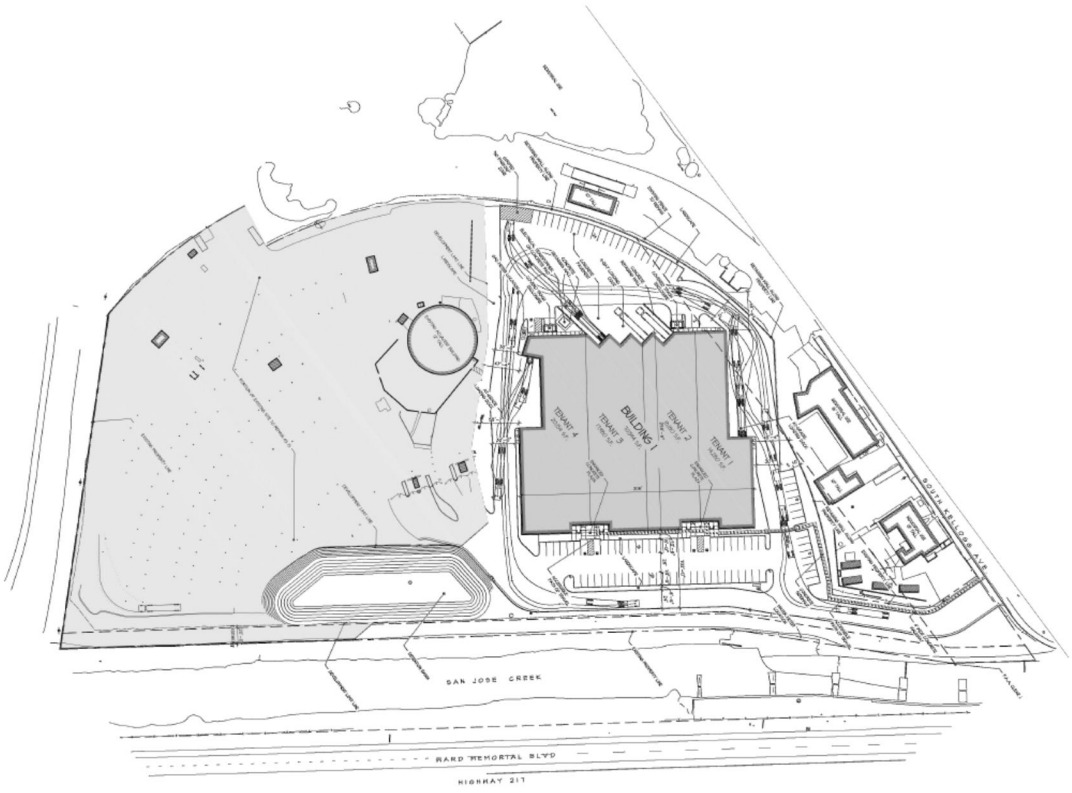
Appendix B

Traffic and Circulation Study

SYWEST INDUSTRIAL BUILDING PROJECT
CITY OF GOLETA, CALIFORNIA

UPDATED TRAFFIC AND CIRCULATION STUDY



July 24, 2024 **ATE Project #22052**

Prepared for:
SyWest Development
150 Pelican Way
San Rafael, CA 93101

ASSOCIATED TRANSPORTATION ENGINEERS
100 North Hope Avenue, Suite 4, Santa Barbara, CA 93110-1686 • (805) 687-4418 • FAX (805) 682-850

ASSOCIATED TRANSPORTATION ENGINEERS

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

Since 1978

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

July 24, 2024 22052R06

Tracy LaTray
Development Manager
SyWest Development
150 Pelican Way
San Rafael, CA 93101

UPDATED TRAFFIC AND CIRCULATION STUDY FOR THE SYWEST INDUSTRIAL BUILDING PROJECT – CITY OF GOLETA

Associated Transportation Engineers (ATE) has prepared the following updated traffic and circulation study for the Sywest Industrial Building Project proposed in the Old Town area of the City of Goleta. The study updates the analysis completed previously by ATE (study dated December 11, 2023).

Associated Transportation Engineers

Scott A. Schell
Principal Transportation Planner

CONTENTS

TABLES

FIGURES

INTRODUCTION

The following report presents ATE's updated traffic and circulation analysis for the Sywest Industrial Building Project (the "Project"), proposed in the City of Goleta's Old Town area. The report evaluates existing and future traffic operations for the roadways and intersections in the study area in order to determine the Project's consistency with City's General Plan level of service transportation policies. The report also evaluates the Project's potential CEQA impacts based on the Vehicle Miles Traveled (VMT) criteria adopted by the City.

The updated study incorporates updated trip generation estimates using data for 4 similar High-Cube Warehouse facilities. The analysis also includes additional information regarding truck trip centages.

PROJECT DESCRIPTION

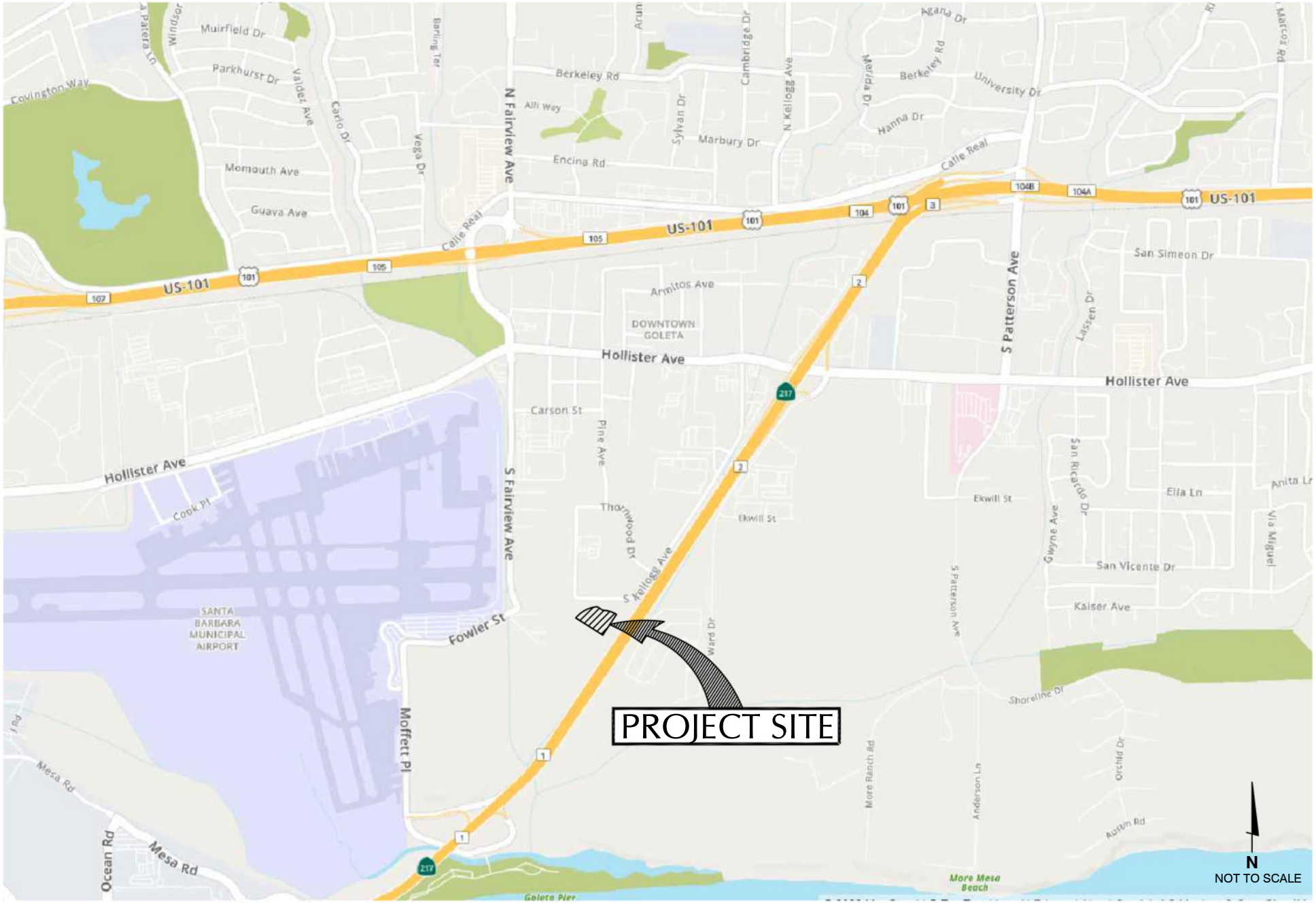
The Sywest Industrial Building site is located at 907 S. Kellogg Avenue in the City of Goleta. Figure 1 shows the location of the Project site. The existing parcel is currently occupied by the West Wind Drive-In movie theater. It is noted that the movie theater is currently vacant, therefore no existing trip credits were applied. The Project is proposing to demolish the theater and construct 70,594 square feet (SF) of warehouse space. As noted above, the traffic analysis assumes the average rate of 4 similar High-Cube Warehouse facilities. Figure 2 illustrates the Project site plan. As shown on the plan, access to the Project site would be provided via two new connections to the existing driveway that extends south from Kellogg Avenue.

EXISTING CONDITIONS

Street Network

The Project site is served by a network of highways, arterial roadways, and collector streets, as shown in Figure 3. The following text briefly describes the major components of the study-area street network.

US 101, located north of the Project site, is a multi-lane interstate freeway serving the Pacific Coast. US 101 is the principal route between the Goleta area and the adjacent cities of Santa Barbara, Carpinteria, and Ventura to the south; and Buellton and Santa Maria to the north. Access to US 101 would be provided via the US 101/Fairview Avenue interchange on the west and the SR 217/Hollister Avenue interchange on the east (which connects to US 101 – see Figure 3).



ASSOCIATED TRANSPORTATION ENGINEERS

PROJECT SITE LOCATION

FIGURE 1

GM- ATE#22052

GENERAL INFORMATION

OWNER:	ARCHITECT:
SYWEST DEVELOPMENT 150 PELICAN WAY SAN RAFAEL, CA 94901 (415)448-8362	RASMUSSEN & ASSOCIATES 21 S. CALIFORNIA STREET FOURTH FLOOR VENTURA, CA. 93001 VOICE: (805)648-1234

CIVIL ENGINEER:
STANTEC
111 EAST VICTORIA STREET
SANTA BARBARA, CA. 93101
VOICE: (805)963-9532

SITE SUMMARY

ADDRESS: 907 S. KELLOGG AVENUE
APN: 071-190-035

(N) DEVELOPMENT AREA	260,274 S.F.
(E) SITE TO REMAIN AS IS	249,808 S.F.
TOTAL	510,081 S.F.

TENANT 1	14,280 S.F.
TENANT 2	18,180 S.F.
TENANT 3	17,980 S.F.
TENANT 4	20,154 S.F.
TOTAL BUILDING AREA	70,544 S.F.

DEVELOPMENT AREA	260,274 S.F.	100% (5.98 ACRES)
BUILDING FOOTPRINT	70,544 S.F.	27%
PARKING/PAVING	105,300 S.F.	40%
SIDEWALK	4,843 S.F.	2%
LANDSCAPING	79,492 S.F.	31%

PARKING SUMMARY

REQUIRED

1 SPACE PER 1000 S.F.	= 71 SPACES
1 SPACE PER 4 EMPLOYEES @ 25 PEOPLE PER ACRE (70,544/43,560) * 25/4	= 11 SPACES
TOTAL	82 SPACES

PROVIDED

STANDARD	97 SPACES
ACCESSIBLE	5 SPACES
TOTAL	102 SPACES

LOADING ZONES

REQUIRED:	3 ZONES
PROVIDED:	6 ZONES

PLANNING INFORMATION

CITY OF GOLETA GENERAL PLAN/COASTAL LAND USE PLAN (GP/CLUP)
CITY OF GOLETA COASTAL ZONING ORDINANCE ARTICLE II OF CHAPTER 35

ZONING	M/M-S-GOL
GENERAL PLAN DESIGNATION	SERVICE/INDUSTRIAL

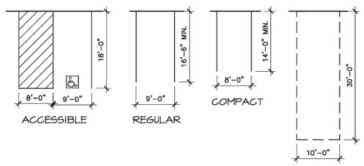
SERVICES AGENCIES:

FIRE PROTECTION	SANTA BARBARA COUNTY FIRE DEPARTMENT
SANITARY SEWER DISTRICT	GOLETA WEST SANITARY DISTRICT
WATER DISTRICT	GOLETA WATER DISTRICT
SCHOOL DISTRICT	GOLETA UNIFIED SCHOOL DISTRICT
GAS	SOUTH CALIFORNIA GAS COMPANY
ELECTRIC	SOUTH CALIFORNIA EDISON

GENERAL NOTES:

1. PARKING LOT LIGHTING SHALL BE SHIELDED AND HOODED TO LIMIT SPILL OVER EFFECTS. POLE SUPPORTS SHALL BE OF A DARKER FINISH REDUCE GLARE.
2. BUILDING WALL-MOUNTED AND PEDESTRIAN WALKWAY LIGHTING FIXTURES WILL BE PLACED AT HEIGHTS WHICH ARE HIGH ENOUGH TO PROMOTE PROJECT SAFETY, BUT LIGHT WILL BE CONTAINED.

TYPICAL PARKING SPACES

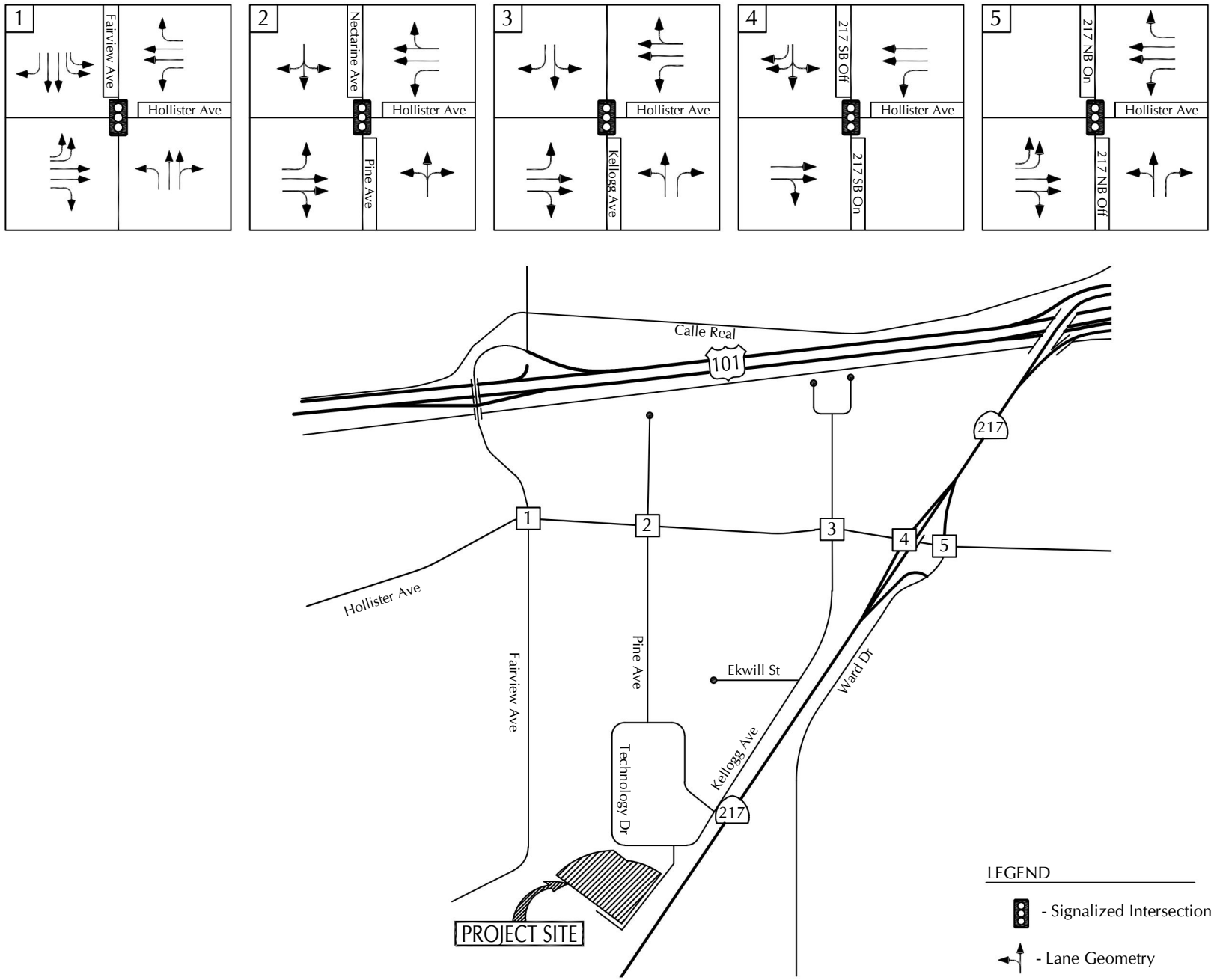


ASSOCIATED TRANSPORTATION ENGINEERS

PROJECT SITE PLAN

FIGURE 2

GM- ATE#22052



ASSOCIATED
TRANSPORTATION
ENGINEERS

EXISTING STREET NETWORK

FIGURE 3

GM- ATE#22052

SR 217, located east of the Project site, is a 4-lane freeway that connects US 101 on the north to UCSB on the south. SR 217 includes a full-access interchange at Hollister Avenue. Access to US 101 would be provided via the SR 217/Hollister Avenue interchange (see Figure 3).

Hollister Avenue, located north of the Project site, is a 4-lane east-west arterial roadway that extends through the Goleta Valley area from State Route 154 on the east to Calle Real on the west. Hollister Avenue is the primary east-west surface streets in the Goleta Old Town area.

Fairview Avenue, located west of the Project site, is a north-south 2- and 4-lane arterial roadway. North of Hollister Avenue, Fairview Avenue extends as a 4-lane roadway that connects to the US 101 interchange and Calle Real north of US 101. Fairview Avenue extends south of Hollister Avenue to its terminus at Fowler Road. The US 101/Fairview Avenue Interchange would provide freeway access for the Project site.

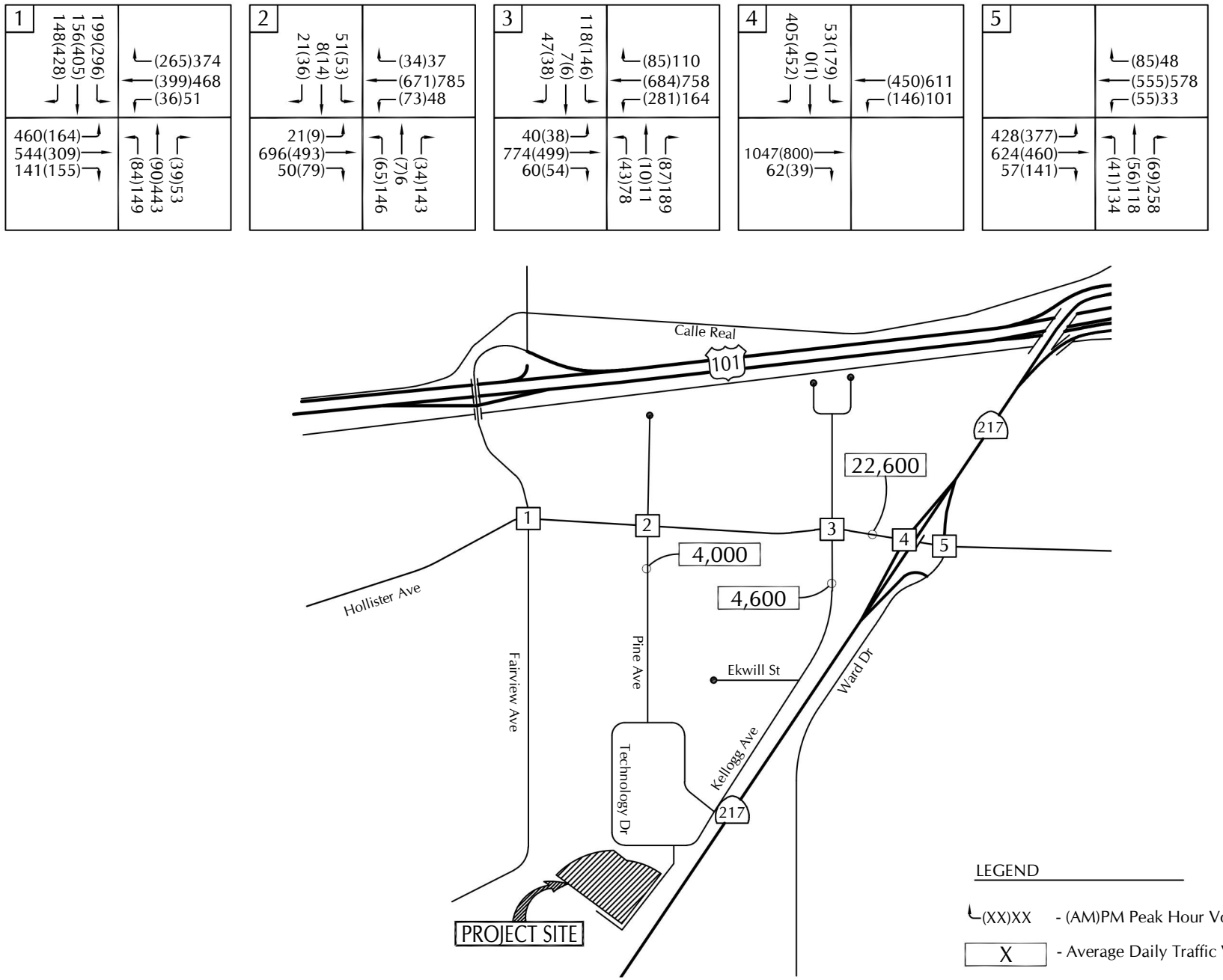
Pine Avenue, located west of the Project site, is a 2-lane collector road that extends south from Hollister Avenue and connect to Thornwood Drive.

Kellogg Avenue, located on the east side of the Project site, is a 2-lane collector road that extends north and south of Hollister Avenue. The two-lane roadway provides direct access to the site via the existing private driveway connection.

Ekwill Street, located south of the Project site, is a 2-lane road that extends for a short distance west of Kellogg Avenue. This segment was constructed as part of the Old Town Village Mixed Use Project. The City has plans to extend Ekwill Street between Fairview Avenue and Kellogg Avenue to relieve traffic loading on Hollister Avenue. The remaining portions of the Ekwill Street extension are now funded and began construction in 2023.

Roadway Operations

Figure 4 shows the Existing average daily traffic (ADT) volumes for the key study-area roadway segments identified for analysis. The ADT volumes were developed based on volumes collected in 2019 that were adjusted using new intersection counts conducted in 2022 (see Technical Appendix for ADT adjustment analysis). The operational characteristics of the study-area roadways were analyzed based on the LOS C policy adopted by the City ("Acceptable Capacity" roadway rating system contained in Technical Appendix for reference). Table 1 shows the Existing ADT volumes and the City's Acceptable Capacity (LOS C) thresholds for the key roadways in the study-area. As shown, the study-area roadway segments currently carry traffic volumes within the City's Acceptable Capacity ratings, which indicates that the roadway system operates at LOS C or better.



ASSOCIATED TRANSPORTATION ENGINEERS

EXISTING TRAFFIC VOLUMES

FIGURE 4

GM- ATE#22052

Table 1
Existing Roadway Operations

Roadway Segment	Roadway Classification	Number of Lanes	Acceptable Capacity(a)	Existing ADT
Pine Avenue s/o Hollister Avenue	Secondary 1	2 Lanes	9,300	4,000
Kellogg Avenue s/o Hollister Avenue	Secondary 1	2 Lanes	9,300	4,600
Hollister Avenue e/o Kellogg Avenue	Primary 2	4 Lanes	34,000	22,600

(a) Acceptable Capacity equates to LOS C standard.

Intersection Operations

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

AM and PM peak hour traffic volumes for the study-area intersections were obtained from traffic counts conducted by the City in 2022 (traffic count data is contained in the Technical Appendix for reference). For the intersections where new counts were not provided, the 2019 volumes adjusted using 2022 counts at the adjacent intersections (see Technical Appendix for adjustment analysis).

Figure 4 shows the peak hour turning movements for the study-area intersections. Levels of service were calculated for the signalized intersections using the "Intersection Capacity Utilization" (ICU) methodology adopted by the City (LOS calculations contained in Technical Appendix). As shown in Table 2, the study-area intersections currently operate at LOS C or better, which meet the City's LOS C standard.

