Intersection LOS: B
 Intersection Capacity Utilization 73.8%
 ICU Level of Service C

Splits and Phases: 19: 246 & McMurray Rd

↖ ø2 29 s	→ ø4 53 s	↗ ø3 8 s
↘ ø6 29 s	↖ ø7 18 s	← ø8 43 s



SCALE
1 INCH = 10 FEET

PARKING - EAST SIDE (PROJECT SIDE)

MC MURRAY ROAD CROSS-SECTION

