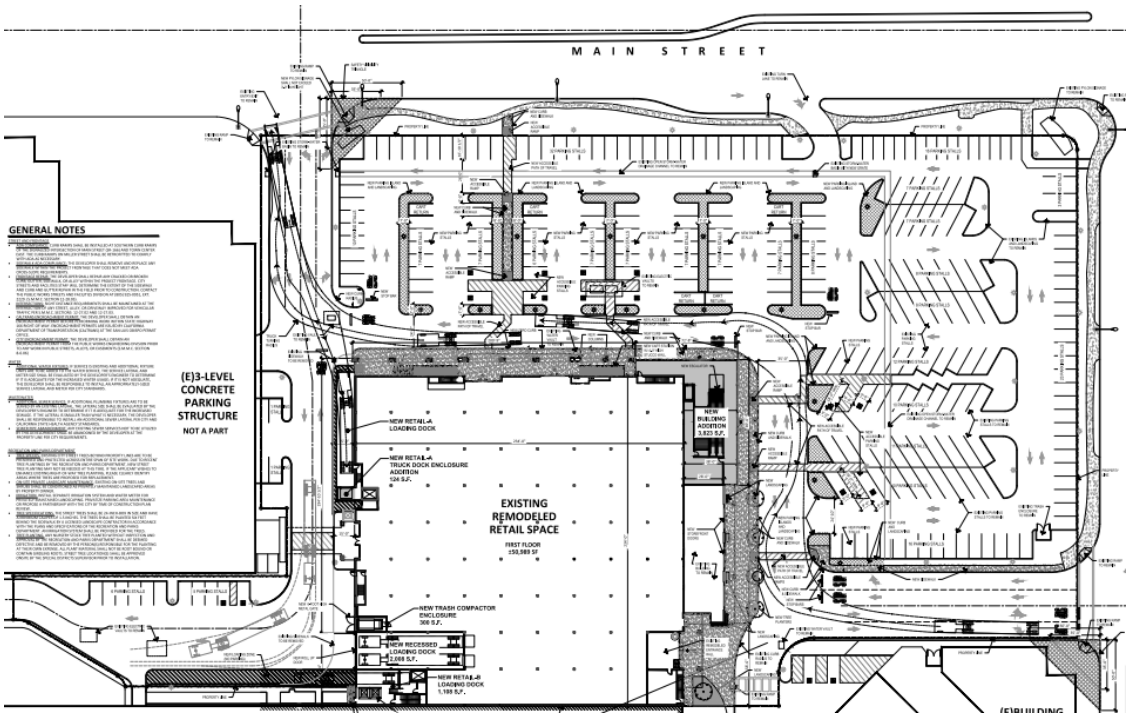
SEARS BUILDING REMODEL PROJECT
CITY OF SANTA MARIA, CALIFORNIA

TRAFFIC, CIRCULATION AND VMT STUDY



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TRAFFIC, CIRCULATION AND VMT STUDY
FOR THE SEARS BUILDING REMODEL PROJECT - CITY OF SANTA MARIA

Associated Transportation Engineers (ATE) has prepared the following traffic, circulation and VMT study for the Sears Building Remodel Project, located in the City of Santa Maria.

We appreciate the opportunity to assist you with the project.

Associated Transportation Engineers

Scott A. Schell
Principal Transportation Planner

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INTRODUCTION

The following report contains an analysis of the potential traffic and circulation effects of the Sears Building Remodel Project (the "Project"), proposed in the City of Santa Maria. The study evaluates the existing and future traffic conditions in the study area in order to determine the Project's consistency with the City's transportation policies. The intersections analyzed in the study were determined based on input provided by City of Santa Maria staff. An analysis of site access, circulation and queuing is provided. The study also evaluates the Project's potential CEQA transportation impacts based on the City's adopted "Vehicle Miles Traveled" (VMT) impact criteria.

PROJECT DESCRIPTION

The Project site is located at the south side of Main Street east of Broadway and west of Miller Street in the City of Santa Maria, as shown on Figure 1. Figure 2 presents the Project site plan. The Project site is currently occupied by the vacant Sears Building. The Project is proposing to redevelop the building with a 50,989 SF grocery store on the first floor, a 27,242 SF apparel store on the second floor, and an additional 23,651 SF apparel store on the second floor. Parking for the Project would be provided within the adjacent existing surface parking lot and parking structures. Access to the Project is provided via the existing driveways on Broadway and Miller Street; and at the signalized Town Center