Table 2
Existing Intersection Operations

Intersection	Control	AM Peak Hour		PM Peak Hour	
		ICU	LOS	ICU	LOS
#1 - Hollister Avenue/Fairview Avenue	Signal	0.478	A	0.606	B
#2 - Hollister Avenue/Pine Avenue	Signal	0.430	A	0.556	A
#3 - Hollister Avenue/Kellogg Avenue	Signal	0.571	A	0.604	A
#4 - Hollister Avenue/SR 217 SB Ramps	Signal	0.644	B	0.642	B
#5 - Hollister Avenue/SR 217 NB Ramps	Signal	0.452	A	0.573	A

CITY OF GOLETA CONSISTENCY CRITERIA

The transportation policies and standards outlined in City's Circulation Element of the General Plan were used to evaluate the Project's consistency with the City's General Plan (Policies TE 4.1-4.3). As outlined in the Circulation Element, the policies state that the traffic standard is to maintain LOS C or better on major arterials, minor arterials, collector roadways, and at intersections. A deficiency plan is required where LOS C is exceeded. The Circulation Element policies include an exception for the Storke-Hollister intersection, where the policy is to maintain LOS D or better with a volume-to-capacity of 0.89 or better.

EXISTING + PROJECT ANALYSIS

Trip Generation

Following City traffic analysis procedures, trip generation estimates were calculated for the Project using the rates presented in the Institute of Transportation Engineers (ITE) Trip Generation Manual.[1] The average ITE rates for High-Cube Transload and Short-Term Storage Warehouse (ITE #154), High-Cube Fulfillment Center Warehouse – Non-Sort (Land Use Code #155), High-Cube Fulfillment Center Warehouse – Sort (Land Use Code #155), and High-Cube Parcel Hub Warehouse (ITE #156) were used in the trip generation analysis. The ITE Trip Generation Manual definition for these types of facilities is as follows:

> "A high-cube warehouse (HCW) is a building primarily used for the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. A typical HCW has a high level of on-site automation and logistics management. The automation and logistics enable highly-efficient processing of goods through the HCW. A high-cube warehouse can be free-standing or located in an industrial park. Each fulfillment center in the ITE database has been categorized as either a sort or non-sort facility. A sort facility is a fulfillment center that ships out smaller items, requiring extensive sorting, typically by manual means."

Table 3 presents trip generation estimates for the Project (a worksheet showing the trip generation calculations is contained in the Technical Appendix).

[1] Trip Generation, Institute of Transportation Engineers, 11th Edition, 2021.

Table 3
Project Trip Generation

Land Use	Size	ADT		AM Peak Hour		PM Peak Hour	
		Rate	Trips	Rate	Trips (In/Out)	Rate	Trips (In/Out)
SyWest Industrial Building Project	70,594 SF	3.57	252	0.45	32 (24/8)	0.53	37 (16/21)

(a) Trip generation based on the average ITE rates of 4 similar High-Cube Warehouse facilities (ITE #154, 155, 156).

As shown in Table 3, the Project is forecast to generate 252 average daily trips (ADT), 32 AM peak hour trips, and 37 PM peak hour trips.

The Project trip generation estimates do not include trip credits for the existing West Wind Drive-In Movie Theater which is vacant and would be demolished as part of the project. The drive-in theater generates traffic outside of the peak hours (show times start at 8:45 PM) on days when screening is scheduled. Given the fluctuating nature and low level of traffic generated by the drive-in theater, no existing average daily traffic was assumed. Due to the unavailability of attendance records for the existing drive-in at the time this report was prepared, no existing trip credits are applied in this report.

Truck Trips

Truck trip percentages were calculated for the Project using ITE data for the 4 similar High-Cube Warehouse facilities discussed previously. It is noted that the cold storage warehouse facility is not a realistic use for the Project, therefore the rates were not used to calculate the average truck trips. The truck percentages apply to ADT volumes. Table 4 presents the results of the truck percentage calculations for similar warehouses types.

Table 4
ITE Trip Generation 11th Edition Truck Rates Used for Warehouses

Land Use	ITE Code	ADT Rate / KSF	Truck Rate / KSF	Truck %
High-Cube Transload and Short-Term Storage Warehouse	154	1.40	0.22	15.7%
High-Cube Fulfillment Center Warehouse – Non-Sort	155	1.81	0.23	12.7%
High-Cube Fulfillment Center Warehouse – Sort	155	6.44	0.19	3.0%
High-Cube Parcel Hub Warehouse	156	4.63	0.58	12.5%
Average		**3.57**	**0.31**	**11.0%**

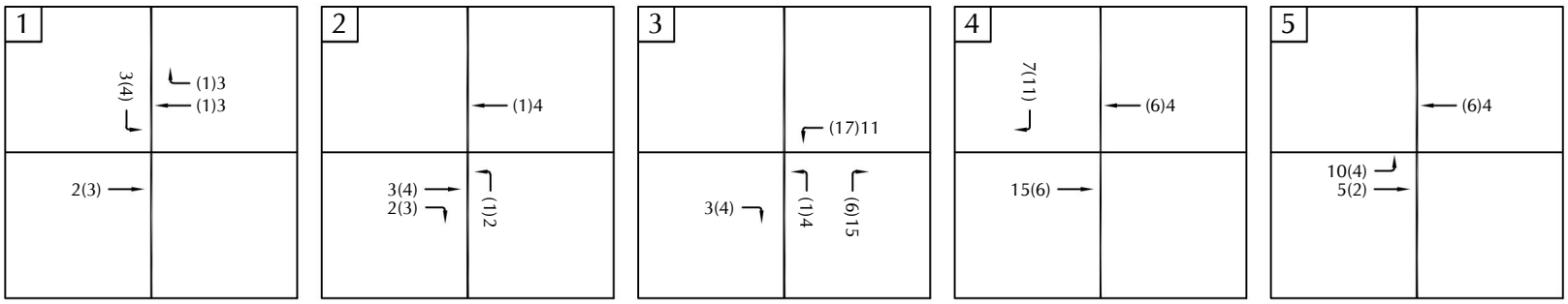
The data presented in Table 4 show that the average truck percentage for the High-Cube Warehouse uses is 11% of the daily traffic.

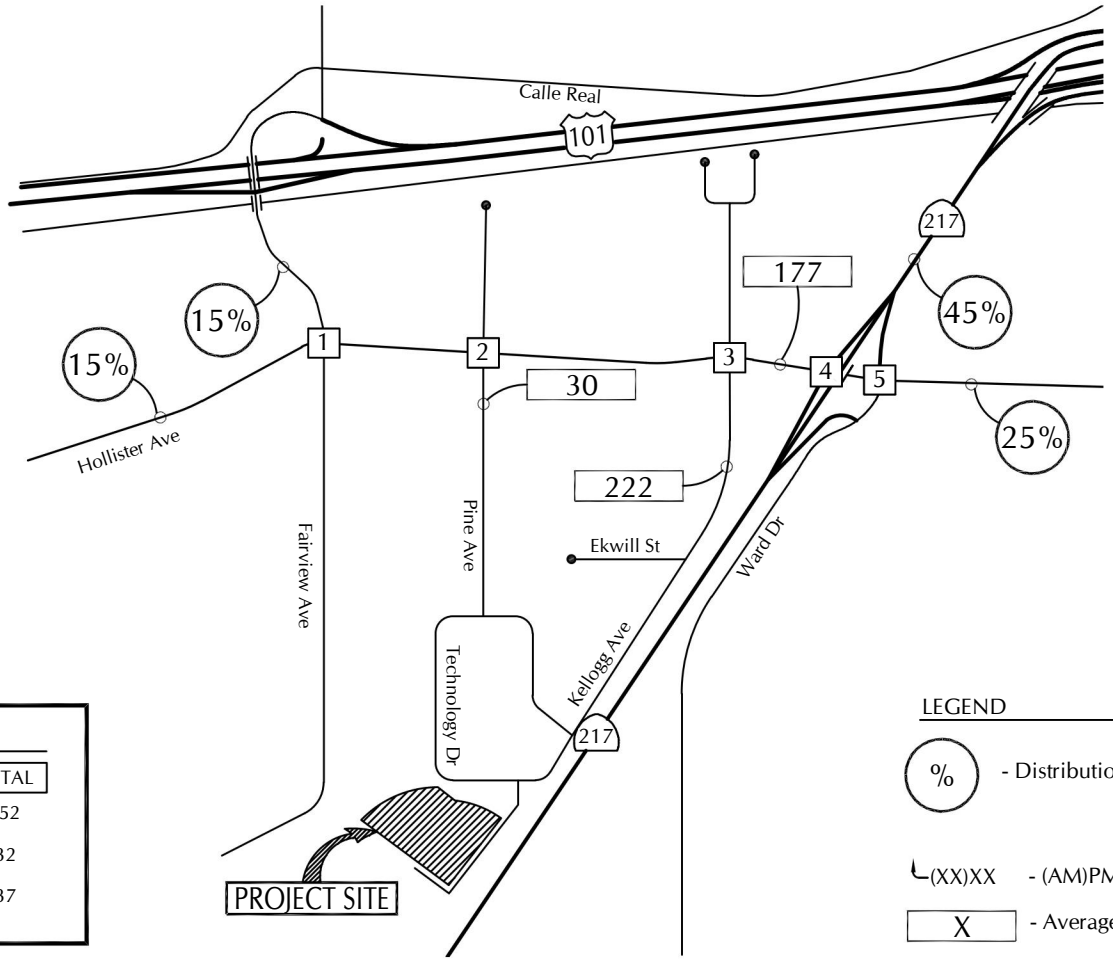
Trip Distribution

Trip distribution percentages were developed for the Project based on existing traffic patterns observed in the study area, input provided by City staff, and the anticipated origins/destinations of Project-generated traffic. Table 5 presents the trip distribution pattern developed for the Project. Figure 5 illustrates the trip distribution pattern and shows the assignment of Project traffic on the study-area street network.

Table 5
Project Trip Distribution

Origin/Destination	Direction	Distribution %
Hollister Avenue	East	25%
	West	15%
Fairview Avenue	North of Hollister	15%
SR 217	North (to/from US 101)	45%
Total		**100%**





PROJECT TRIP GENERATION

	IN	OUT	TOTAL
ADT			252
AM PEAK HOUR	24	8	32
PM PEAK HOUR	16	21	37

LEGEND

% - Distribution Percentage

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

X - Average Daily Traffic Volume

N
NOT TO SCALE

Associated Transportation Engineers

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

FIGURE 5

GM- ATE#22052

Existing + Project Roadway Operations

Existing + Project roadway volumes are shown on Figure 6. Table 6 compares the Existing and Existing + Project roadway volumes and identifies locations that are forecast to exceed the City's LOS C standard. As shown, the study-area roadways are forecast to carry volumes within their Acceptable Capacity ratings under Existing + Project conditions. Thus, the Project would be consistent with the City's LOS C standard for roadways.

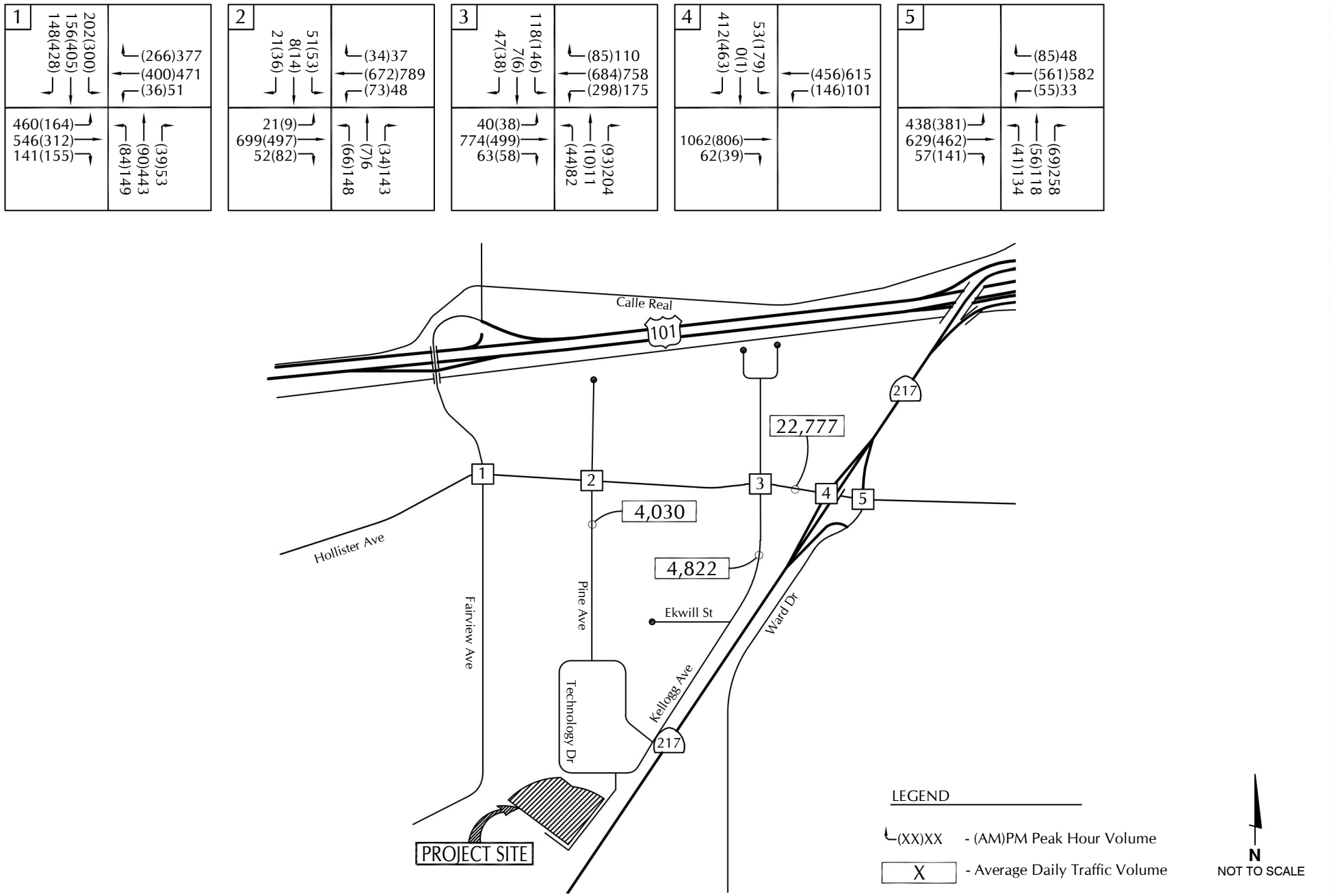
Table 6
Existing + Project Roadway Operations

Roadway Segment	Average Daily Trips				Exceeds LOS C?
	Acceptable Capacity(a)	Existing	Project Added	Existing + Project	
Pine Avenue s/o Hollister Avenue	9,300	4,000	30	4,030	No
Kellogg Avenue s/o Hollister Avenue	9,300	4,600	222	4,822	No
Hollister Avenue e/o Kellogg Avenue	34,000	22,600	177	22,777	No

(a) Acceptable Capacity equates to LOS C standard.

Existing + Project Intersection Operations

Existing + Project levels of service were calculated for the study-area intersections assuming the traffic volumes presented on Figure 6. Tables 7 and 8 compare the Existing and Existing + Project levels of service and identify intersections that are forecast to exceed the City's LOS C standard.



ASSOCIATED TRANSPORTATION ENGINEERS

EXISTING + PROJECT TRAFFIC VOLUMES

FIGURE 6

GM- ATE#22052

Table 7
Existing + Project Intersection Operations – AM Peak Hour

Intersection	Existing		Existing + Project		Exceed LOS C?
	ICU	LOS	ICU	LOS	
#1 - Hollister Avenue/Fairview Avenue	0.478	A	0.478	A	NO
#2 - Hollister Avenue/Pine Avenue	0.430	A	0.430	A	NO
#3 - Hollister Avenue/Kellogg Avenue	0.571	A	0.583	A	NO
#4 - Hollister Avenue/SR 217 SB Ramps	0.644	B	0.648	B	NO
#5 - Hollister Avenue/SR 217 NB Ramps	0.452	A	0.455	A	NO

Table 8
Existing + Project Intersection Operations – PM Peak Hour

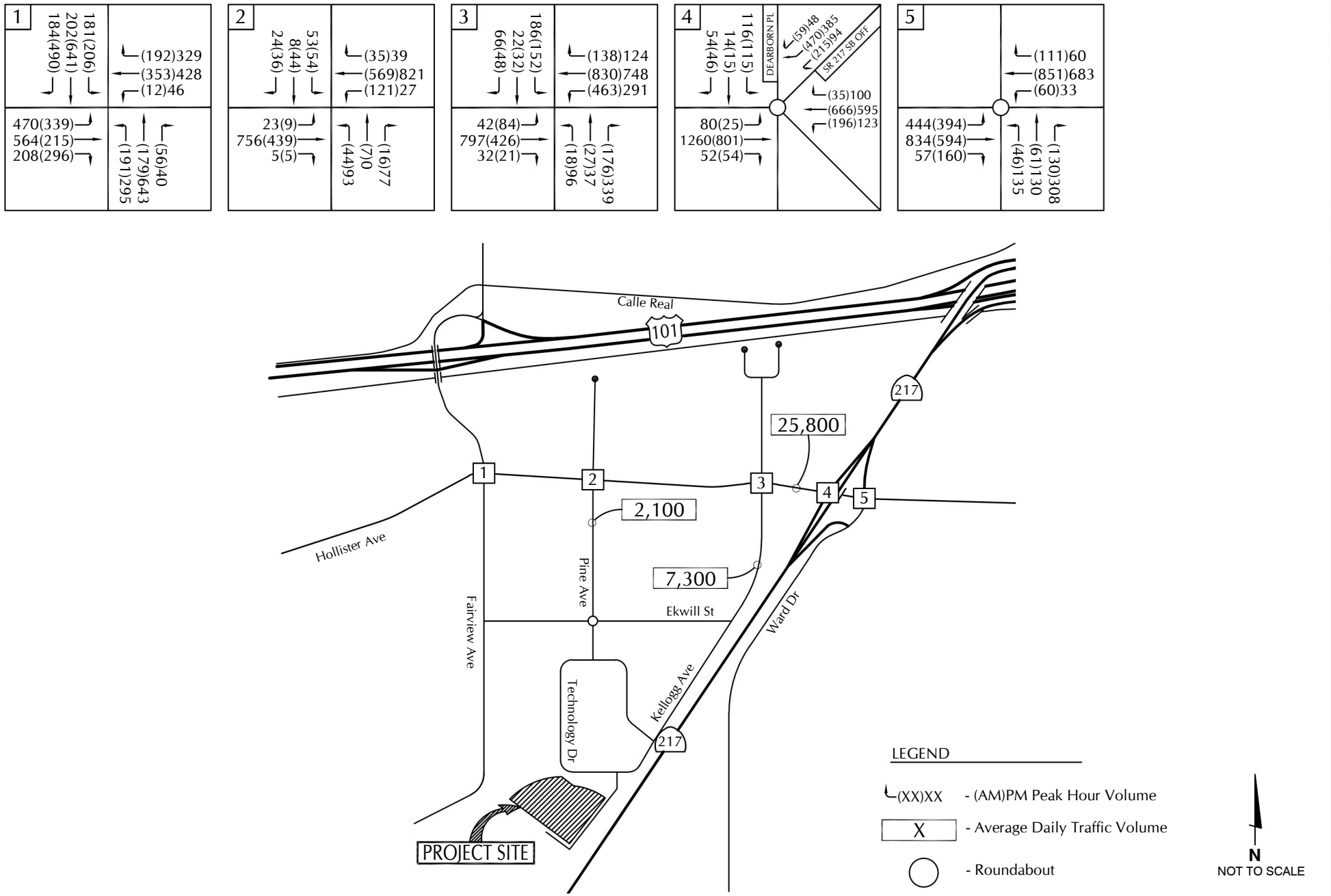
Intersection	Existing		Existing + Project		Exceed LOS C?
	ICU	LOS	ICU	LOS	
#1 - Hollister Avenue/Fairview Avenue	0.606	B	0.608	B	NO
#2 - Hollister Avenue/Pine Avenue	0.556	A	0.558	A	NO
#3 - Hollister Avenue/Kellogg Avenue	0.604	A	0.616	B	NO
#4 - Hollister Avenue/SR 217 SB Ramps	0.642	B	0.649	B	NO
#5 - Hollister Avenue/SR 217 NB Ramps	0.573	A	0.577	A	NO

As shown in Tables 7 and 8, the study-area intersections are forecast to operate at LOS C or better under Existing + Project conditions. Thus, the Project would be consistent with the City's LOS C standard for intersections.

CUMULATIVE ANALYSIS

Traffic Forecasts

Cumulative traffic volumes were forecast based on a list of approved and pending projects proposed within the City of Goleta and forecasts generated by the City's traffic model (the list of approved and pending projects is contained in the Technical Appendix for reference). The Cumulative forecasts generated by the model assume completion of the Ekwill Road extension project that is scheduled for construction in 2023/2024. These roadway system changes will reduce traffic on Hollister Avenue within Old Town and change the traffic patterns at 3 of the study-area intersections (Hollister Avenue/Fairview Avenue, Hollister Avenue/Pine Avenue, and Hollister Avenue/Kellogg Avenue). The traffic pattern changes were accounted for in the following Cumulative and Cumulative + Project scenarios. Cumulative traffic volumes are shown on Figure 7 and Cumulative + Project volumes are shown on Figure 8.

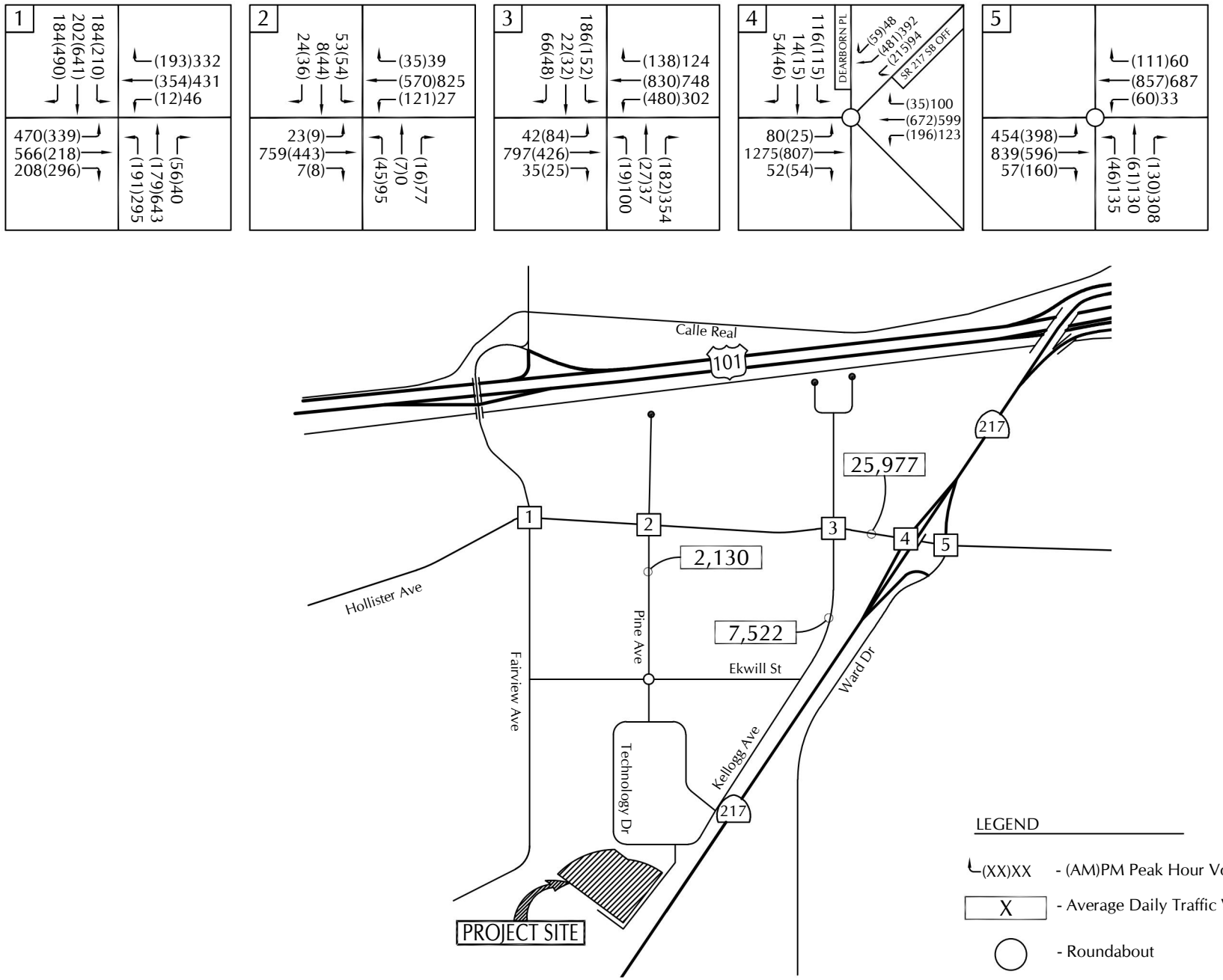


ASSOCIATED TRANSPORTATION ENGINEERS

CUMULATIVE TRAFFIC VOLUMES

FIGURE 7

GM- ATE#22052



ASSOCIATED
TRANSPORTATION
ENGINEERS

CUMULATIVE + PROJECT TRAFFIC VOLUMES

FIGURE 8

GM- ATE#22052

Planned Improvements

In addition to the Ekwill Street extension, The City is planning to implement roundabouts at the SR 217/Hollister Avenue interchange. These improvements are included in the Cumulative traffic modeling since they are funded and planned to be completed in the near term.

Cumulative + Project Roadway Operations

Table 9 compares the Cumulative and Cumulative + Project roadway operations and identifies locations that are forecast to exceed the City's LOS C standard.

Table 9
Cumulative + Project Roadway Operations

Roadway Segment	Average Daily Trips				Exceeds LOS C?
	Acceptable Capacity(a)	Cumulative	Project Added	Cumulative + Project	
Pine Avenue s/o Hollister Avenue(b)	9,300	2,100	30	2,130	No
Kellogg Avenue s/o Hollister Avenue(b)	9,300	7,300	222	7,522	No
Hollister Avenue e/o Kellogg Avenue (b)	34,000	25,800	177	25,977	No

(a) Acceptable Capacity equates to LOS C standard.
(b) Cumulative volumes adjusted to include traffic diversions caused by Ekwill & Fowler roadway extensions.

As shown in Table 9, the study-area roadways are forecast to carry volumes within their Acceptable Capacity ratings with Cumulative and Cumulative + Project traffic. Thus, the Project would be consistent with the City's LOS C standard for roadways.

Cumulative + Project Intersection Operations

Cumulative and Cumulative + Project levels of service were calculated for the study-area intersections assuming the traffic volumes presented on Figures 7 and 8. Tables 10 and 11 compare the Cumulative and Cumulative + Project levels of service and identify locations that are forecast to exceed the City's LOS C standard.

Table 10
Cumulative + Project Intersection Operations – AM Peak Hour

Intersection	Cumulative		Cumulative + Project		Exceed LOS C?
	ICU	LOS	ICU	LOS	
#1 - Hollister Avenue/Fairview Avenue(a)	0.635	B	0.636	B	NO
#2 - Hollister Avenue/Pine Avenue(a)	0.420	A	0.423	A	NO
#3 - Hollister Avenue/Kellogg Avenue(a)	0.704	B	0.717	C	NO
#4 - Hollister Avenue/SR 217 SB Ramps(b)	26.3 sec	C	28.4 sec	C	NO
#5 - Hollister Avenue/SR 217 NB Ramps(b)	10.3 sec	B	10.4 sec	B	NO

(a) ICU/LOS values assume traffic diversions caused by Ekwill & Fowler roadway extensions.
(b) LOS assumes implementation of planned roundabouts, intersection LOS based on average weighted delay.

Table 11
Cumulative + Project Intersection Operations – PM Peak Hour

Intersection	Cumulative		Cumulative + Project		Exceed LOS C?
	ICU	LOS	ICU	LOS	
#1 - Hollister Avenue/Fairview Avenue(a)	0.651	B	0.653	B	NO
#2 - Hollister Avenue/Pine Avenue(a)	0.517	A	0.519	A	NO
#3 - Hollister Avenue/Kellogg Avenue(a)	0.788	C	0.801	C	NO
#4 - Hollister Avenue/SR 217 SB Ramps(b)	18.6 sec	B	19.3 sec	B	NO
#5 - Hollister Avenue/SR 217 NB Ramps(b)	17.0 sec	C	17.5 sec	C	NO

(a) ICU/LOS values assume traffic diversions caused by Ekwill & Fowler roadway extensions.
(b) LOS assumes implementation of planned roundabouts, intersection LOS based on average weighted delay.

As shown in Table 11, study-area intersections are forecast to operate at LOS C or better under Cumulative + Project conditions. Thus, the Project would be consistent with the City's LOS C standard for intersections.

SITE ACCESS AND CIRCULATION

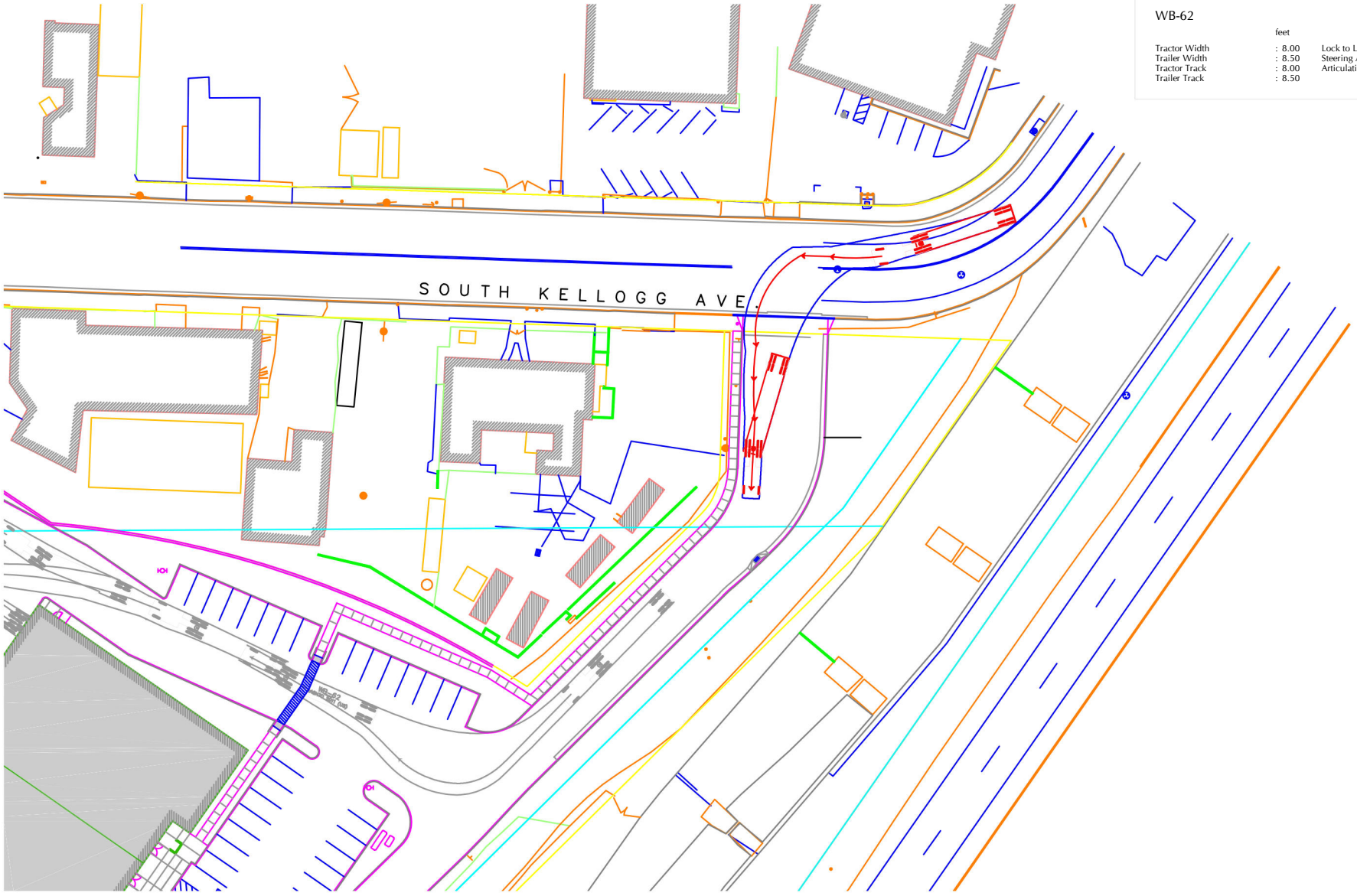
As shown in Figure 2, access to the site is proposed via two driveways on the north and south boundary of the site, which connect to the existing private access road to the drive-in theater and storage yard located south of the site. The existing private access road is proposed to be widened to 40 feet wide at Kellogg Avenue. Trucks will enter the site via the northern driveway and exit via the southern driveway. The site access and circulation plan is designed to accommodate WB-62 truck turning requirements. Signage should be installed at the northern access driveway to direct truck traffic.

Truck Access

The private road access for delivery trucks was evaluated to determine if there is adequate maneuvering area for trucks to enter and exit from Kellogg Avenue. The analysis was completed using the AutoTURN software which tracks turning movement vehicle paths. As shown on Figure 9, a WB-62 truck would be able to enter the private road from Kellogg Avenue. As shown on Figure 10, a WB-62 truck would not be able to exit the private road from Kellogg Avenue without driving on the opposite side of the street. It is recommended that the east curb be modified as shown on Figure 10 to provide adequate maneuvering area for the trucks.

Kellogg Avenue/Private Road Intersection Sight Distance Evaluation

The existing private road along Kellogg Avenue is located adjacent to a horizontal curve where Kellogg Avenue transitions from an east-west to a north-south orientation. Approximately 25 feet of red curb "No Parking" has been installed east of the intersection. No red curb is installed west of the intersection. A sight distance analysis was completed for the existing private road to determine if there would be adequate inter-visibility between a driver exiting the private road and a vehicle traveling on Kellogg Avenue. Floating car surveys found that vehicles travel in the 20-25 MPH range adjacent to the private road. The Caltrans Highway Design Manual indicates that the minimum stopping sight distance for a 25 MPH design speed is 150 feet. As shown on Figure 11, the sight distance to the west extends approximately 225 feet and the sight distance to the east extends approximately 235 feet. These sight distances meet the Caltrans minimum standards for the 25 MPH design speed. It is noted that vehicles currently park along the curb directly west of the private road. These vehicles block the sight distance for drivers exiting the private road as shown on Figure 11. It is recommended that a red curb "No Parking" zone be installed 80 feet west of the private road. With the recommended curb return improvement noted previously, the existing landscape vegetation at the southeast corner of the intersection would be removed which would maintain visibility for vehicles exiting the private road.

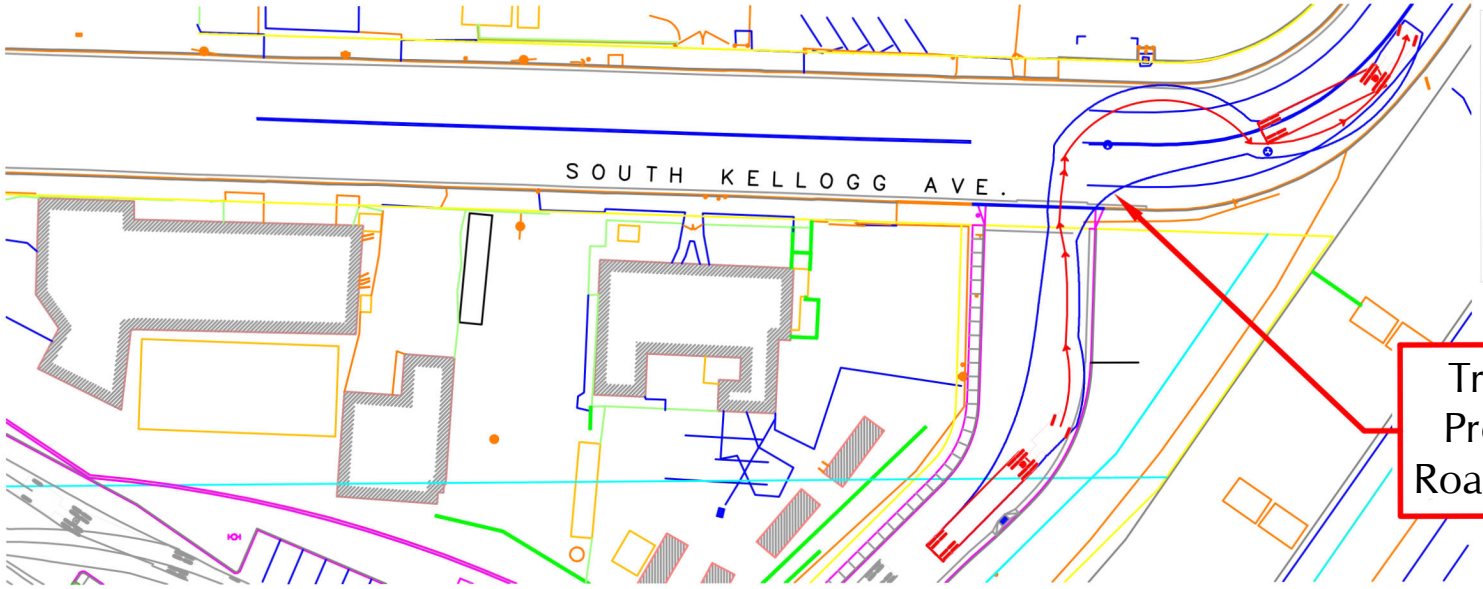


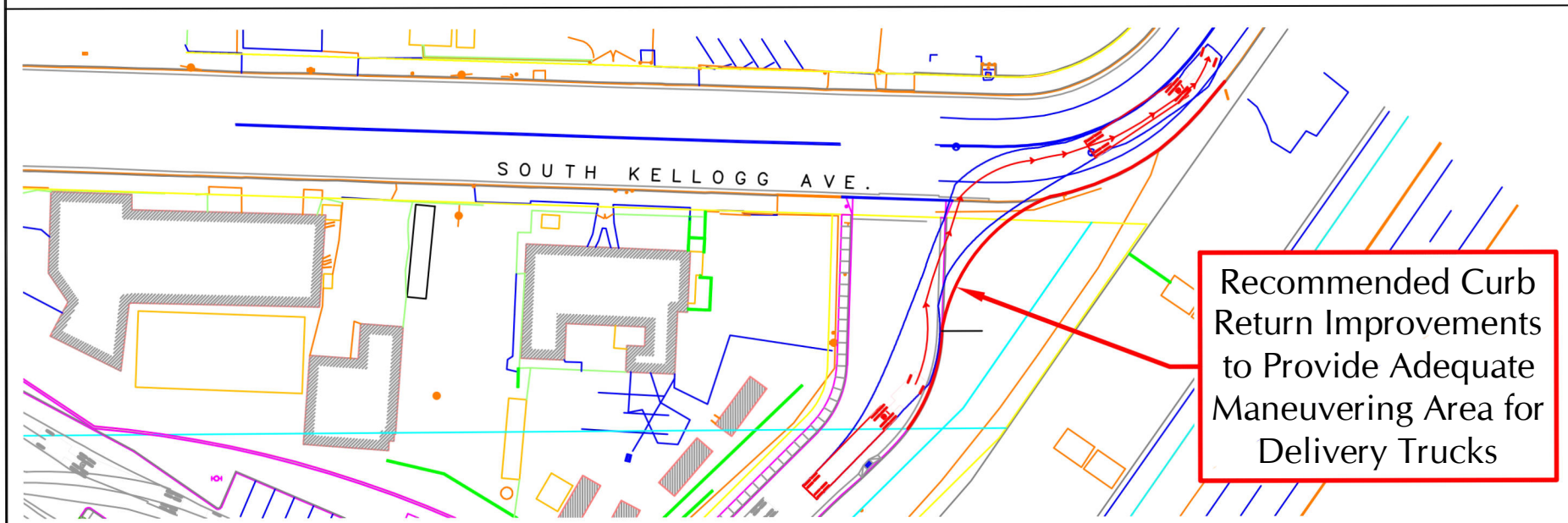
Associated
Transportation
Engineers

INGRESS TURNING MOVEMENTS

FIGURE 9

GM- ATE#22052



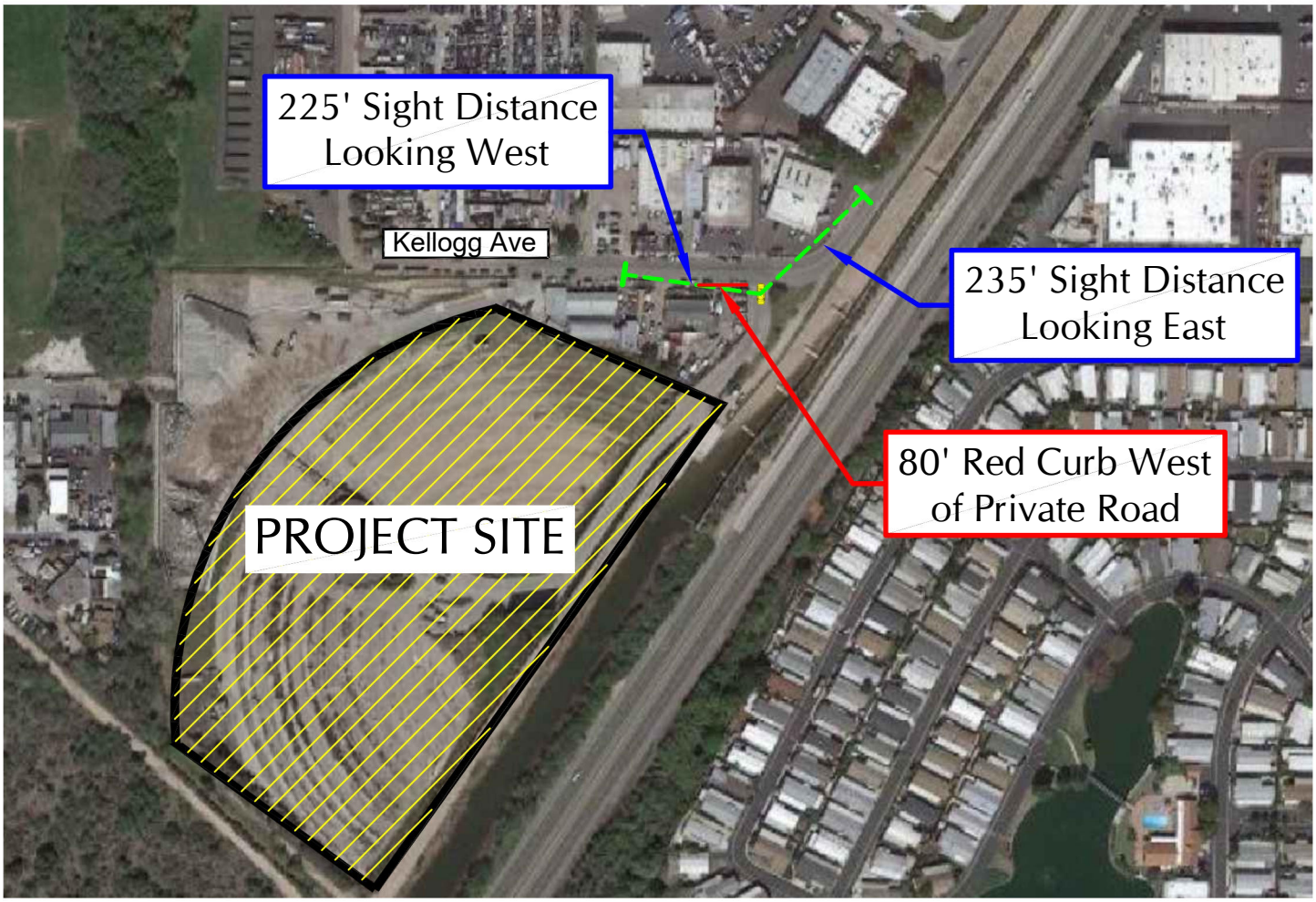


ASSOCIATED TRANSPORTATION ENGINEERS

EGRESS TURNING MOVEMENTS AND RECOMMENDED IMPROVEMENTS

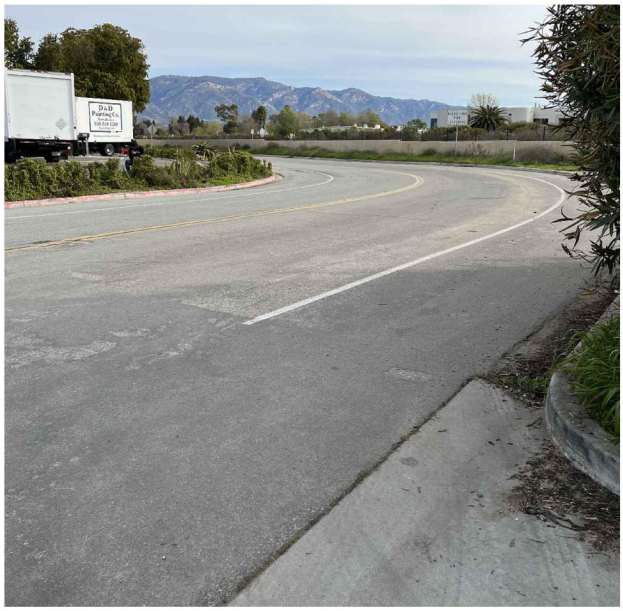
FIGURE 10

GM- ATE#22052



Looking West

Looking East



ASSOCIATED
TRANSPORTATION
ENGINEERS

PRIVATE ROAD SIGHT DISTANCES

FIGURE 11

GM- ATE#22052

VEHICLE MILE TRAVELED (POTENTIAL CEQA IMPACTS)

Per the State's Natural Resource Agency Updated Guidelines for the Implementation of the CEQA adopted in 2018, Vehicle Miles Traveled (VMT) has been designated as the most appropriate measure of transportation impacts. "Vehicle Miles Traveled" refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. For land use projects, vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. The City of Goleta has published a "VMT Thresholds Study"[1], in compliance with Senate Bill 743, which includes a requirement to analyze VMT as the transportation impact metric for CEQA rather than the traditional Level of Service (LOS) metric used previously.

CEQA Guidelines. The Governor's Office of Planning and Research (OPR) published a Technical Advisory on Transportation that includes recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures.[2] The Technical Advisory provides screening tools to determine when a project may have a significant VMT impacts, as follows:

> "Many agencies use "screening thresholds" to quickly identify when a project should be expected to cause a less-than-significant impact without conducting a detailed study. (See e.g., CEQA Guidelines, §§ 15063(c)(3)(C), 15128, and Appendix G.) As explained below, this technical advisory suggests that lead agencies may screen out VMT impacts using project size, maps, transit availability, and provision of affordable housing."

Screening Criteria

Consistent with the recommendations in the OPR Technical Advisory, Section 3.4 of the City of Goleta's VMT Thresholds Study establishes screening criteria for certain projects that are exempt from performing a detailed VMT analysis and may be presumed to have a less than significant VMT impact as follows:

[1] VMT Thresholds Study, City of Goleta, GHD, July 2020.

[2] Technical Advisory on Evaluating Transportation Impacts in CEQA, Governor's Office of Planning and Research, December 2018.

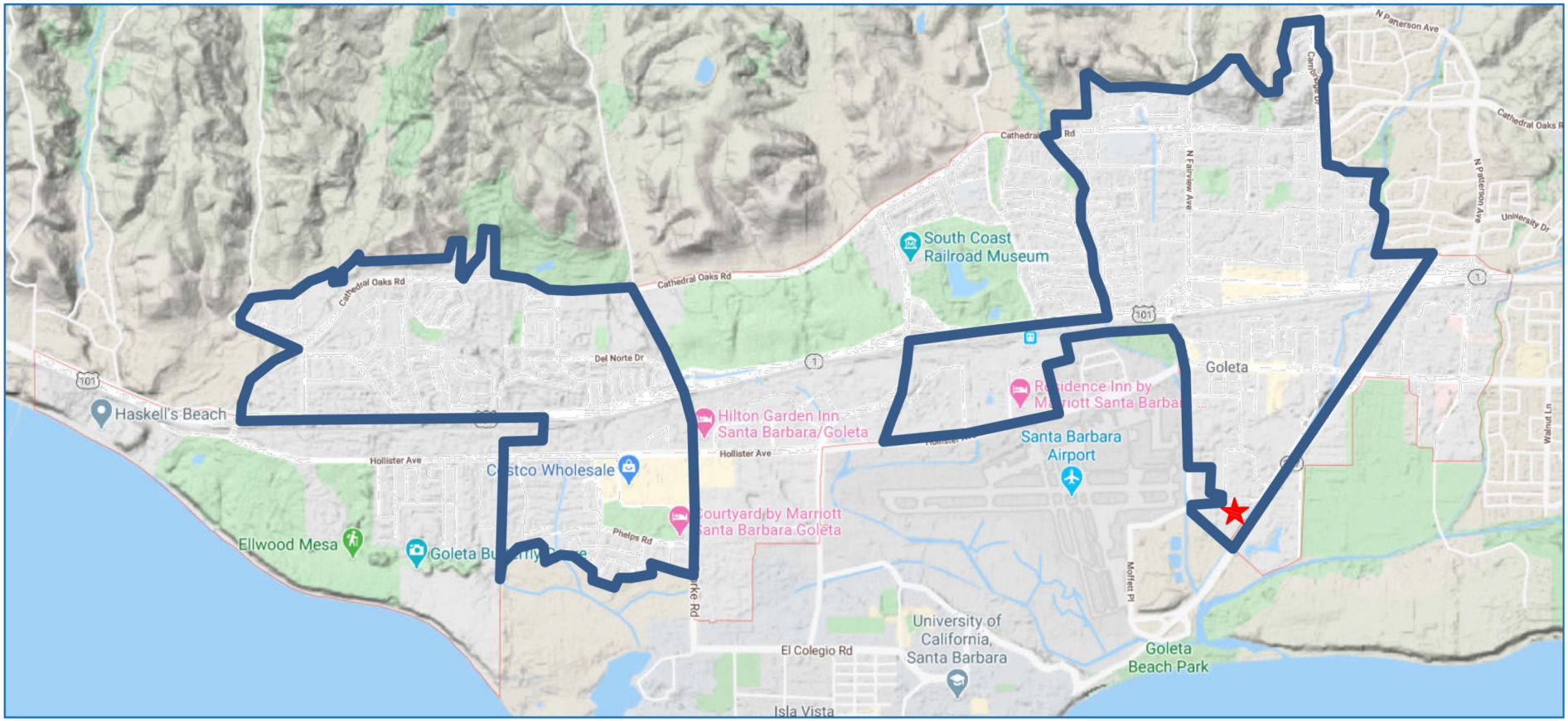
3.4 Map-Based Screening

Residential and work-based projects that are located in areas with existing low VMT, and that incorporate similar features (i.e., density, mix of uses, transit accessibility), will tend to exhibit similarly low VMT. Therefore, these projects can be presumed to have a less-than-significant VMT impact without the need to conduct a VMT analysis. The areas where projects would be presumed to have a less-than-significant VMT impact are depicted in Figure 3.1 for work-based projects and Figure 3.2 for residential projects. These indicate where residential and work-based projects would generate an average VMT of 15% or less below the baselines and would not require a VMT analysis. It's important to emphasize that if a project is not presumed to be less than significant based on these screening maps, it does not necessarily mean that the project will have a VMT impact, only that a less than significant impact cannot be assumed and that a VMT analysis would be necessary to make that determination.

The City's screening map for work-based projects (Figure 3.1 in the VMT Thresholds Study) is shown on Figure 12. As shown on the map, the Sywest Industrial Building Project is located in an area where the VMT impacts are presumed to be less than significant.

■ ■ ■

Figure 3.1 Screening Area for Work-Based Projects



ASSOCIATED TRANSPORTATION ENGINEERS

CITY OF GOLETA VMT SCREENING MAP - WORK-BASED PROJECTS

FIGURE 12

GM- ATE#22052

REFERENCES AND PERSONS CONTACTED

Associated Transportation Engineers

Richard L. Pool, PE, Principal Engineer
Scott A. Schell, Principal Transportation Planner
Dan Dawson, Supervising Transportation Planner
Jiho Ha, Transportation Engineer II
Glenn Manaois, Transportation Engineer I
Ashlyn Bell, Transportation Planner I

References

Final Traffic Impact Analysis for the Goleta Hotel Project, Pinnacle Traffic Engineering, November 2019.

Highway Capacity Manual, Transportation Research Board, 6th Edition, 2016.

Traffic, Circulation, and Parking Study for the 6210 Hollister Avenue Project, Associated Transportation Engineers, September 2016.

Traffic, Circulation, and Parking Study for the Old Town Village Mixed Use Project, Associated Transportation Engineers, October 2014.

Trip Generation, Institute of Transportation Engineers, 11th Edition, 2021.

Updated Phase I Traffic Analysis for the Lund Industrial Park Project, Associated Transportation Engineers, October 2017.

Persons Contacted

Dennis Lammers – City of Goleta

Brian Hiefield – City of Goleta

TECHNICAL APPENDIX

CONTENTS:

LEVEL OF SERVICE DEFINITIONS

ASSOCIATED TRANSPORTATION ENGINEERS

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

Since 1978

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

Signalized Intersection Level of Service Definitions

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

(a) Average control delay per vehicle in seconds.

Unsignalized Intersection Level of Service Definitions

The HCM[1] uses *control delay* to determine the level of service at unsignalized intersections. Control delay is the difference between the travel time actually experienced at the control device and the travel time that would occur in the absence of the traffic control device. Control delay includes deceleration from free flow speed, queue move-up time, stopped delay and acceleration back to free flow speed.

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

[1] Highway Capacity Manual, National Research Board, 2016.

CITY OF GOLETA ROADWAY DESIGN CAPACITIES

Table 1
Goleta Roadway Classifications

Classification	Purpose and Design Factors	Design Capacity		LOS A Threshold(a)		LOS C Threshold(b)	
		2 Lane	4 Lane	2 Lane	4 Lane	2 lane	4 Lane
Primary 1	Roadways designed to serve primarily non-residential development. Roadways would have a minimum of 12-foot wide lanes with shoulders and few curb cuts. Signals would be spaced at 1 mile or more intervals.	19,900	47,760	11,940	28,700	15,900	38,200
Primary 2	Roadways which serve a high proportion of non-residential development with some residential lots and few or no driveway curb cuts. Lane widths are a minimum of 12 feet with well spaced curb cuts. Signals intervals at a minimum of 1/2 mile.	17,900	42,480	10,800	25,500	14,300	34,000
Primary 3	Roadways designed to serve nonresidential development and residential development. More frequent driveways are acceptable. Potential signal intervals of 1/2-1/4 mile.	15,700	37,680	9,400	22,600	12,500	30,100
Secondary 1	Roadways designed to primarily serve non-residential development and large lot residential development with well spaced driveways. Roadways would be 2 lanes with infrequent driveways. Signal would generally occur at intersections with primary roads.	11,600	NA	7,000	NA	9,300	NA
Secondary 2	Roadways designed to serve residential and non-residential land uses. Roadways would be 2 lanes with close to moderately spaced driveways.	9,100	NA	5,500	NA	7,300	NA
Secondary 3	Roadways designed to primarily serve residential with small to medium lots. Roadways are 2 lanes with more frequent driveways.	7,900	NA	4,700	NA	6,300	NA

(a) Defined as 60% of Design Capacity.
(b) Defined as 80% of Design Capacity.
Source: City of Goleta General Plan Transportation Element.

TRAFFIC COUNT DATA

Prepared by National Data & Surveying Services

Fairview Ave & Hollister Ave

Peak Hour Turning Movement Count

ID: 22-050040-001
City: Goleta

Day: Tuesday
Date: 10/4/2022

PEAK HOURS

AM: 07:45 AM - 08:45 AM
NOON: NONE
PM: 04:30 PM - 05:30 PM

COUNT PERIODS

AM: 7:00 AM - 09:00 AM
NOON: NONE
PM: 4:00 PM - 06:00 PM

SOUTHBOUND (Fairview Ave)

AM	378	245	305	0	516	AM
NOON	0	0	0	0	0	NOON
PM	139	126	272	0	952	PM
	1	2	2	0		

EASTBOUND (Hollister Ave)

AM	NOON	PM	
723	0	710	
0	0	2	0
129	0	359	2
267	0	391	2
65	0	91	1
AM	NOON	PM	

WESTBOUND (Hollister Ave)

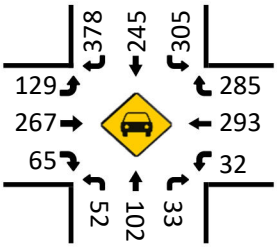
PM	NOON	AM	
378	0	285	1
464	0	293	2
35	0	32	1
6	0	0	0
723	0	605	
PM	NOON	AM	

NORTHBOUND (Fairview Ave)

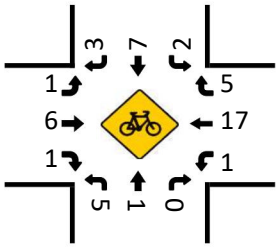
PM	252	0	105	215	54	PM
NOON	0	0	0	0	0	NOON
AM	342	0	52	102	33	AM
		0	1	1.5	0.5	

CONTROL			
Signalized			
TEV	2186 AM	0 NOON	2637 PM
PHF	0.98		0.97

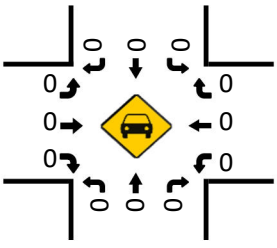
Totals (AM)



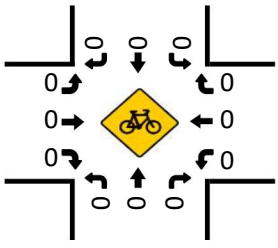
Total Bikes (AM)



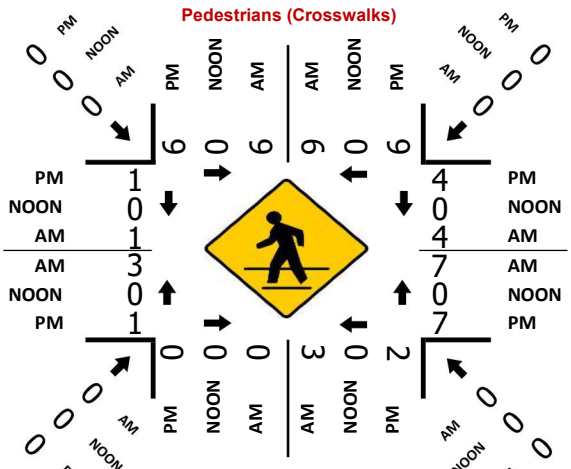
Totals (NOON)



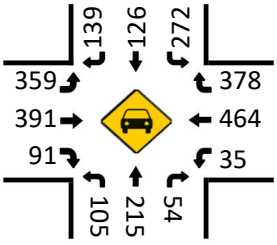
Total Bikes (NOON)



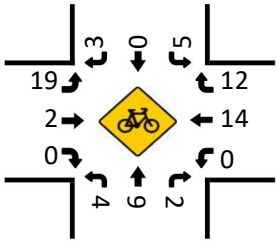
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



Prepared by National Data & Surveying Services

Pine Ave/Nectarine Ave & Hollister Ave

Peak Hour Turning Movement Count

ID: 22-050040-004
City: Goleta

Day: Tuesday
Date: 10/4/2022

PEAK HOURS	COUNT PERIODS
07:45 AM - 08:45 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

SOUTHBOUND — Pine Ave/Nectarine Ave

AM	22	14	52	0	38	AM
NOON	0	0	0	0	0	NOON
PM	24	8	54	0	63	PM

EASTBOUND — Hollister Ave

AM	NOON	PM		
625	0	907	⇦	
0	0	2	↶	0
8	0	22	↰	1
467	0	620	→	2
77	0	34	↷	0
AM	NOON	PM		

WESTBOUND — Hollister Ave

PM	NOON	AM		
30	0	26	↶	0
735	0	549	←	2
60	0	76	↰	1
0	0	0	↷	0
783	0	565	⇨	
PM	NOON	AM		

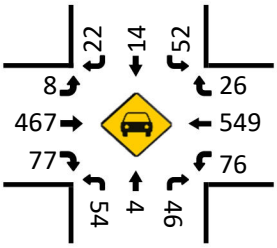
NORTHBOUND — Pine Ave/Nectarine Ave

PM	102	0	146	11	109	PM
NOON	0	0	0	0	0	NOON
AM	167	0	54	4	46	AM

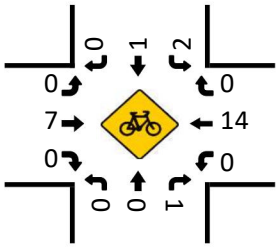
	0	0	1	0
	↶	↰	↑	↱

CONTROL			
Signalized			
TEV	1395 AM	0 NOON	1855 PM
PHF	0.96		0.97

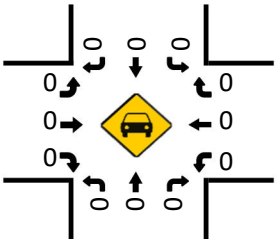
Totals (AM)



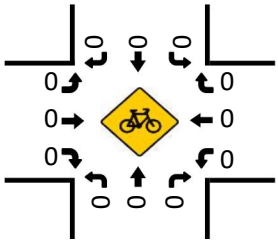
Total Bikes (AM)



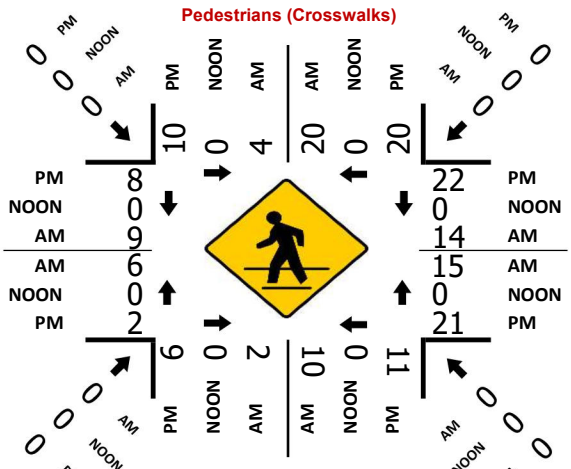
Totals (NOON)



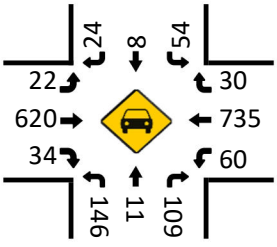
Total Bikes (NOON)



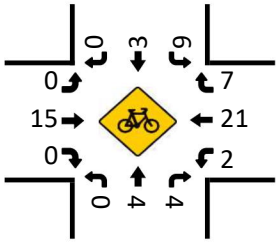
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



Prepared by National Data & Surveying Services

Kinman Ave & Hollister Ave

Peak Hour Turning Movement Count

ID: 22-050040-007
City: Goleta

Day: Thursday
Date: 10/13/2022

PEAK HOURS	COUNT PERIODS
07:45 AM - 08:45 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Kinman Ave)

	L	T	R	U	Total	
AM	39	0	75	0	69	AM
NOON	0	0	0	0	0	NOON
PM	71	0	86	0	110	PM

EASTBOUND (Hollister Ave)

	L	T	R	U	Total	
AM	2	0	1	0	0	AM
NOON	32	0	54	0	1	NOON
PM	458	0	765	0	2	PM
	9	0	23	0	0	
AM	698	0	893			AM
NOON						NOON
PM						PM

WESTBOUND (Hollister Ave)

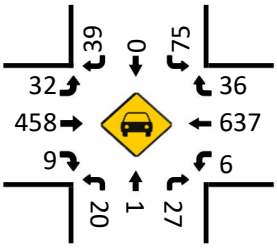
	L	T	R	U	Total	
PM	56	0	36	0	0	PM
NOON	809	0	637	2	0	NOON
AM	18	0	6	1	0	AM
	0	0	0	0		
PM	874	0	560			PM
NOON						NOON
AM						AM

NORTHBOUND (Kinman Ave)

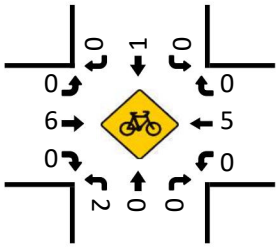
	L	T	R	U	Total	
PM	41	0	12	0	23	PM
NOON	0	0	0	0	0	NOON
AM	15	0	20	1	27	AM

CONTROL			
Signalized			
TEV	1342 AM	0 NOON	1918 PM
PHF	0.93		0.96

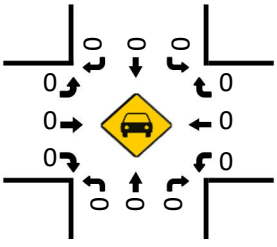
Totals (AM)



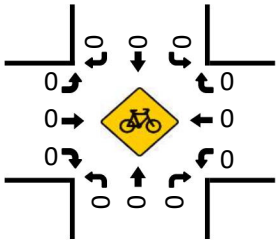
Total Bikes (AM)



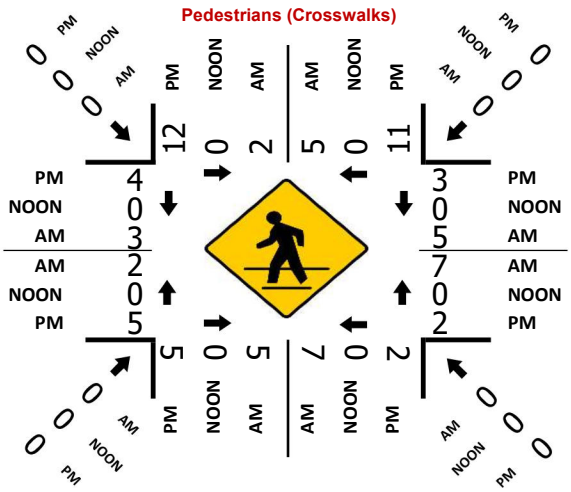
Totals (NOON)



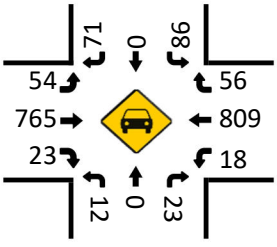
Total Bikes (NOON)



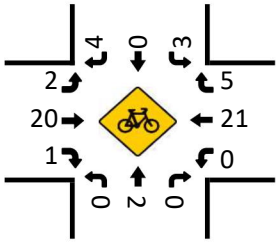
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



Prepared by National Data & Surveying Services

Kellogg Ave & Hollister Ave/Cross Town Route

Peak Hour Turning Movement Count

ID: 19-02078-023
City: Goleta

Day: Thursday
Date: 10/10/2019

	PEAK HOURS	COUNT PERIODS
AM	07:30 AM - 08:30 AM	07:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:30 PM - 05:30 PM	04:00 PM - 06:00 PM

Kellogg Ave – SOUTHBOUND

	Right	Through	Left	U-Turn	Exiting
AM	38	6	146	0	125
NOON	0	0	0	0	0
PM	47	7	118	0	155
Lanes	1	1	0	0	

Hollister Ave/Cross Town Route – EASTBOUND

	AM	NOON	PM	Lanes
Exiting	773	0	881	
U-Turn	8	0	6	0
Left	30	0	34	1
Through	499	0	774	2
Right	54	0	60	0

Hollister Ave/Cross Town Route – WESTBOUND

	Lanes	PM	NOON	AM
Right	0	110	0	85
Through	2	750	0	684
Left	1	129	0	188
U-Turn	0	35	0	93
Exiting		1116	0	825

Kellogg Ave – NORTHBOUND

	Exiting	U-Turn	Left	Through	Right
Lanes		0	0	1	1
PM	196	0	78	11	189
NOON	0	0	0	0	0
AM	248	0	43	10	87

CONTROL

Signalized

	AM	NOON	PM
TEV	1971	0	2348
PHF	0.88		0.95

Total Vehicles (AM)

	Left	Through	Right
Southbound	146	6	38
Eastbound	30	499	54
Westbound	188	684	85
Northbound	43	10	87

Bikes (AM)

	Left	Through	Right
Southbound	4	1	3
Eastbound	0	12	0
Westbound	0	27	6
Northbound	1	1	0

Total Vehicles (Noon)

	Left	Through	Right
Southbound	N/A	N/A	N/A
Eastbound	N/A	N/A	N/A
Westbound	N/A	N/A	N/A
Northbound	N/A	N/A	N/A

Bikes (NOON)

	Left	Through	Right
Southbound	N/A	N/A	N/A
Eastbound	N/A	N/A	N/A
Westbound	N/A	N/A	N/A
Northbound	N/A	N/A	N/A

Pedestrians (Crosswalks)

Crosswalk	Direction	AM	NOON	PM
North	Eastbound	3	0	6
North	Westbound	8	0	6
West	Southbound	14	0	8
West	Northbound	3	0	7
East	Southbound	2	0	4
East	Northbound	2	0	7
South	Eastbound	6	0	5
South	Westbound	2	0	7
NW diagonal		0	0	0
NE diagonal		0	0	0
SW diagonal		0	0	0
SE diagonal		0	0	0

Total Vehicles (PM)

	Left	Through	Right
Southbound	118	7	47
Eastbound	34	774	60
Westbound	129	750	110
Northbound	78	11	189

Bikes (PM)

	Left	Through	Right
Southbound	1	0	0
Eastbound	0	23	3
Westbound	1	25	4
Northbound	2	2	1

Prepared by National Data & Surveying Services

Ward Memorial Blvd WB Ramps/Dearborn Pl & Hollister Ave

Peak Hour Turning Movement Count

ID: 19-02078-024
City: Goleta

Day: Thursday
Date: 10/10/2019

PEAK HOURS

AM	07:30 AM - 08:30 AM
NOON	NONE
PM	04:30 PM - 05:30 PM

COUNT PERIODS

AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

SOUTHBOUND — Ward Memorial Blvd WB Ramps/Dearborn Pl

AM	452	1	179	0	0	AM
NOON	0	0	0	0	0	NOON
PM	405	0	53	0	0	PM
	1.3	0.3	0.3	0		

EASTBOUND — Hollister Ave

AM	NOON	PM	
870	0	944	
0	0	1	0
0	0	0	0
800	0	1047	2
39	0	62	0
AM	NOON	PM	

WESTBOUND — Hollister Ave

PM	NOON	AM	
0	0	0	0
538	0	418	2
100	0	146	1
1	0	0	0
1101	0	979	
PM	NOON	AM	

NORTHBOUND — d Memorial Blvd WB Ramps/Dearbor

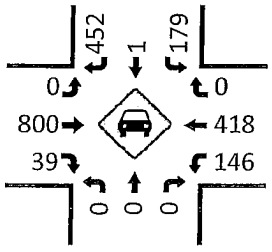
PM	162	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	186	0	0	0	0	AM
		0	0	0	0	

CONTROL

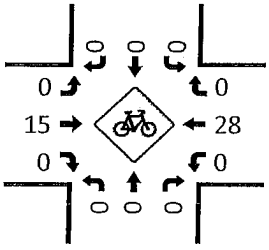
Signalized

TEV	2035 AM	0 NOON	2207 PM
PHF	0.89		0.98

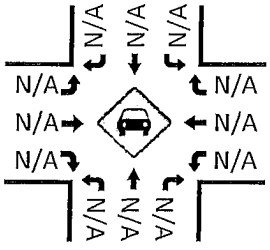
Total Vehicles (AM)



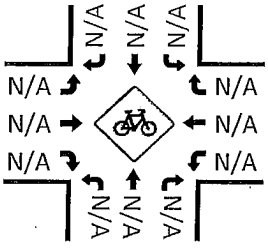
Bikes (AM)



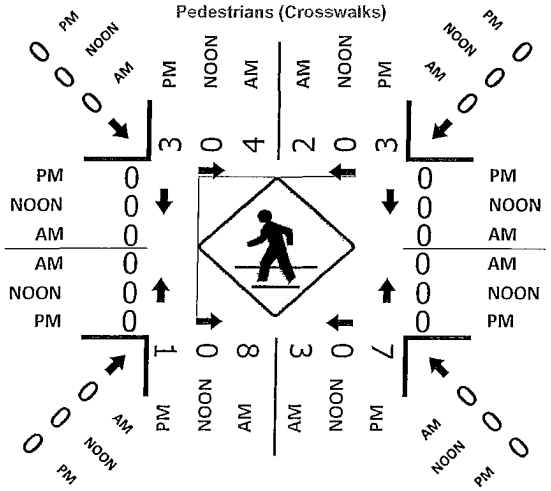
Total Vehicles (Noon)



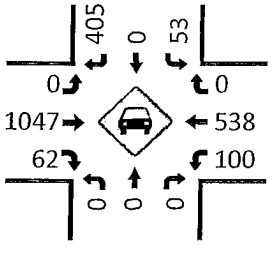
Bikes (NOON)



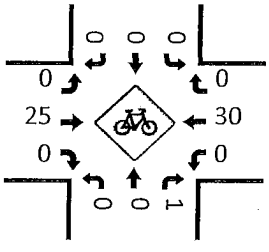
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



Prepared by National Data & Surveying Services

Ward Dr & Hollister Ave

Peak Hour Turning Movement Count

ID: 19-02078-025
City: Goleta

Day: Thursday
Date: 10/10/2019

PEAK HOURS

AM: 07:30 AM - 08:30 AM
NOON: NONE
PM: 04:30 PM - 05:30 PM

COUNT PERIODS

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

Ward Dr — SOUTHBOUND

AM	0	0	0	0	518	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	594	PM

Hollister Ave — EASTBOUND

AM	NOON	PM		
596	0	712	⇦	
0	0	0	↶	0
377	0	428	↱	2
460	0	624	→	2
141	0	57	↴	0
AM	NOON	PM		

Hollister Ave — WESTBOUND

PM	NOON	AM		
48	0	85	↰	1
578	0	555	←	2
30	0	53	↰	1
3	0	2	↶	0
885	0	531	⇨	
PM	NOON	AM		

Ward Dr — NORTHBOUND

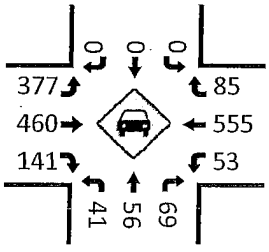
PM	87	0	134	118	258	PM
NOON	0	0	0	0	0	NOON
AM	194	0	41	56	69	AM

⇩ 0 | ↶ 0.5 | ← 0.5 | ↑ 1 | ↱

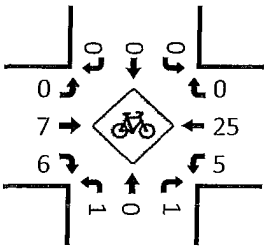
CONTROL: Signalized

TEV	1839 AM	0 NOON	2278 PM
PHF	0.86		0.94

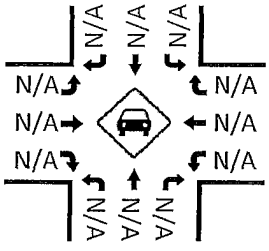
Total Vehicles (AM)



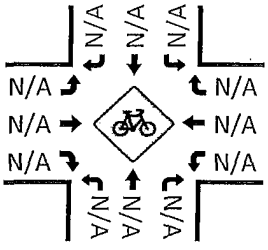
Bikes (AM)



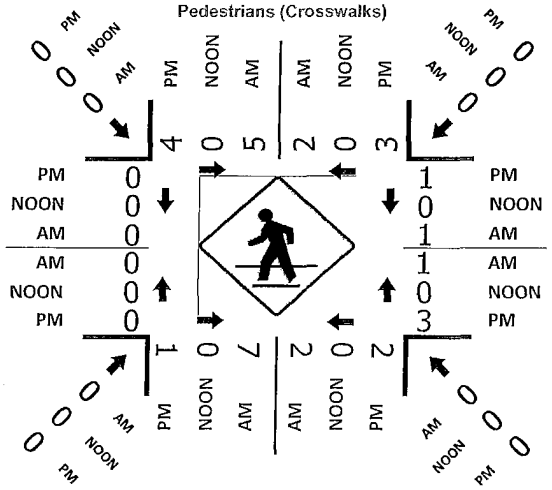
Total Vehicles (Noon)



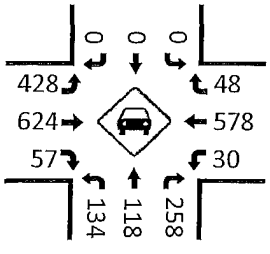
Bikes (NOON)



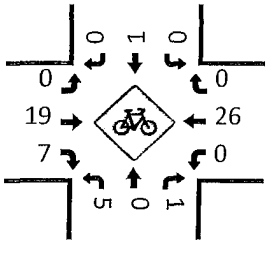
Pedestrians (Crosswalks)

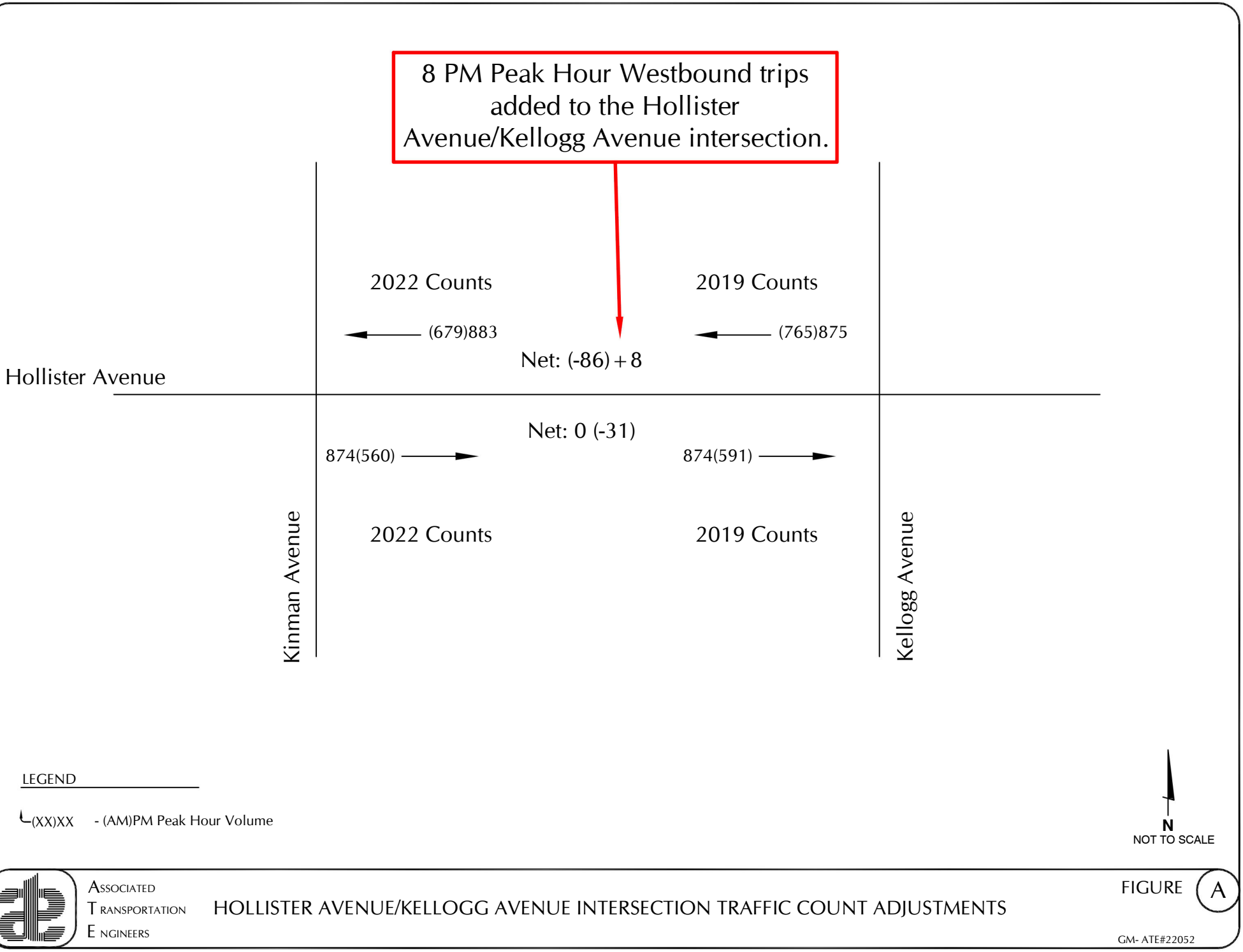


Total Vehicles (PM)



Bikes (PM)





Associated Transportation Engineers

HOLLISTER AVENUE/KELLOGG AVENUE INTERSECTION TRAFFIC COUNT ADJUSTMENTS

FIGURE A

GM- ATE#22052

Associated Transportation Engineers #22052
2019 vs 2022 Count Data Comparison Worksheet

SYWEST INDUSTRIAL BUILDING PROJECT

Roadway Segment	AM Peak Hour				PM Peak Hour			
	2019 Volumes	2022 Volumes	Net Difference	% Difference	2019 Volumes	2022 Volumes	Net Difference	% Difference
Pine Avenue s/o Hollister Avenue	272	271	-1	-0.37%	401	368	-33	-8.23%
Hollister Avenue e/o Kellogg Avenue	1,782	1,665	-117	-6.57%	2,105	2,113	8	0.38%
Kellogg Avenue s/o Hollister Avenue	No Change	No Change	0	0%	No Change	No Change	0	0%

PROJECT TRIP GENERATION WORKSHEET

Associated Transportation Engineers #22052
Trip Generation Worksheet

SYWEST INDUSTRIAL BUILDING PROJECT

Use	Size		ADT		AM PEAK HOUR						PM PEAK HOUR					
			Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
PROPOSED																
SyWest Industrial Building Project	70,594	SF	3.57	252	0.45	32	72%	24	28%	8	0.53	37	44%	16	56%	21
Total				**252**		**32**		**24**		**8**		**37**		**16**		**21**

(a) Trip generation based on the average ITE rates of 4 similar High-Cube Warehouse facilities (#154,155,156).

CITY OF GOLETA CUMULATIVE PROJECT LIST

City of Goleta Cumulative Projects List (Updated September 25, 2023)

Case #	Project	Address	APN	Land Use	Parcel Size (acres)	Project Description	Planner	Status	Adjacent to creek or tributary?	ESHA Setback Reduction Requested or Approved?
PROJECTS UNDER CONSTRUCTION										
13-085-Plan	Ellwood Butterfly Habitat Management Plan Implementation	N/A	079-210-013, -014, -015, -019, -024, -070, -071, & -072	Open Space- Passive Recreation	13.66	Implement management program to restore Monarch aggregation sites, enhance biodiversity, and maintain public access, and other management plan activities.	A. Wells / G. Thomson	Approved by City. Implementation is underway led by PW (George Thomson)	Yes	No. Habitat Restoration Allowed)
17-089-EMP	Ellwood Tree Safety Emergency Permit and Ellwood North Restoration	N/A	079-210-069	Open Space- Passive Recreation	136.60	Emergency Tree Removal for safety reasons by habitat enhancements in monarch butterfly aggregation sites.	A. Wells / G. Thomson	Approved by Coastal Commission; Implementation is underway led by PW (George Thomson)	Yes	No. (Habitat Restoration allowed in ESHA)
10-083-LUP, 12-165-LUP, & CDP No. E-02-024-A3	Beach Hazards Removal	N/A	079-200-012, -013, 079-210-059, -069, -013, -014, &, -015,	Visitor Serving/ Passive & Active Open Space	N/A	Removal of remnant oil and gas infrastructure hazards along City coastline.	A. Newkirk	Under Construction	No	No
19-0201-DP; 19-0202-DPAM; 19-0202-CUP; 19-0001-SUB	Goleta Battery Energy Storage Facility	6868 & 6864 Cortona Drive	073-140-027	Utility	5.88 gross	New 60 megawatt (240 megawatt hour) battery energy storage facility; lot split into two lots	K. Allen	Under Construction	No	N/A
MOU Agreement No. 2018-081	PRC 421 Piers	Pacific Ocean- Intertidal Zone.	079-210-059	Open Space- Active Recreation	192.93	Plug and abandon 2 existing oil wells, remove piers, infrastructure, and access roadway.	A. Wells	Removal of Component 1 (wells, caissons, piers) is underway. Component 2 (beach access road, infrastructure, rock, wood wall) is pending funding and permits.	No	N/A
MOU Agreement No. 2018-081	Platform Holly Decommissioning	Pacific Ocean- 2 miles from shore.	N/A	N/A	N/A	Plug and abandon 32 existing oil wells.	A. Wells	In Progress	No	No
19-032-DPAM	Kellogg Crossing Self Storage (Formerly Schwan Self Storage)	10 South Kellogg Avenue	071-090-082	Industrial	2.06	New 136,067 SF self-storage facility containing 1,043 units.	T. Lee	Under Construction	Yes	Approved.
09-133-DP; 15-177-LUP; 18-126- SCD-LUP; 19-111-PCR	Security Paving (former Highway Recycling)	909 South Kellogg Avenue	071-190-034	Industrial	11.71	Concrete and asphalt recycling facility with temporary and permanent equipment. Includes creek/SPA restoration, fencing, landscaping, trash enclosure, retaining wall, and drainage improvements.	L. Prasse	Under Construction	Yes	Approved.
APPROVED PROJECTS (NOT CONSTRUCTED)										
13-039-CUP	Ellwood Mesa Coastal Trails and Habitat Restoration Project	NA	079-210-024, -069, -015, -014, -013, -072, -071, -70	Open Space- Passive Recreation	252.00	Improve 7.1 miles of trails, improve 3 drainage crossings, improve 2 beach access points, and 13 acres of habitat restoration.	A. Wells/ George Thomson	Approved by Coastal Commission and Awaiting Funding	Yes	No. (Trails & Habitat Restoration allowed in ESHA)
21-0042-ZC	Distribution/Delivery Facility	355 Coromar Drive	073-610-036	Industrial	7.60	A new 54,080 square foot distribution/delivery facility within Cabrillo Business Park.	B. Hiefield	Approved -	No	No
18-031-CUPAM,-DP-DRB; 20-0003-SCD	New 7,390-sf Synagogue	6045 Stow Canyon Road	077-140-044	Design Residential	3.29	New 7,390 SF Synagogue and 841 SF storage building, with sanctuary, event hall, office spaces, and kitchen. Revised parking, landscaping, and hardscaping also included.		Approved	Yes	No
21-0003-DPAM	Santa Babara Corporate Center Office and R and D Building	5385 Hollister Avenue	071-140-075	Office and Institutional	1.82	New parcel map with a 14,000 square foot office and R and D building, and other assocatied improvments.	D. Mimick	Approved by Planning Commission July 2022	No	No
20-0003-TPM-DP-DPAM	Seymour Duncan Office and R and D Building	5385 Hollister Avenue	071-140-075	Office and Institutional	2.04	New parcel map with a 34,002 square foot office and R and D building, and other assocaited improvments.	D. Mimick	Approved by Planning Commission July 2022	No	No
21-0056-ZC (19-073-DP)	Honda Dealership zoning clearance effectuating Development Plan No. 19-073-DP	475 S. Kellogg Avenue	071-140-085	Commercial	2.60	New showroom addition and canopy structures totaling 6,860 sq. ft. and associated site improvements.	B. Hiefield	ZC Issued - Awaiting submittal to Building	Yes	No
21-0058-ZC (19-074- DP)	Toyota Dealership zoning clearance effectuating Development Plan No. 19-074-DP.	5611 Hollister Avenue	071-140-083	Commercial	2.78	3,000 service bay and associated site improvements.	B. Hiefield	ZC Issued - Awaiting submittal to Building	Yes	No
20-0001-GPA	General Plan Amendment Initiation	625 Dara Road	069-373-055 to 062; 069-373-010 to -013 and 069-373-063	Single Family R- SF	4.23 Acres	Initiation of a General Plan Amendment to Change Land Use from Single-Family Residential (R- SF) to Multi-Family Residential (R- MD)	M. Chang	Initiation Approved. Waiting on project submittal	No	No
19-080-DPAM	GVCH DPAM for Permanent Hollipat Parking Lot	334 S. Patterson Ave.	065-090-028	Office, Residential	9.03	Approve the existing, temporary parking lot for permanent use.	C.McGuire	Approved by Planning Commission Dec. 2021, Processing Effectuating ZC	Yes	No

City of Goleta Cumulative Projects List (Updated September 25, 2023)

Case #	Project	Address	APN	Land Use	Parcel Size (acres)	Project Description	Planner	Status	Adjacent to creek or tributary?	ESHA Setback Reduction Requested or Approved?
20-0002-DP	GVCH DPRV New Rehabilitation Pool/Center	351 S. Patterson Ave	065-090-022	Office	8.40	Interior remodel of the main hospital building and the construction of an aquatic facility in the southern parking lot.	C. McGuire	Approved by Planning Commission Dec. 2021, Processing Effectuating ZC	No	
14-049-, -VTM, -DR, -CUP	Heritage Ridge	North of Calle Koral and West of Los Carneros	073-060-031 thru -043	Residential	16.20	102 Affordable & 2 caretaker units, and 228 Market Rate apartments.	M. Chang	Approved by Council on March 7, 2023	Yes	Requested (Creek and Coastal Sage Scrub)
22-0005-SCD	Costco	7095 Marketplace Dr	073-440-014	Regional Commercial	13.74	PROPOSED LOCKER ROOM MEZZANINE ADD: 828 SQ.FT.,EXISTING LOCKER ROOM 829 SQ.FT., EXISTING MPU:345 SQ.FT.	C.McGuire	Approved by Director Decision April 2023, effectuating ZC issued	No	No
21-0005-DP, 21-0002-SP	Storke Medical Center	6975 Santa Felicia	073-440-026	Commercial	4.32	Specific Plan Amendment to remove parcel from Camino Real Market Plan SP and request for Development Plan for two medical office buildings of 18,600 sq. ft. each with accessory child care in 2,113 sq. ft. of the westerly building.	C. McGuire	Approved by City Council on September 19, 2023	No	No
22-0005-DP;22-0001-CUP	14 residential unit mixed use development	6491 Calle Read	077-160-066	Office Institutional (OI) 0.53		The proposed project at 6491 Calle Real is for new mixed-use development on a vacant 0.53-acre lot. The development would comprise 14 one-bedroom residential units, ranging in size from 587 to 869 square feet, and one commercial office space of 585 square feet. The lot is located on the southeast corner of the Calle Real/Los Carneros roundabout and is zoned Office Institutional (OI).	C. McGuire	Approved by Planning Commission on September 11, 2023	No	No
22-0006-DP;22-0004-MOD	Addition and conversion of auto service bay to convenience market and 3 new parking spaces	180 N Fairview	069-110-054	CI	0.28	Proposed changes include a build-out/addition to the floor area of the existing 1,757 sf service station of 779 sf and the addition of a trash enclosure of 119 sf, for a total building coverage of 2,655 sf. Tenant improvements include interior improvements and removal of the service bays, installation of new roofing, windows doors and exterior finish. Two additional parking spaces to be provided, for a total of 10, with one ADA space within the 10 ft. setback. New landscaping to be provided. Existing fuel dispensers and canopy are not part.	T. Lee/C. McGuire	Approved by Zoning Administrator on September 7, 2023	No	No
PENDING PROJECTS (Complete Applications)										
05-154-GPA, -RZ, -VTM	Shelby	7400 Cathedral Oaks Road	077-530-019	Residential	15.8 (gross); 14.88 (net)	ROOM. WORK TO INCLUDE DEMO EXISTING FENCING AND CONSTRUCT NEW WALL, AND DOOR.	L. Prasse	Pending/On Hold - due to water availability.	Yes	Requested
08-205-GPA, -RZ, -VTM	Kenwood Village	Calle Real w/o Calaveras Avenue	077-130-066, -019; 077-141-049	Residential	10.00	60 new residences including 13 new lots for single family homes, 20 duplexes for residences, 27 triplex residences and 145 parking spaces	K. Allen	Pending/On Hold - due to water availability.	Yes	Requested
17-121-DP-DRB	Sywest	907 South Kellogg Avenue	071-190-035	Industrial	11.71	70,594 sf high cube industrial building.	B. Hiefield	Drafting ADEIR - Estimated public review January '24	Yes	Yes

City of Goleta Cumulative Projects List (Updated September 25, 2023)

Case #	Project	Address	APN	Land Use	Parcel Size (acres)	Project Description	Planner	Status	Adjacent to creek or tributary?	ESHA Setback Reduction Requested or Approved?
22-0005-GPA; 22-0003-SUB; 22-0008-DP; 22-0004-CUP; and 22-0026-DRB	SB Humane Campus Renovation	5399 Overpass Road	071-220-031, -036, -024	Industrial	3.98	GPA (City Council initiated October 18, 2022) to change from I-G to C-G, Zoning Amendment, DP, CUP for Kennel use, Voluntary Lot Merger, and DRB approval for a SB Humane campus renovation. Project includes replacing all existing buildings (10 buildings and 1 barn) except the education building (renovation only) and relocating historic Beck House on-site (remove non-historic addition). Applicant requests a parking reduction from 79 required spaces to 65. Grading includes 3,200 cy of cut, 280 cy of fill, and 2,920 cy of export. Of the 56 existing trees, 36 trees are proposed for removal, 1 is proposed to be relocated, and 19 will be protected in place. 67,517 square feet of landscaping is proposed.	T. Lee	Application complete, Notice of Exemption prepared	No	No
PENDING PROJECTS (Incomplete Applications)										
22-0004-DP	Hangar 5 Relocation	115 Castilian Drive	073-150-025	Industrial (Business Park)	3.52	The applicant intends to develop the vacant portion of APN 073-150-025 with a re-purposed two-story hangar building totaling 17,912 square feet. The hangar building would be relocated to the subject property from Airport property at 500 Fowler Rd, Santa Barbara, CA.	D. Mimick	Pending - Awaiting applicant response to incomplete letter	No	No
20-0001-DP-CDP; 20-0001-SUB	Willow Industrial Park	891 South Kellogg Road	071-170-079; -080; -083	Industrial	20.00	212,670 contraction storage yard using crushed asphalt surface and removal of apporximately 32,000 sq. ft. of crushed asphalt from SPA buffer area placed without permits. Additionally, the applicant is proposing a new R&D/Technology building on APN 071-170-083 that is approximately 2,587 square feet with 15 parking stalls.	D. Mimick	Pending - Awaiting applicant response to incomplete letter	Yes	No
22-0001-CDPH; 22-0001-DP; 22-0032-DRB	Sandpiper Golf Course	7925 Hollister Avenue	079-210-059	Open Space- Active Recreation	192.00	The proposed project includes constructing a new 16,019 square foot clubhouse with a turf roof, redesigning the existing 18-hole golf course, including reducing the golf turf footprint in favor of a native plant palette, restoring the Barnsdall Gas Station to repurpose it as a coffee shop, replace and upgrade an existing comfort station located on the golf course, replace and upgrade the existing maintenance facilities, and provide Improvements along Hollister Avenue, including revising entry points, a new public trail, underground electrical lines, relocating the bus station, and providing curb and sidewalk improvements.	D. Mimick	Pending - In 30-day review	Yes	No

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

Reference 1 - Hollister Avenue/Fairview Avenue
Reference 2 - Hollister Avenue/Pine Avenue
Reference 3 - Hollister Avenue/Kellogg Avenue
Reference 4 - Hollister Avenue/SR 217 SB Ramps
Reference 5 - Hollister Avenue/SR 217 NB Ramps

#22052 - GOLETA BUSINESS CENTER PROJECT **REF:** 01 AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

TIME PERIOD: ***AM PEAK HOUR*** ***WITHOUT EKWILL STREET EXTENSION***

N/S STREET: ***FAIRVIEW AVENUE***

E/W STREET: ***HOLLISTER AVENUE***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
VOLUMES	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING:	**84**	**90**	**39**	**296**	**405**	**428**	**164**	**309**	**155**	**36**	**399**	**265**
(B) PROJECT-ADDED:	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**3**	**0**	**0**	**1**	**1**

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)

SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1		2			
NBL	1	1600	84	84	0	0	0.053	*	0.053	*		*
NBT	2	3200	90	90	0	0	0.037		0.037			
NBR *(a)*	0	0	28	28	0	0	-		-			
SBL	2	3200	296	300	0	4	0.093		0.094			
SBT	2	3200	405	405	0	0	0.127		0.127			
SBR *(b)*	1	1600	239	239	0	0	0.149	*	0.149	*		*
EBL	2	3200	164	164	0	0	0.051	*	0.051	*		*
EBT	2	3200	309	312	0	3	0.097		0.098			
EBR *(c)*	1	1600	98	98	0	0	0.061		0.061			
WBL	1	1600	36	36	0	0	0.023		0.023			
WBT	2	3200	399	400	0	1	0.125	*	0.125	*		*
WBR *(d)*	1	1600	64	63	0	-1	0.040		0.039			
						LOST TIME:	0.100	*	0.100	*		*
						TOTAL INTERSECTION CAPACITY UTILIZATION:	**0.478**		**0.478**			
						SCENARIO LEVEL OF SERVICE:	**A**		**A**			

NOTES:

RTOR: (a) 28%

(b) 25% + OVERLAP REDUCTION WITH EB LEFT-TURN.

(c) 37%

(d) 20% ROTR + OVERLAP REDUCTION WITH SB LEFT-TURN

Printed: 07/22/24

#22052 - GOLETA BUSINESS CENTER PROJECT **REF:** 01 AM_2

INTERSECTION CAPACITY UTILIZATION WORKSHEET

TIME PERIOD: ***AM PEAK HOUR*** ***WITH EKWILL STREET EXTENSION***

N/S STREET: ***FAIRVIEW AVENUE***

E/W STREET: ***HOLLISTER AVENUE***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:												
(B) PROJECT-ADDED:	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**3**	**0**	**0**	**1**	**1**
(C) CUMULATIVE:	**191**	**179**	**56**	**206**	**641**	**490**	**339**	**215**	**296**	**12**	**353**	**192**

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	0	0	191	191			0.119 *	0.119 *
NBT	2	3200	0	0	179	179			0.068	0.068
NBR *(a)*	0	0	0	0	40	40			-	-
SBL	2	3200	0	4	206	210			0.064	0.066
SBT	2	3200	0	0	641	641			0.200 *	0.200 *
SBR *(b)*	1	1600	0	0	198.5	198.5			0.124	0.124
EBL	2	3200	0	0	339	339			0.106 *	0.106 *
EBT	2	3200	0	3	215	218			0.067	0.068
EBR *(c)*	1	1600	0	0	186	186			0.116	0.116
WBL	1	1600	0	0	12	12			0.008	0.008
WBT	2	3200	0	1	353	354			0.110 *	0.111 *
WBR *(d)*	1	1600	0	-1	51	49			0.032	0.031
					LOST TIME:				0.100 *	0.100 *
					TOTAL INTERSECTION CAPACITY UTILIZATION:				**0.635**	**0.636**
					SCENARIO LEVEL OF SERVICE:				**B**	**B**

NOTES:

RTOR: (a) 28%
(b) 25% + OVERLAP REDUCTION WITH EB LEFT-TURN.
(c) 37%
(d) 20% ROTR + OVERLAP REDUCTION WITH SB LEFT-TURN

Printed: 07/24/24

EXISTING: <---- THIS COMPARES TO CONDITION (A)
SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

#22052 - GOLETA BUSINESS CENTER PROJECT **REF:** 01 PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

TIME PERIOD: ***PM PEAK HOUR*** ***WITHOUT EKWILL STREET EXTENSION***

N/S STREET: ***FAIRVIEW AVENUE***

E/W STREET: ***HOLLISTER AVENUE***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
VOLUMES	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING:	**149**	**443**	**53**	**199**	**156**	**148**	**460**	**544**	**141**	**51**	**468**	**374**
(B) PROJECT-ADDED:	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**0**	**3**	**3**

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1		2			
NBL	1	1600	149	149	0	0	0.093		0.093			
NBT	2	3200	443	443	0	0	0.154	*	0.154	*	*	
NBR *(a)*	0	0	50	50	0	0	-		-			
SBL	2	3200	199	202	0	3	0.062	*	0.063	*	*	
SBT	2	3200	156	156	0	0	0.049		0.049			
SBR *(b)*	1	1600	93	93	0	0	0.058		0.058			
EBL	2	3200	460	460	0	0	0.144	*	0.144	*	*	
EBT	2	3200	544	546	0	2	0.170		0.171			
EBR *(c)*	1	1600	72	72	0	0	0.045		0.045			
WBL	1	1600	51	51	0	0	0.032		0.032			
WBT	2	3200	468	471	0	3	0.146	*	0.147	*	*	
WBR *(d)*	1	1600	224	227	0	1.5	0.140		0.142			
						LOST TIME:	0.100	*	0.100	*	*	
						TOTAL INTERSECTION CAPACITY UTILIZATION:	**0.606**		**0.608**			
						SCENARIO LEVEL OF SERVICE:	**B**		**B**			

NOTES:

RTOR: (a) 6%
(b) 27%
(c) 49%
(d) 13% ROTR + OVERLAP REDUCTION WITH SB LEFT-TURN

Printed: 07/22/24

EXISTING: <---- THIS COMPARES TO CONDITION (A)
SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

#22052 - GOLETA BUSINESS CENTER PROJECT **REF:** 01 PM_2

INTERSECTION CAPACITY UTILIZATION WORKSHEET

TIME PERIOD: ***PM PEAK HOUR*** ***WITH EKWILL STREET EXTENSION***

N/S STREET: ***FAIRVIEW AVENUE***

E/W STREET: ***HOLLISTER AVENUE***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:												
(B) PROJECT-ADDED:	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**0**	**3**	**3**
(C) CUMULATIVE:	**295**	**643**	**40**	**181**	**202**	**184**	**470**	**564**	**208**	**46**	**428**	**329**

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 3 = CUMULATIVE (C)

SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	0	0	295	295			0.184	0.184
NBT	2	3200	0	0	643	643			0.213 *	0.213 *
NBR *(a)*	0	0	0	0	38	38			-	-
SBL	2	3200	0	3	181	184			0.057 *	0.058 *
SBT	2	3200	0	0	202	202			0.063	0.063
SBR *(b)*	1	1600	0	0	116	116			0.073	0.073
EBL	2	3200	0	0	470	470			0.147 *	0.147 *
EBT	2	3200	0	2	564	566			0.176	0.177
EBR *(c)*	1	1600	0	0	106	106			0.066	0.066
WBL	1	1600	0	0	46	46			0.029	0.029
WBT	2	3200	0	3	428	431			0.134 *	0.135 *
WBR *(d)*	1	1600	-1.5	1.5	195.5	197			0.122	0.123
					LOST TIME:				0.100 *	0.100 *
					TOTAL INTERSECTION CAPACITY UTILIZATION:				**0.651**	**0.653**
					SCENARIO LEVEL OF SERVICE:				**B**	**B**

NOTES:

RTOR: (a) 6%

(b) 27%

(c) 49%

(d) 13% ROTR + OVERLAP REDUCTION WITH SB LEFT-TURN

Printed: 07/24/24

EXISTING: <---- THIS COMPARES TO CONDITION (A)

SCENARIO 1 = EXISTING VOLUMES (A)

SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)

SCENARIO 3 = CUMULATIVE (C)

SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

#22052 - GOLETA BUSINESS CENTER PROJECT **REF:** 02 AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

TIME PERIOD: ***AM PEAK HOUR*** ***WITHOUT EKWILL STREET EXTENSION***

N/S STREET: ***PINE AVENUE - NECTARINE AVENUE***

E/W STREET: ***HOLLISTER AVENUE***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	**65**	**7**	**34**	**53**	**14**	**36**	**9**	**493**	**79**	**73**	**671**	**34**
(B) PROJECT-ADDED:	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**3**	**0**	**1**	**0**

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND LTR	SOUTH BOUND LTR	EAST BOUND L T TR	WEST BOUND L T TR

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2
NBL	0	0	65	66	0	1	-	-
NBT	1	1600	7	7	0	0	0.054 *	0.054 *
NBR *(a)*	0	0	14	14	0	0	-	-
SBL	0	0	53	53	0	0	-	-
SBT	1	1600	14	14	0	0	0.051 *	0.051 *
SBR *(b)*	0	0	14	14	0	0	-	-
EBL	1	1600	9	9	0	0	0.006 *	0.006 *
EBT	2	3200	493	497	0	4	0.176	0.178
EBR *(c)*	0	0	69	71	0	3	-	-
WBL	1	1600	73	73	0	0	0.046	0.046
WBT	2	3200	671	672	0	1	0.219 *	0.219 *
WBR *(d)*	0	0	29	29	0	0	-	-
						LOST TIME:	0.100 *	0.100 *
						TOTAL INTERSECTION CAPACITY UTILIZATION:	**0.430**	**0.430**
						SCENARIO LEVEL OF SERVICE:	**A**	**A**

NOTES:

RTOR: (a) 60%
(b) 61%
(c) 13%
(d) 16%

Printed: 07/22/24

EXISTING: <---- THIS COMPARES TO CONDITION (A)
SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

#22052 - GOLETA BUSINESS CENTER PROJECT **REF:** 02 AM_2

INTERSECTION CAPACITY UTILIZATION WORKSHEET

TIME PERIOD: ***AM PEAK HOUR*** ***WITH EKWILL STREET EXTENSION***

N/S STREET: ***PINE AVENUE - NECTARINE AVENUE***

E/W STREET: ***HOLLISTER AVENUE***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:												
(B) PROJECT-ADDED:	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**3**	**0**	**1**	**0**
(C) CUMULATIVE:	**44**	**7**	**16**	**54**	**44**	**36**	**9**	**439**	**5**	**121**	**569**	**35**

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND LTR	SOUTH BOUND LTR	EAST BOUND L T TR	WEST BOUND L T TR

TRAFFIC SCENARIOS

SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	1	44	45			-	-
NBT	1	1600	0	0	7	7			0.036 *	0.036 *
NBR *(a)*	0	0	0	0	6	6			-	-
SBL	0	0	0	0	54	54			-	-
SBT	1	1600	0	0	44	44			0.070 *	0.070 *
SBR *(b)*	0	0	0	0	14	14			-	-
EBL	1	1600	0	0	9	9			0.006	0.006
EBT	2	3200	0	4	439	443			0.138 *	0.141 *
EBR *(c)*	0	0	0	3	4	7			-	-
WBL	1	1600	0	0	121	121			0.076 *	0.076 *
WBT	2	3200	0	1	569	570			0.187	0.187
WBR *(d)*	0	0	0	0	29	29			-	-
					LOST TIME:				0.100 *	0.100 *
					TOTAL INTERSECTION CAPACITY UTILIZATION:				**0.420**	**0.423**
					SCENARIO LEVEL OF SERVICE:				**A**	**A**

NOTES:

RTOR: (a) 60%
(b) 61%
(c) 13%
(d) 16%

Printed: 07/24/24

EXISTING: <---- THIS COMPARES TO CONDITION (A)
SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

#22052 - GOLETA BUSINESS CENTER PROJECT **REF:** 02 PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

TIME PERIOD: ***PM PEAK HOUR*** ***WITHOUT EKWILL EXTENSION***

N/S STREET: ***PINE AVENUE - NECTARINE AVENUE***

E/W STREET: ***HOLLISTER AVENUE***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
VOLUMES	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING:	**146**	**6**	**143**	**51**	**8**	**21**	**21**	**696**	**50**	**48**	**785**	**37**
(B) PROJECT-ADDED:	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**2**	**0**	**4**	**0**

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
LANE GEOMETRICS	LTR	LTR	L T TR	L T TR

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2				
NBL	0	0	146	148	0	2	-	-				
NBT	1	1600	6	6	0	0	0.137 *	0.138 *		*		
NBR *(a)*	0	0	67	67	0	0	-	-				
SBL	0	0	51	51	0	0	-	-				
SBT	1	1600	8	8	0	0	0.049 *	0.049 *		*		
SBR *(b)*	0	0	20	20	0	0	-	-				
EBL	1	1600	21	21	0	0	0.013 *	0.013 *		*		
EBT	2	3200	696	699	0	3	0.232	0.233				
EBR *(c)*	0	0	47	48	0	2	-	-				
WBL	1	1600	48	48	0	0	0.030	0.030				
WBT	2	3200	785	789	0	4	0.257 *	0.258 *		*		
WBR *(d)*	0	0	37	37	0	0	-	-				
						LOST TIME:	0.100 *	0.100 *		*		
						TOTAL INTERSECTION CAPACITY UTILIZATION:	**0.556**	**0.558**				
						SCENARIO LEVEL OF SERVICE:	**A**	**A**				

NOTES:

RTOR: (a) 53%
(b) 4%
(c) 7%
(d) 0%

Printed: 07/22/24

EXISTING: <---- THIS COMPARES TO CONDITION (A)
SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

#22052 - GOLETA BUSINESS CENTER PROJECT **REF:** 02 PM_2

INTERSECTION CAPACITY UTILIZATION WORKSHEET

TIME PERIOD: ***PM PEAK HOUR*** ***WITH EKWILL EXTENSION***

N/S STREET: ***PINE AVENUE - NECTARINE AVENUE***

E/W STREET: ***HOLLISTER AVENUE***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:												
(B) PROJECT-ADDED:	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**2**	**0**	**4**	**0**
(C) CUMULATIVE:	**93**	**0**	**77**	**53**	**8**	**24**	**23**	**756**	**5**	**27**	**821**	**39**

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND LTR	SOUTH BOUND LTR	EAST BOUND L T TR	WEST BOUND L T TR

TRAFFIC SCENARIOS

SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	2	93	95			-	-
NBT	1	1600	0	0	0	0			0.081 *	0.082 *
NBR *(a)*	0	0	0	0	36	36			-	-
SBL	0	0	0	0	53	53			-	-
SBT	1	1600	0	0	8	8			0.053 *	0.053 *
SBR *(b)*	0	0	0	0	23	23			-	-
EBL	1	1600	0	0	23	23			0.014 *	0.014 *
EBT	2	3200	0	3	756	759			0.238	0.239
EBR *(c)*	0	0	0	2	5	7			-	-
WBL	1	1600	0	0	27	27			0.017	0.017
WBT	2	3200	0	4	821	825			0.269 *	0.270 *
WBR *(d)*	0	0	0	0	39	39			-	-
					LOST TIME:				0.100 *	0.100 *
					TOTAL INTERSECTION CAPACITY UTILIZATION:				**0.517**	**0.519**
					SCENARIO LEVEL OF SERVICE:				**A**	**A**

NOTES:

RTOR: (a) 53%
(b) 4%
(c) 7%
(d) 0%

Printed: 07/24/24

EXISTING: <---- THIS COMPARES TO CONDITION (A)
SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

#22052 - GOLETA BUSINESS CENTER PROJECT **REF:** 03 AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

TIME PERIOD: ***AM PEAK HOUR*** ***WITHOUT EKWILL STREET EXTENSION***

N/S STREET: ***KELLOGG AVENUE***

E/W STREET: ***HOLLISTER AVENUE***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
VOLUMES	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING:	**43**	**10**	**87**	**146**	**6**	**38**	**38**	**499**	**54**	**281**	**684**	**85**
(B) PROJECT-ADDED:	**1**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**4**	**17**	**0**	**0**

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2				
NBL	0	0	43	44	0	1	-	-				
NBT	1	1600	10	10	0	0	0.033 *	0.034 *				
NBR *(a)*	1	1600	49	52	0	3	0.031	0.033		*		
SBL	0	0	146	146	0	0	-	-				
SBT	1	1600	6	6	0	0	0.095 *	0.095 *		*		
SBR *(b)*	1	1600	35	35	0	0	0.022	0.022				
EBL	1	1600	38	38	0	0	0.024	0.024				
EBT	2	3200	499	499	0	0	0.167 *	0.168 *		*		
EBR *(c)*	0	0	36	38	0	3	-	-				
WBL	1	1600	281	298	0	17	0.176 *	0.186 *		*		
WBT	2	3200	684	684	0	0	0.237	0.237				
WBR *(d)*	0	0	73	73	0	0	-	-				
						LOST TIME:	0.100 *	0.100 *		*		
						TOTAL INTERSECTION CAPACITY UTILIZATION:	**0.571**	**0.583**				
						SCENARIO LEVEL OF SERVICE:	**A**	**A**				

NOTES:

RTOR: (a) 44%
(b) 7%
(c) 34%
(d) 14%

Printed: 07/22/24

EXISTING: <---- THIS COMPARES TO CONDITION (A)
SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

#22052 - GOLETA BUSINESS CENTER PROJECT **REF:** 03 AM_2

INTERSECTION CAPACITY UTILIZATION WORKSHEET

TIME PERIOD: ***AM PEAK HOUR*** ***WITH EKWILL STREET EXTENSION***

N/S STREET: ***KELLOGG AVENUE***

E/W STREET: ***HOLLISTER AVENUE***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:												
(B) PROJECT-ADDED:	**1**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**4**	**17**	**0**	**0**
(C) CUMULATIVE:	**18**	**27**	**176**	**152**	**32**	**48**	**84**	**426**	**21**	**463**	**830**	**138**

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	1	18	19			-	-
NBT	1	1600	0	0	27	27			0.028	0.029
NBR *(a)*	1	1600	0	3	99	102			0.062 *	0.064 *
SBL	0	0	0	0	152	152			-	-
SBT	1	1600	0	0	32	32			0.115 *	0.115 *
SBR *(b)*	1	1600	0	0	45	45			0.028	0.028
EBL	1	1600	0	0	84	84			0.053	0.053
EBT	2	3200	0	0	426	426			0.138 *	0.138 *
EBR *(c)*	0	0	0	3	14	17			-	-
WBL	1	1600	0	17	463	480			0.289 *	0.300 *
WBT	2	3200	0	0	830	830			0.297	0.297
WBR *(d)*	0	0	0	0	119	119			-	-
					LOST TIME:				0.100 *	0.100 *
					TOTAL INTERSECTION CAPACITY UTILIZATION:				**0.704**	**0.717**
					SCENARIO LEVEL OF SERVICE:				**B**	**C**

NOTES:

RTOR: (a) 44%
(b) 7%
(c) 34%
(d) 14%

Printed: 07/24/24

EXISTING: <---- THIS COMPARES TO CONDITION (A)
SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

#22052 - GOLETA BUSINESS CENTER PROJECT **REF:** 03 PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

TIME PERIOD: ***PM PEAK HOUR*** ***WITHOUT EKWILL STREET EXTENSION***

N/S STREET: ***KELLOGG AVENUE***

E/W STREET: ***HOLLISTER AVENUE***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
VOLUMES	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING:	**78**	**11**	**189**	**118**	**7**	**47**	**40**	**774**	**60**	**164**	**758**	**110**
(B) PROJECT-ADDED:	**4**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**3**	**11**	**0**	**0**

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2				
NBL	0	0	78	82	0	4	-	-				
NBT	1	1600	11	11	0	0	0.056	0.058				
NBR *(a)*	1	1600	106	114	0	8	0.066 *	0.071 *		*		
SBL	0	0	118	118	0	0	-	-				
SBT	1	1600	7	7	0	0	0.078 *	0.078 *		*		
SBR *(b)*	1	1600	33	33	0	0	0.021	0.021				
EBL	1	1600	40	40	0	0	0.025	0.025				
EBT	2	3200	774	774	0	0	0.257 *	0.258 *		*		
EBR *(c)*	0	0	48	50	0	2	-	-				
WBL	1	1600	164	175	0	11	0.103 *	0.109 *		*		
WBT	2	3200	758	758	0	0	0.268	0.268				
WBR *(d)*	0	0	98	98	0	0	-	-				
						LOST TIME:	0.100 *	0.100 *		*		
						TOTAL INTERSECTION CAPACITY UTILIZATION:	**0.604**	**0.616**				
						SCENARIO LEVEL OF SERVICE:	**A**	**B**				

NOTES:

RTOR: (a) 44%
(b) 30%
(c) 20%
(d) 11%

Printed: 07/22/24

EXISTING: <---- THIS COMPARES TO CONDITION (A)
SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

#22052 - GOLETA BUSINESS CENTER PROJECT **REF:** 03 PM_2

INTERSECTION CAPACITY UTILIZATION WORKSHEET

TIME PERIOD: ***PM PEAK HOUR*** ***WITH EKWILL STREET EXTENSION***

N/S STREET: ***KELLOGG AVENUE***

E/W STREET: ***HOLLISTER AVENUE***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:												
(B) PROJECT-ADDED:	**4**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**3**	**11**	**0**	**0**
(C) CUMULATIVE:	**96**	**37**	**339**	**186**	**22**	**66**	**42**	**797**	**32**	**291**	**748**	**124**

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 3 = CUMULATIVE (C)

SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	4	96	100			-	-
NBT	1	1600	0	0	37	37			0.083	0.086
NBR *(a)*	1	1600	0	8	190	198			0.119 *	0.124 *
SBL	0	0	0	0	186	186			-	-
SBT	1	1600	0	0	22	22			0.130 *	0.130 *
SBR *(b)*	1	1600	0	0	46	46			0.029	0.029
EBL	1	1600	0	0	42	42			0.026	0.026
EBT	2	3200	0	0	797	797			0.257 *	0.258 *
EBR *(c)*	0	0	0	2	26	28			-	-
WBL	1	1600	0	11	291	302			0.182 *	0.189 *
WBT	2	3200	0	0	748	748			0.268	0.268
WBR *(d)*	0	0	0	0	110	110			-	-
					LOST TIME:				0.100 *	0.100 *
					TOTAL INTERSECTION CAPACITY UTILIZATION:				**0.788**	**0.801**
					SCENARIO LEVEL OF SERVICE:				**C**	**C**

NOTES:

RTOR: (a) 44%
(b) 30%
(c) 20%
(d) 11%

Printed: 07/24/24

EXISTING: <---- THIS COMPARES TO CONDITION (A)

SCENARIO 1 = EXISTING VOLUMES (A)

SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)

SCENARIO 3 = CUMULATIVE (C)

SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

#22052 - GOLETA BUSINESS CENTER PROJECT **REF:** 04 AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

TIME PERIOD: ***AM PEAK HOUR***

N/S STREET: ***SR 217 SB RAMPS***

E/W STREET: ***HOLLISTER AVENUE***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	**0**	**0**	**0**	**179**	**1**	**452**	**0**	**800**	**39**	**146**	**450**	**0**
(B) PROJECT-ADDED:	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**6**	**0**	**0**	**6**	**0**

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
		L LTR	T TR	L TT

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2				
NBL	0	0	0	0	0	0	-	-				
NBT	0	0	0	0	0	0	-	-				
NBR	0	0	0	0	0	0	-	-				
SBL	0	0	179	179	0	0	-	-				
SBT	2	3200	1	1	0	0	0.196 *	0.199 *		*		
SBR *(a)*	0	0	447	458	0	11	-	-				
EBL	0	0	0	0	0	0	-	-				
EBT	2	3200	800	806	0	6	0.257 *	0.258 *		*		
EBR *(b)*	0	0	21	21	0	0	-	-				
WBL	1	1600	146	146	0	0	0.091 *	0.091 *		*		
WBT	2	3200	450	456	0	6	0.141	0.143				
WBR	0	0	0	0	0	0	-	-				
						LOST TIME:	0.100 *	0.100 *		*		
						TOTAL INTERSECTION CAPACITY UTILIZATION:	**0.644**	**0.648**				
						SCENARIO LEVEL OF SERVICE:	**B**	**B**				

NOTES:

RTOR: (a) 1%
(b) 47%

Printed: 07/22/24

EXISTING: <---- THIS COMPARES TO CONDITION (A)
SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LANE LEVEL OF SERVICE

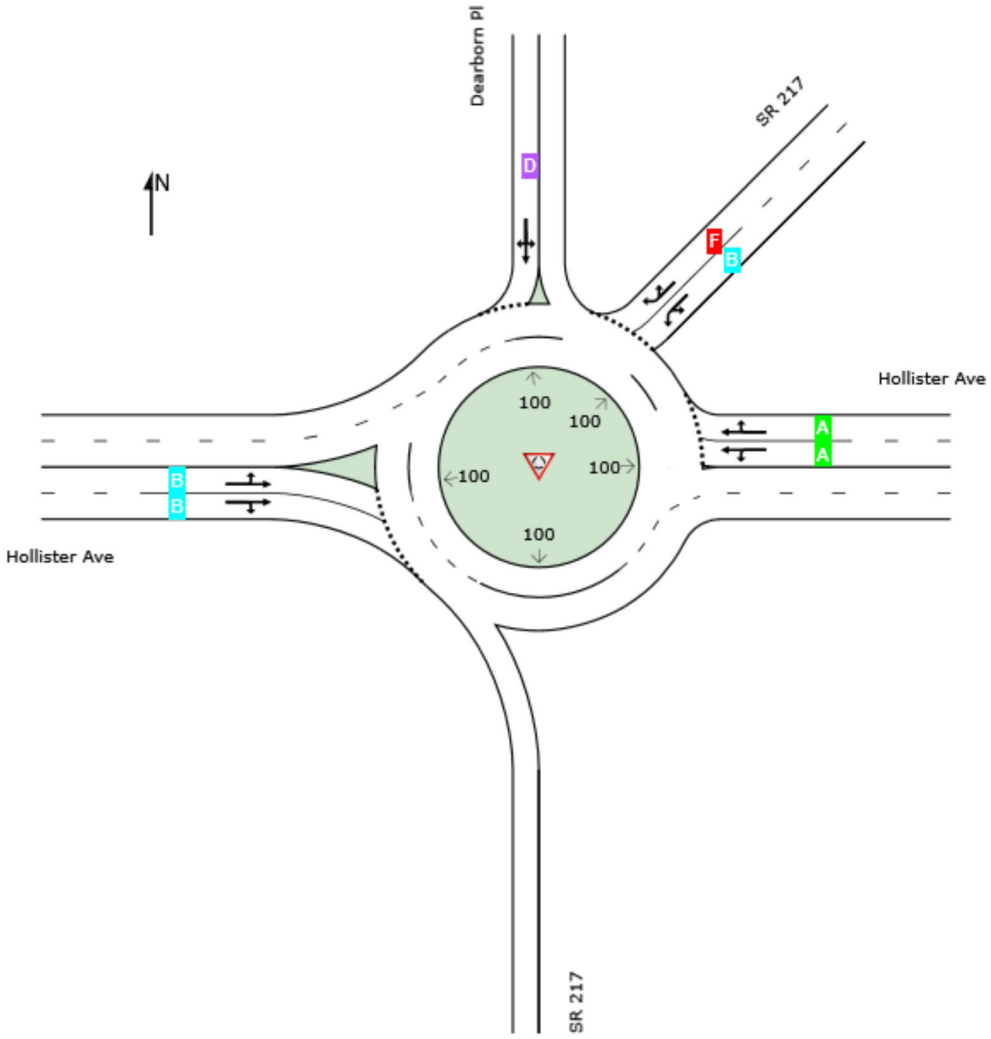
Lane Level of Service

Site: 101 [Hollister Ave and SR 217 SB - CUMULATIVE AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

New Site
Site Category: (None)
Roundabout

	Approaches				Intersection
	East	Northeast	North	West	
LOS	A	E	D	B	C



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Signalised Intersections.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

MOVEMENT SUMMARY

Site: 101 [Hollister Ave and SR 217 SB - CUMULATIVE AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
East: Hollister Ave															
1	L2	All MCs	213	3.0	213	3.0	0.371	5.8	LOS A	2.1	53.6	0.15	0.04	0.15	31.8
6	T1	All MCs	724	3.0	724	3.0	0.371	5.7	LOS A	2.1	53.6	0.14	0.04	0.14	33.1
16	R2	All MCs	38	3.0	38	3.0	0.371	5.6	LOS A	2.0	52.0	0.14	0.04	0.14	33.3
Approach			975	3.0	975	3.0	0.371	5.7	LOS A	2.1	53.6	0.14	0.04	0.14	32.8
NorthEast: SR 217															
1bx	L3	All MCs	234	3.0	234	3.0	0.483	16.4	LOS B	2.3	58.5	0.75	0.87	1.14	26.6
1ax	L1	All MCs	1	3.0	1	3.0	0.483	16.4	LOS B	2.3	58.5	0.75	0.87	1.14	26.6
16ax	R1	All MCs	511	3.0	511	3.0	1.060	81.0	LOS F	24.3	623.2	1.00	2.33	5.49	15.9
16bx	R3	All MCs	64	3.0	64	3.0	1.060	81.0	LOS F	24.3	623.2	1.00	2.33	5.49	15.7
Approach			810	3.0	810	3.0	1.060	62.3	LOS E	24.3	623.2	0.93	1.91	4.23	18.0
North: Dearborn Pl															
7	L2	All MCs	125	3.0	125	3.0	0.652	35.1	LOS D	2.7	68.2	0.90	1.06	1.53	22.3
4	T1	All MCs	16	3.0	16	3.0	0.652	35.9	LOS D	2.7	68.2	0.90	1.06	1.53	22.6
14	R2	All MCs	50	3.0	50	3.0	0.652	35.9	LOS D	2.7	68.2	0.90	1.06	1.53	22.5
Approach			191	3.0	191	3.0	0.652	35.4	LOS D	2.7	68.2	0.90	1.06	1.53	22.4
West: Hollister Ave															
5	L2	All MCs	27	3.0	27	3.0	0.623	15.6	LOS B	5.0	128.5	0.77	0.85	1.31	28.7
2	T1	All MCs	871	3.0	871	3.0	0.623	15.1	LOS B	5.1	130.5	0.77	0.84	1.30	29.4
12	R2	All MCs	59	3.0	59	3.0	0.623	14.6	LOS B	5.1	130.5	0.76	0.83	1.29	29.4
Approach			957	3.0	957	3.0	0.623	15.0	LOS B	5.1	130.5	0.77	0.84	1.30	29.4
All Vehicles			2933	3.0	2933	3.0	1.060	26.3	LOS C	24.3	623.2	0.61	0.88	1.74	25.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

LANE LEVEL OF SERVICE

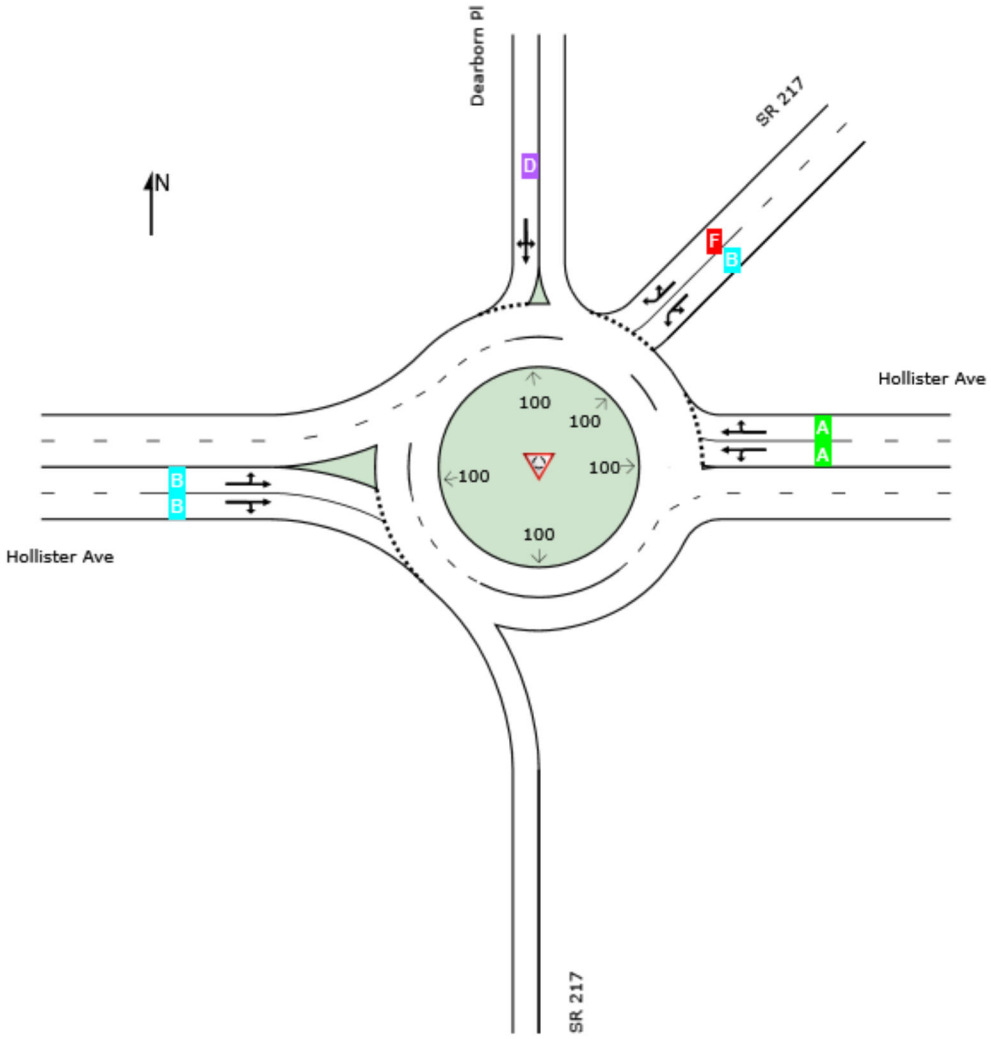
Lane Level of Service

Site: 101 [Hollister Ave and SR 217 SB - CUMULATIVE + PROJECT AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

New Site
Site Category: (None)
Roundabout

	Approaches				Intersection
	East	Northeast	North	West	
LOS	A	E	D	B	C



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Signalised Intersections.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

MOVEMENT SUMMARY

Site: 101 [Hollister Ave and SR 217 SB - CUMULATIVE + PROJECT AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
East: Hollister Ave															
1	L2	All MCs	213	3.0	213	3.0	0.374	5.8	LOS A	2.1	54.1	0.15	0.04	0.15	31.8
6	T1	All MCs	730	3.0	730	3.0	0.374	5.7	LOS A	2.1	54.1	0.14	0.04	0.14	33.1
16	R2	All MCs	38	3.0	38	3.0	0.374	5.6	LOS A	2.1	52.5	0.14	0.04	0.14	33.3
Approach			982	3.0	982	3.0	0.374	5.7	LOS A	2.1	54.1	0.14	0.04	0.14	32.8
NorthEast: SR 217															
1bx	L3	All MCs	234	3.0	234	3.0	0.487	16.6	LOS B	2.3	58.9	0.76	0.87	1.15	26.5
1ax	L1	All MCs	1	3.0	1	3.0	0.487	16.6	LOS B	2.3	58.9	0.76	0.87	1.15	26.5
16ax	R1	All MCs	523	3.0	523	3.0	1.089	90.1	LOS F	27.8	710.4	1.00	2.51	6.11	14.9
16bx	R3	All MCs	64	3.0	64	3.0	1.089	90.1	LOS F	27.8	710.4	1.00	2.51	6.11	14.8
Approach			822	3.0	822	3.0	1.089	69.1	LOS E	27.8	710.4	0.93	2.04	4.69	17.1
North: Dearborn Pl															
7	L2	All MCs	125	3.0	125	3.0	0.655	35.4	LOS D	2.7	68.6	0.90	1.07	1.54	22.3
4	T1	All MCs	16	3.0	16	3.0	0.655	36.2	LOS D	2.7	68.6	0.90	1.07	1.54	22.6
14	R2	All MCs	50	3.0	50	3.0	0.655	36.2	LOS D	2.7	68.6	0.90	1.07	1.54	22.5
Approach			191	3.0	191	3.0	0.655	35.7	LOS D	2.7	68.6	0.90	1.07	1.54	22.3
West: Hollister Ave															
5	L2	All MCs	27	3.0	27	3.0	0.627	15.7	LOS B	5.1	130.6	0.78	0.86	1.32	28.7
2	T1	All MCs	877	3.0	877	3.0	0.627	15.2	LOS B	5.2	132.7	0.77	0.85	1.31	29.4
12	R2	All MCs	59	3.0	59	3.0	0.627	14.7	LOS B	5.2	132.7	0.76	0.83	1.30	29.4
Approach			963	3.0	963	3.0	0.627	15.2	LOS B	5.2	132.7	0.77	0.85	1.31	29.4
All Vehicles			2958	3.0	2958	3.0	1.089	28.4	LOS C	27.8	710.4	0.62	0.92	1.88	24.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

#22052 - GOLETA BUSINESS CENTER PROJECT **REF:** 04 PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

TIME PERIOD: ***PM PEAK HOUR***

N/S STREET: ***SR 217 SB RAMPS***

E/W STREET: ***HOLLISTER AVENUE***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

VOLUMES		NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A)	EXISTING:	**0**	**0**	**0**	**53**	**0**	**405**	**0**	**1047**	**62**	**101**	**611**	**0**
(B)	PROJECT-ADDED:	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**15**	**0**	**0**	**4**	**0**

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
		L LTR	T TR	L TT

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2				
NBL	0	0	0	0	0	0	-	-				
NBT	0	0	0	0	0	0	-	-				
NBR	0	0	0	0	0	0	-	-				
SBL	0	0	53	53	0	0	-	-				
SBT	2	3200	0	0	0	0	0.141 *	0.143 *		*		
SBR (a)	0	0	397	404	0	7	-	-				
EBL	0	0	0	0	0	0	-	-				
EBT	2	3200	1047	1062	0	15	0.338 *	0.343 *		*		
EBR (b)	0	0	34	34	0	0	-	-				
WBL	1	1600	101	101	0	0	0.063 *	0.063 *		*		
WBT	2	3200	611	615	0	4	0.191	0.192				
WBR	0	0	0	0	0	0	-	-				
						LOST TIME:	0.100 *	0.100 *		*		
						TOTAL INTERSECTION CAPACITY UTILIZATION:	**0.642**	**0.649**				
						SCENARIO LEVEL OF SERVICE:	**B**	**B**				

NOTES:

RTOR: (a) 2%
(b) 45%

Printed: 07/22/24

EXISTING: <---- THIS COMPARES TO CONDITION (A)
SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LANE LEVEL OF SERVICE

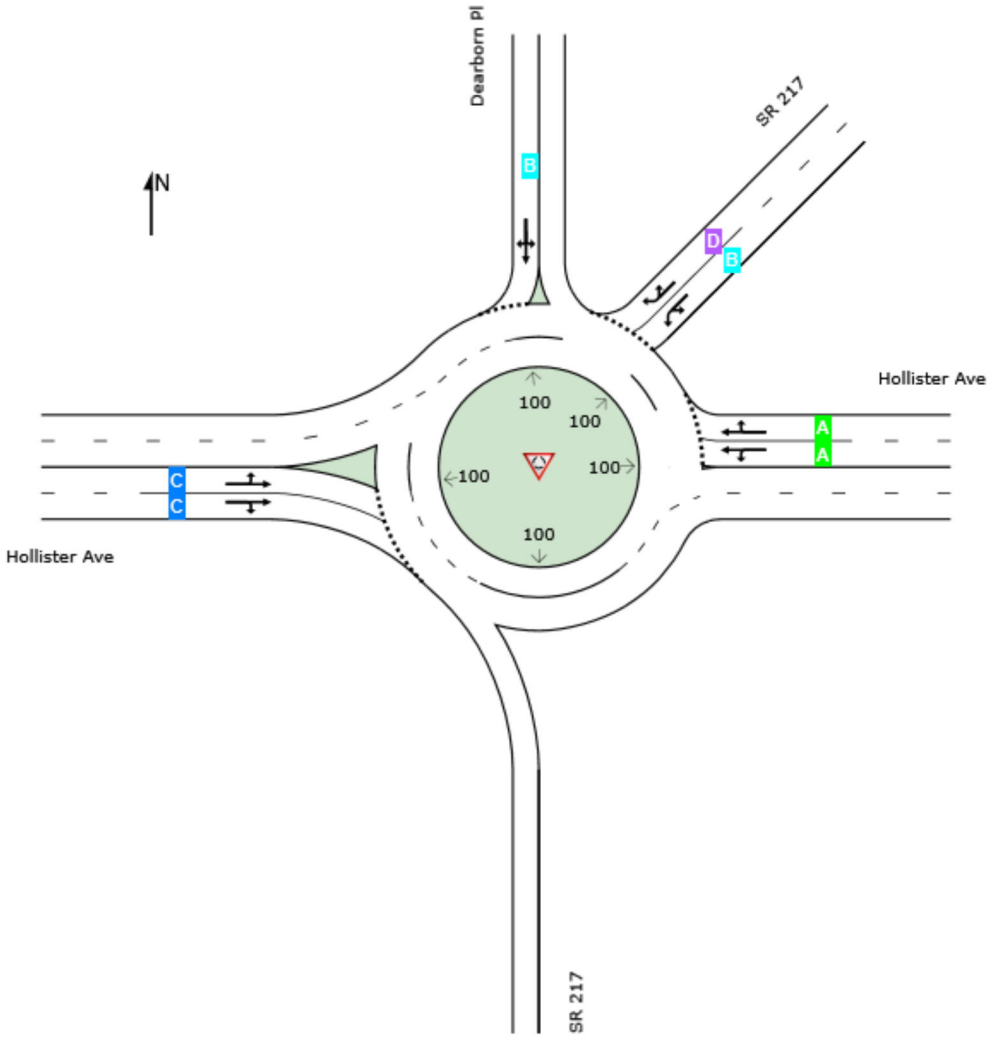
Lane Level of Service

Site: 101 [Hollister Ave and SR 217 SB - CUMULATIVE PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

New Site
Site Category: (None)
Roundabout

	Approaches				Intersection
	East	Northeast	North	West	
LOS	A	C	B	C	B



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Signalised Intersections.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

MOVEMENT SUMMARY

Site: 101 [Hollister Ave and SR 217 SB - CUMULATIVE PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
East: Hollister Ave															
1	L2	All MCs	134	3.0	134	3.0	0.358	6.3	LOS A	1.9	48.8	0.28	0.12	0.28	31.9
6	T1	All MCs	647	3.0	647	3.0	0.358	6.1	LOS A	1.9	48.8	0.27	0.11	0.27	33.0
16	R2	All MCs	109	3.0	109	3.0	0.358	6.0	LOS A	1.9	47.5	0.26	0.11	0.26	33.1
Approach			889	3.0	889	3.0	0.358	6.1	LOS A	1.9	48.8	0.27	0.11	0.27	32.8
NorthEast: SR 217															
1bx	L3	All MCs	102	3.0	102	3.0	0.207	10.1	LOS B	0.7	17.8	0.66	0.66	0.66	28.6
1ax	L1	All MCs	1	3.0	1	3.0	0.207	10.1	LOS B	0.7	17.8	0.66	0.66	0.66	28.6
16ax	R1	All MCs	418	3.0	418	3.0	0.847	35.9	LOS D	8.3	213.2	0.91	1.34	2.37	23.2
16bx	R3	All MCs	52	3.0	52	3.0	0.847	35.9	LOS D	8.3	213.2	0.91	1.34	2.37	23.0
Approach			574	3.0	574	3.0	0.847	31.3	LOS C	8.3	213.2	0.86	1.21	2.06	24.0
North: Dearborn Pl															
7	L2	All MCs	126	3.0	126	3.0	0.492	19.4	LOS B	2.0	51.2	0.81	0.91	1.19	26.4
4	T1	All MCs	15	3.0	15	3.0	0.492	19.4	LOS B	2.0	51.2	0.81	0.91	1.19	26.9
14	R2	All MCs	59	3.0	59	3.0	0.492	19.4	LOS B	2.0	51.2	0.81	0.91	1.19	26.7
Approach			200	3.0	200	3.0	0.492	19.4	LOS B	2.0	51.2	0.81	0.91	1.19	26.5
West: Hollister Ave															
5	L2	All MCs	87	3.0	87	3.0	0.805	21.5	LOS C	14.6	373.4	0.93	1.10	1.93	26.6
2	T1	All MCs	1370	3.0	1370	3.0	0.805	20.9	LOS C	15.0	384.6	0.93	1.09	1.92	27.4
12	R2	All MCs	57	3.0	57	3.0	0.805	20.4	LOS C	15.0	384.6	0.92	1.08	1.91	27.4
Approach			1513	3.0	1513	3.0	0.805	20.9	LOS C	15.0	384.6	0.93	1.09	1.92	27.3
All Vehicles			3176	3.0	3176	3.0	0.847	18.6	LOS B	15.0	384.6	0.72	0.83	1.44	27.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

LANE LEVEL OF SERVICE

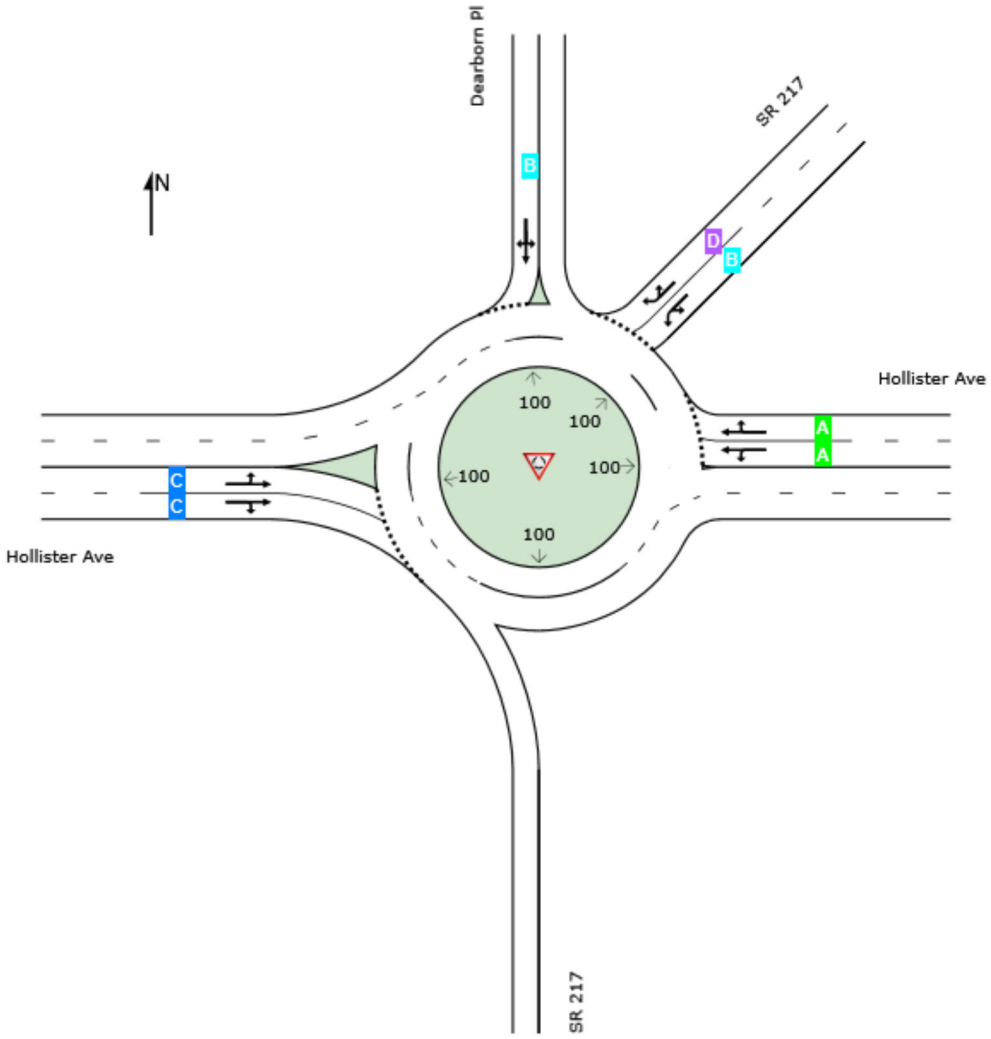
Lane Level of Service

Site: 101 [Hollister Ave and SR 217 SB - CUMULATIVE + PROJECT PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

New Site
Site Category: (None)
Roundabout

	Approaches				Intersection
	East	Northeast	North	West	
LOS	A	C	B	C	B



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Signalised Intersections.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

MOVEMENT SUMMARY

Site: 101 [Hollister Ave and SR 217 SB - CUMULATIVE + PROJECT PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
East: Hollister Ave															
1	L2	All MCs	134	3.0	134	3.0	0.360	6.3	LOS A	1.9	49.2	0.28	0.12	0.28	31.9
6	T1	All MCs	651	3.0	651	3.0	0.360	6.2	LOS A	1.9	49.2	0.27	0.11	0.27	33.0
16	R2	All MCs	109	3.0	109	3.0	0.360	6.1	LOS A	1.9	47.9	0.26	0.11	0.26	33.1
Approach			893	3.0	893	3.0	0.360	6.2	LOS A	1.9	49.2	0.27	0.11	0.27	32.8
NorthEast: SR 217															
1bx	L3	All MCs	102	3.0	102	3.0	0.208	10.1	LOS B	0.7	17.9	0.66	0.66	0.66	28.6
1ax	L1	All MCs	1	3.0	1	3.0	0.208	10.1	LOS B	0.7	17.9	0.66	0.66	0.66	28.6
16ax	R1	All MCs	426	3.0	426	3.0	0.864	38.2	LOS D	8.9	229.1	0.92	1.38	2.51	22.7
16bx	R3	All MCs	52	3.0	52	3.0	0.864	38.2	LOS D	8.9	229.1	0.92	1.38	2.51	22.4
Approach			582	3.0	582	3.0	0.864	33.2	LOS C	8.9	229.1	0.87	1.25	2.18	23.6
North: Dearborn Pl															
7	L2	All MCs	126	3.0	126	3.0	0.498	19.8	LOS B	2.0	51.8	0.81	0.92	1.21	26.3
4	T1	All MCs	15	3.0	15	3.0	0.498	19.8	LOS B	2.0	51.8	0.81	0.92	1.21	26.7
14	R2	All MCs	59	3.0	59	3.0	0.498	19.8	LOS B	2.0	51.8	0.81	0.92	1.21	26.6
Approach			200	3.0	200	3.0	0.498	19.8	LOS B	2.0	51.8	0.81	0.92	1.21	26.4
West: Hollister Ave															
5	L2	All MCs	87	3.0	87	3.0	0.814	22.1	LOS C	15.2	389.3	0.94	1.12	1.99	26.4
2	T1	All MCs	1386	3.0	1386	3.0	0.814	21.5	LOS C	15.7	401.4	0.94	1.11	1.97	27.2
12	R2	All MCs	57	3.0	57	3.0	0.814	21.0	LOS C	15.7	401.4	0.93	1.11	1.96	27.2
Approach			1529	3.0	1529	3.0	0.814	21.5	LOS C	15.7	401.4	0.94	1.11	1.97	27.1
All Vehicles			3204	3.0	3204	3.0	0.864	19.3	LOS B	15.7	401.4	0.73	0.85	1.49	27.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

#22052 - GOLETA BUSINESS CENTER PROJECT **REF:** 05 AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

TIME PERIOD: ***AM PEAK HOUR***

N/S STREET: ***SR 217 NB RAMP - WARD DRIVE***

E/W STREET: ***HOLLISTER AVENUE***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

VOLUMES		NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A)	EXISTING:	**41**	**56**	**69**	**0**	**0**	**0**	**377**	**460**	**141**	**55**	**555**	**85**
(B)	PROJECT-ADDED:	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**2**	**0**	**0**	**6**	**0**

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)

SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS		# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2				
NBL		0	0	41	41	0	0	-	-				
NBT		1	1600	56	56	0	0	0.061 *	0.061 *		*		
NBR	*(a)*	1	1600	11	11	0	0	0.007	0.007				
SBL		0	0	0	0	0	0	-	-				
SBT		0	0	0	0	0	0	-	-				
SBR		0	0	0	0	0	0	-	-				
EBL		2	3200	377	381	0	4	0.118 *	0.119 *		*		
EBT		2	3200	460	462	0	2	0.178	0.178				
EBR	*(b)*	0	0	109	109	0	0	-	-				
WBL		1	1600	55	55	0	0	0.034	0.034				
WBT		2	3200	555	561	0	6	0.173 *	0.175 *		*		
WBR	*(c)*	1	1600	85	85	0	0	0.053	0.053				
							LOST TIME:	0.100 *	0.100 *		*		
							TOTAL INTERSECTION CAPACITY UTILIZATION:	**0.452**	**0.455**				
							SCENARIO LEVEL OF SERVICE:	**A**	**A**				

NOTES:

RTOR: (a) 84%

(b) 23%

(c) 38%

Printed: 07/23/24

EXISTING: <---- THIS COMPARES TO CONDITION (A)

SCENARIO 1 = EXISTING VOLUMES (A)

SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)

SCENARIO 3 = CUMULATIVE (C)

SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LANE LEVEL OF SERVICE

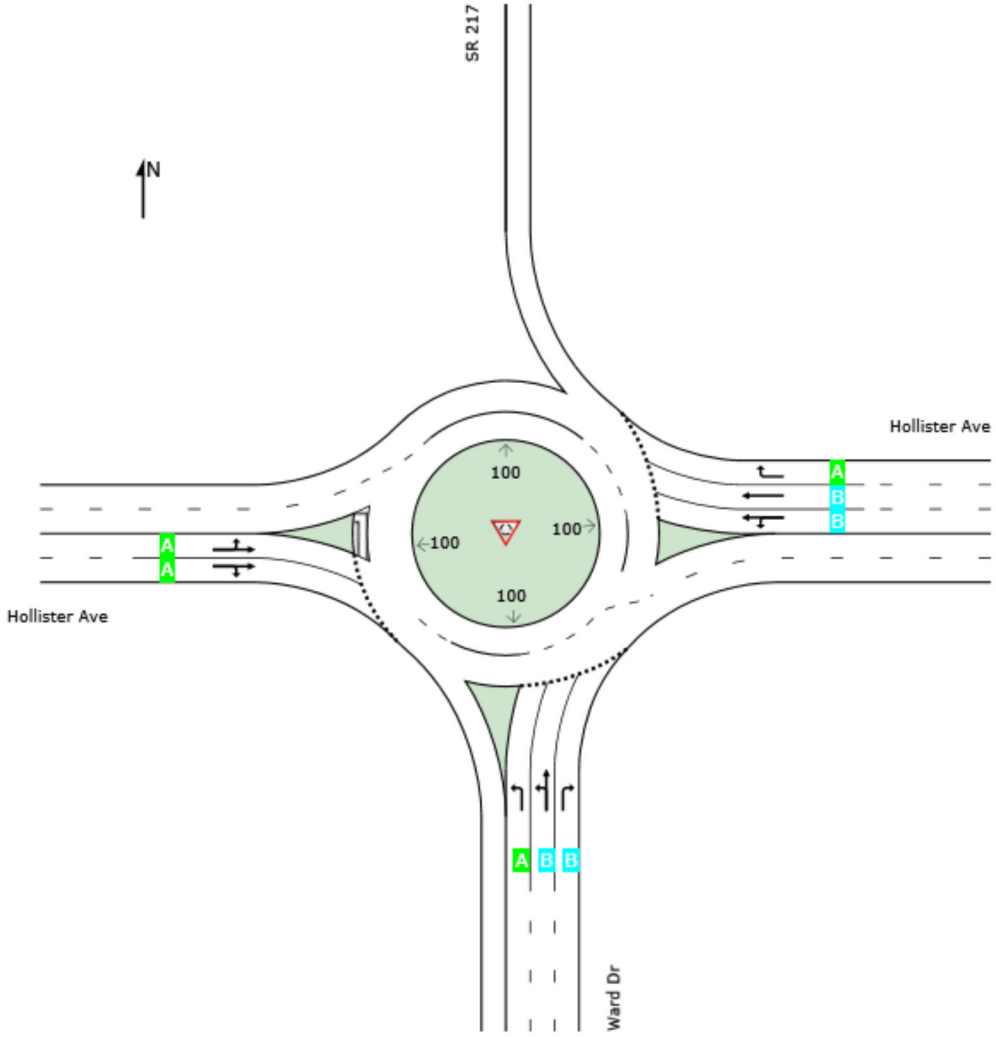
Lane Level of Service

Site: [Hollister Ave and SR 217 NB - CUMULATIVE AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

NA
Site Category: (None)
Roundabout

	Approaches			Intersection
	South	East	West	
LOS	B	B	A	B



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

MOVEMENT SUMMARY

Site: [Hollister Ave and SR 217 NB - CUMULATIVE AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

NA
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: Ward Dr															
3	L2	All MCs	50	3.0	50	3.0	0.111	9.5	LOS A	0.3	9.0	0.67	0.67	0.67	29.1
8	T1	All MCs	66	3.0	66	3.0	0.147	10.0	LOS B	0.5	12.0	0.67	0.67	0.67	31.6
18	R2	All MCs	141	3.0	141	3.0	0.279	11.2	LOS B	1.0	24.7	0.68	0.71	0.76	30.5
Approach			258	3.0	258	3.0	0.279	10.6	LOS B	1.0	24.7	0.68	0.69	0.72	30.5
East: Hollister Ave															
1	L2	All MCs	65	3.0	65	3.0	0.618	14.9	LOS B	5.2	132.5	0.76	0.82	1.28	28.8
6	T1	All MCs	925	3.0	925	3.0	0.618	14.4	LOS B	5.2	134.3	0.75	0.81	1.27	29.7
16	R2	All MCs	121	3.0	121	3.0	0.157	6.3	LOS A	0.6	14.8	0.53	0.44	0.53	32.6
Approach			1111	3.0	1111	3.0	0.618	13.5	LOS B	5.2	134.3	0.73	0.77	1.19	29.9
West: Hollister Ave															
5	L2	All MCs	428	3.0	428	3.0	0.482	7.4	LOS A	3.3	83.7	0.29	0.11	0.29	30.6
2	T1	All MCs	646	3.0	646	3.0	0.482	7.4	LOS A	3.3	83.7	0.29	0.11	0.29	32.2
12	R2	All MCs	174	3.0	174	3.0	0.482	7.4	LOS A	3.3	83.7	0.29	0.11	0.29	32.4
Approach			1248	3.0	1248	3.0	0.482	7.4	LOS A	3.3	83.7	0.29	0.11	0.29	31.7
All Vehicles			2616	3.0	2616	3.0	0.618	10.3	LOS B	5.2	134.3	0.52	0.45	0.71	30.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

LANE LEVEL OF SERVICE

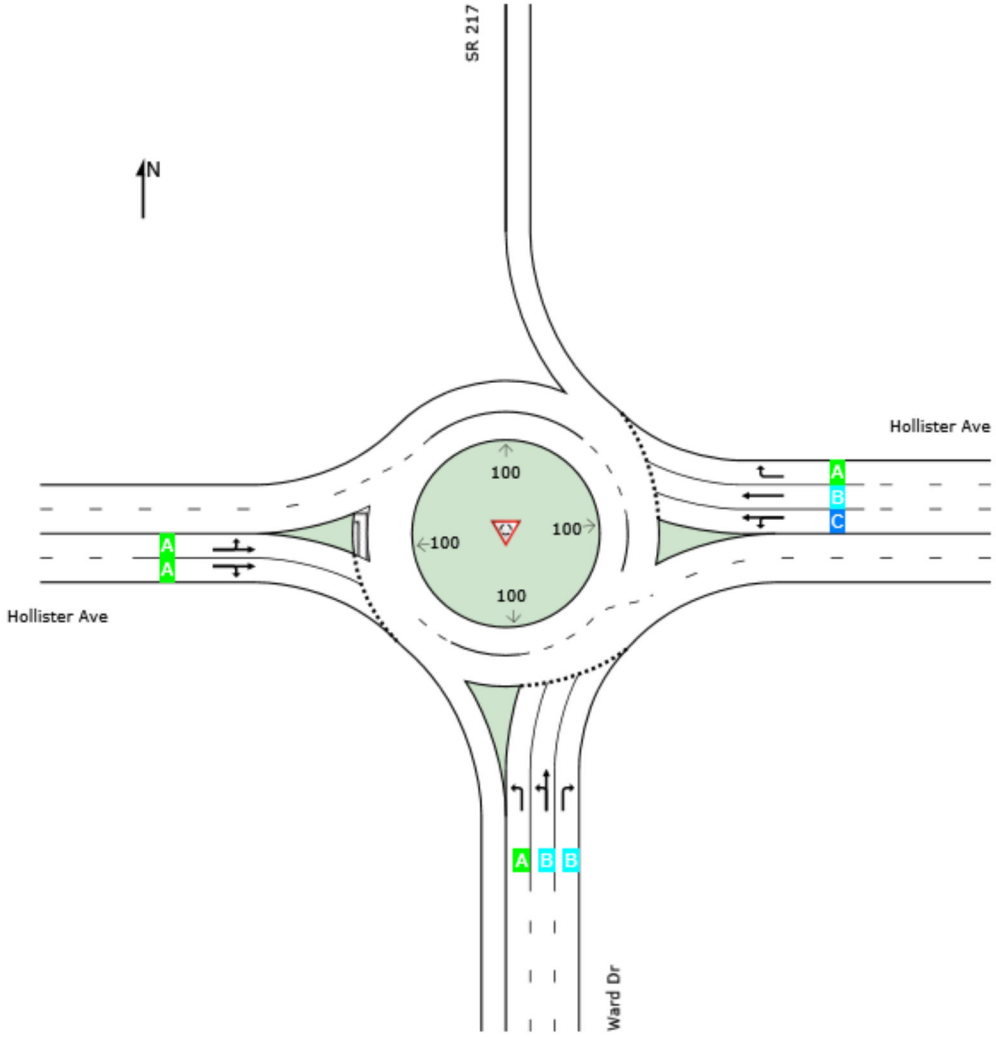
Lane Level of Service

Site: [Hollister Ave and SR 217 NB - CUMULATIVE + PROJECT AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

NA
Site Category: (None)
Roundabout

	Approaches			Intersection
	South	East	West	
LOS	B	B	A	B



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

MOVEMENT SUMMARY

Site: [Hollister Ave and SR 217 NB - CUMULATIVE + PROJECT AM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

NA
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: Ward Dr															
3	L2	All MCs	50	3.0	50	3.0	0.111	9.6	LOS A	0.4	9.0	0.67	0.67	0.67	29.1
8	T1	All MCs	66	3.0	66	3.0	0.148	10.1	LOS B	0.5	12.1	0.68	0.68	0.68	31.5
18	R2	All MCs	141	3.0	141	3.0	0.281	11.3	LOS B	1.0	24.9	0.69	0.71	0.76	30.4
Approach			258	3.0	258	3.0	0.281	10.6	LOS B	1.0	24.9	0.68	0.69	0.72	30.4
East: Hollister Ave															
1	L2	All MCs	65	3.0	65	3.0	0.625	15.1	LOS C	5.3	135.4	0.77	0.83	1.30	28.7
6	T1	All MCs	932	3.0	932	3.0	0.625	14.6	LOS B	5.4	137.4	0.76	0.82	1.29	29.6
16	R2	All MCs	121	3.0	121	3.0	0.158	6.4	LOS A	0.6	14.8	0.53	0.45	0.53	32.6
Approach			1117	3.0	1117	3.0	0.625	13.8	LOS B	5.4	137.4	0.74	0.78	1.21	29.8
West: Hollister Ave															
5	L2	All MCs	433	3.0	433	3.0	0.484	7.4	LOS A	3.3	84.5	0.29	0.11	0.29	30.6
2	T1	All MCs	648	3.0	648	3.0	0.484	7.4	LOS A	3.3	84.5	0.29	0.11	0.29	32.2
12	R2	All MCs	174	3.0	174	3.0	0.484	7.4	LOS A	3.3	84.5	0.29	0.11	0.29	32.4
Approach			1254	3.0	1254	3.0	0.484	7.4	LOS A	3.3	84.5	0.29	0.11	0.29	31.6
All Vehicles			2629	3.0	2629	3.0	0.625	10.4	LOS B	5.4	137.4	0.52	0.45	0.72	30.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

#22052 - GOLETA BUSINESS CENTER PROJECT **REF:** 05 PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

TIME PERIOD: ***PM PEAK HOUR***

N/S STREET: ***SR 217 NB RAMP - WARD DRIVE***

E/W STREET: ***HOLLISTER AVENUE***

CONTROL TYPE: ***SIGNAL***

TRAFFIC VOLUME SUMMARY

VOLUMES		NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A)	EXISTING:	**134**	**118**	**258**	**0**	**0**	**0**	**428**	**624**	**57**	**33**	**578**	**48**
(B)	PROJECT-ADDED:	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**5**	**0**	**0**	**4**	**0**

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)

SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2				
NBL	0	0	134	134	0	0	-	-				
NBT	1	1600	118	118	0	0	0.158 *	0.158 *		*		
NBR(a)	1	1600	206	206	0	0	0.129	0.129				
SBL	0	0	0	0	0	0	-	-				
SBT	0	0	0	0	0	0	-	-				
SBR	0	0	0	0	0	0	-	-				
EBL	2	3200	428	438	0	10	0.134 *	0.137 *		*		
EBT	2	3200	624	629	0	5	0.213	0.214				
EBR	0	0	57	57	0	0	-	-				
WBL	1	1600	33	33	0	0	0.021	0.021				
WBT	2	3200	578	582	0	4	0.181 *	0.182 *		*		
WBR	1	1600	48	48	0	0	0.030	0.030				
						LOST TIME:	0.100 *	0.100 *		*		
						TOTAL INTERSECTION CAPACITY UTILIZATION:	**0.573**	**0.577**				
						SCENARIO LEVEL OF SERVICE:	**A**	**A**				

NOTES:

RTOR: (a) 20%.

Printed: 07/23/24

LANE LEVEL OF SERVICE

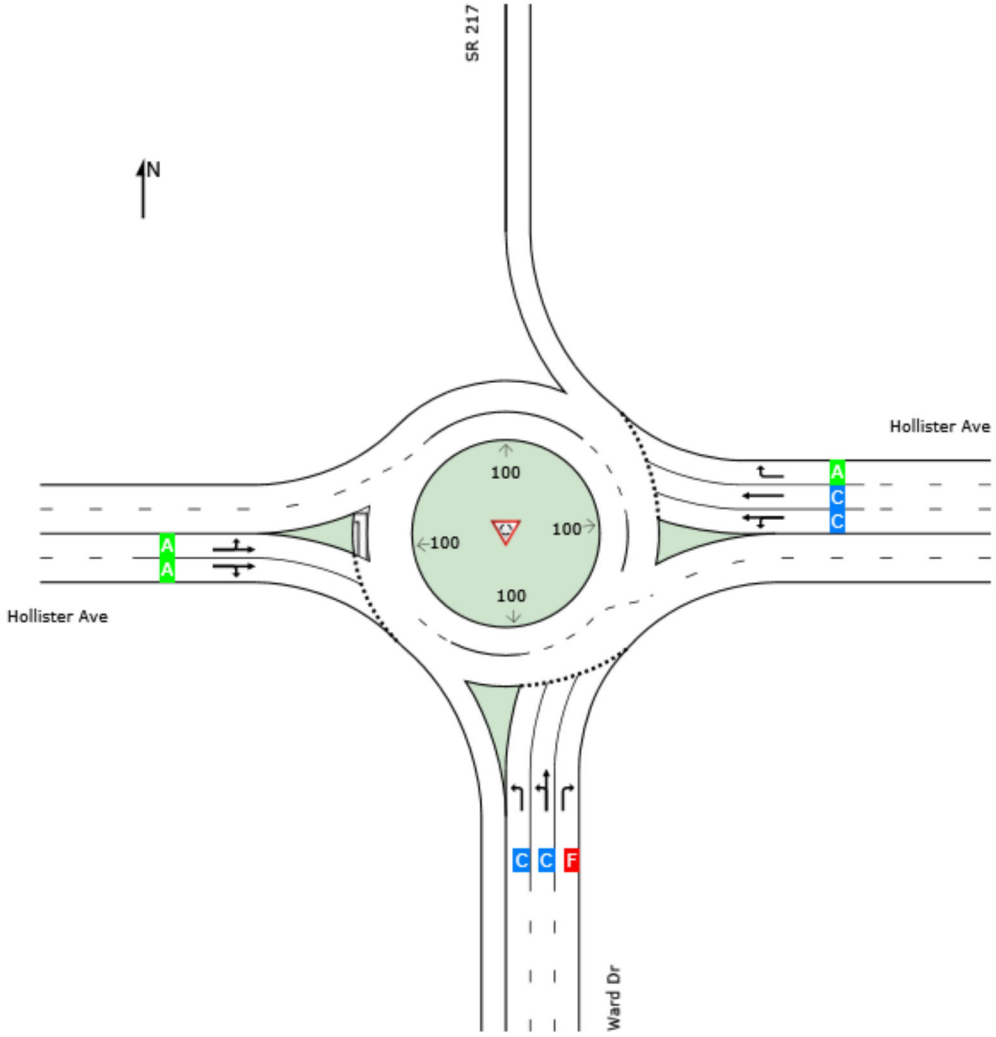
Lane Level of Service

Site: [Hollister Ave and SR 217 NB - CUMULATIVE PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

NA
Site Category: (None)
Roundabout

	Approaches			Intersection
	South	East	West	
LOS	E	C	A	C



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

MOVEMENT SUMMARY

Site: [Hollister Ave and SR 217 NB - CUMULATIVE PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

NA
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: Ward Dr															
3	L2	All MCs	147	3.0	147	3.0	0.439	21.3	LOS C	1.6	42.1	0.83	0.92	1.17	25.4
8	T1	All MCs	141	3.0	141	3.0	0.439	21.3	LOS C	1.6	42.1	0.83	0.92	1.17	27.3
18	R2	All MCs	335	3.0	335	3.0	0.896	55.9	LOS F	7.1	182.8	0.96	1.44	2.75	18.9
Approach			623	3.0	623	3.0	0.896	39.9	LOS E	7.1	182.8	0.90	1.20	2.02	21.8
East: Hollister Ave															
1	L2	All MCs	36	3.0	36	3.0	0.604	17.3	LOS C	4.0	101.6	0.78	0.90	1.32	28.0
6	T1	All MCs	742	3.0	742	3.0	0.604	16.6	LOS C	4.0	103.1	0.78	0.89	1.31	28.9
16	R2	All MCs	65	3.0	65	3.0	0.106	7.1	LOS A	0.4	9.2	0.58	0.55	0.58	32.3
Approach			843	3.0	843	3.0	0.604	15.9	LOS C	4.0	103.1	0.76	0.86	1.25	29.1
West: Hollister Ave															
5	L2	All MCs	483	3.0	483	3.0	0.545	7.7	LOS A	4.3	109.7	0.24	0.07	0.24	30.5
2	T1	All MCs	907	3.0	907	3.0	0.545	7.7	LOS A	4.3	109.7	0.24	0.07	0.24	32.1
12	R2	All MCs	62	3.0	62	3.0	0.545	7.7	LOS A	4.3	109.7	0.24	0.07	0.24	32.3
Approach			1451	3.0	1451	3.0	0.545	7.7	LOS A	4.3	109.7	0.24	0.07	0.24	31.6
All Vehicles			2917	3.0	2917	3.0	0.896	17.0	LOS C	7.1	182.8	0.53	0.54	0.91	28.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

LANE LEVEL OF SERVICE

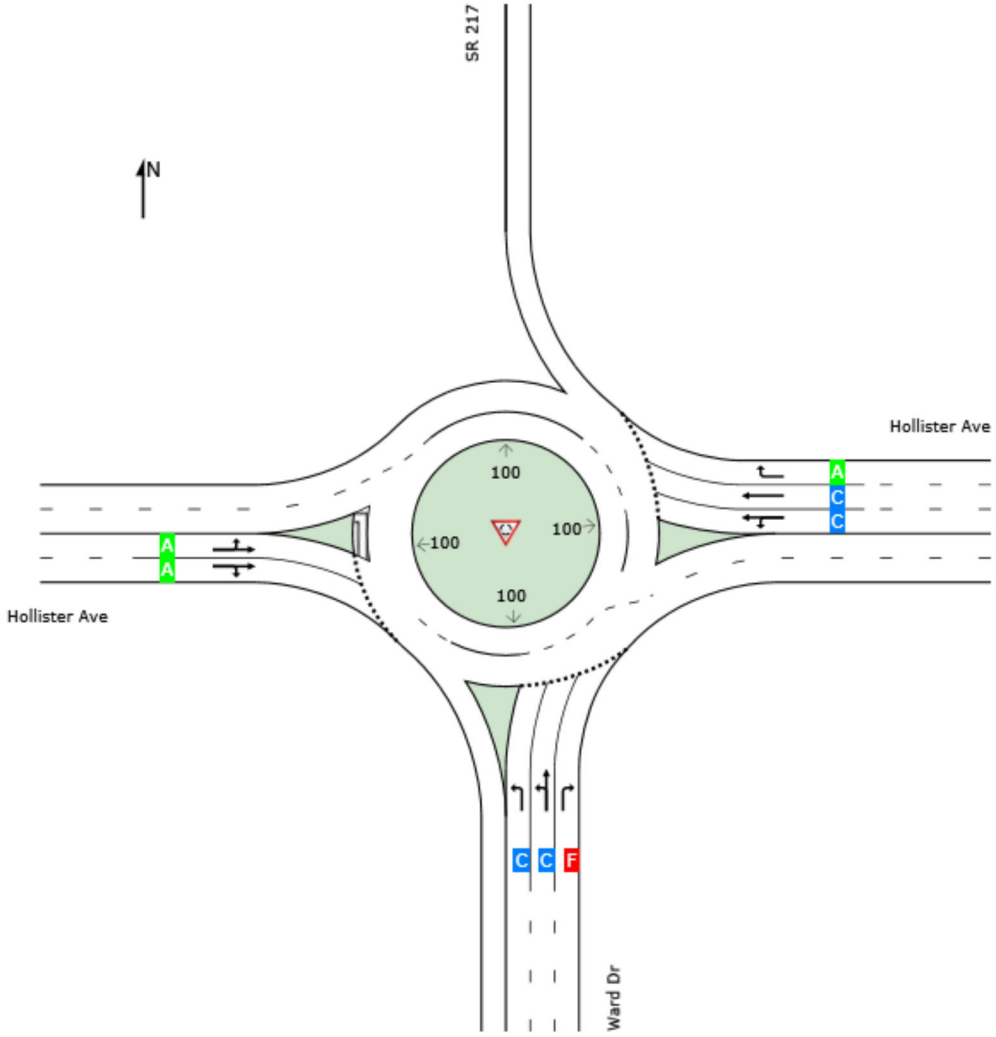
Lane Level of Service

Site: [Hollister Ave and SR 217 NB - CUMULATIVE + PROJECT PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

NA
Site Category: (None)
Roundabout

	Approaches			Intersection
	South	East	West	
LOS	E	C	A	C



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

MOVEMENT SUMMARY

Site: [Hollister Ave and SR 217 NB - CUMULATIVE + PROJECT PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

NA
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: Ward Dr															
3	L2	All MCs	147	3.0	147	3.0	0.447	21.9	LOS C	1.7	42.8	0.83	0.93	1.18	25.3
8	T1	All MCs	141	3.0	141	3.0	0.447	21.9	LOS C	1.7	42.8	0.83	0.93	1.18	27.1
18	R2	All MCs	335	3.0	335	3.0	0.910	59.1	LOS F	7.5	192.5	0.96	1.48	2.88	18.4
Approach			623	3.0	623	3.0	0.910	41.9	LOS E	7.5	192.5	0.90	1.22	2.10	21.4
East: Hollister Ave															
1	L2	All MCs	36	3.0	36	3.0	0.614	17.8	LOS C	4.1	104.2	0.79	0.92	1.34	27.9
6	T1	All MCs	747	3.0	747	3.0	0.614	17.1	LOS C	4.1	105.8	0.78	0.90	1.34	28.7
16	R2	All MCs	65	3.0	65	3.0	0.108	7.2	LOS A	0.4	9.3	0.59	0.55	0.59	32.2
Approach			848	3.0	848	3.0	0.614	16.3	LOS C	4.1	105.8	0.77	0.88	1.28	28.9
West: Hollister Ave															
5	L2	All MCs	493	3.0	493	3.0	0.551	7.8	LOS A	4.4	112.3	0.24	0.07	0.24	30.4
2	T1	All MCs	912	3.0	912	3.0	0.551	7.8	LOS A	4.4	112.3	0.24	0.07	0.24	32.1
12	R2	All MCs	62	3.0	62	3.0	0.551	7.8	LOS A	4.4	112.3	0.24	0.07	0.24	32.3
Approach			1467	3.0	1467	3.0	0.551	7.8	LOS A	4.4	112.3	0.24	0.07	0.24	31.5
All Vehicles			2938	3.0	2938	3.0	0.910	17.5	LOS C	7.5	192.5	0.53	0.55	0.93	28.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.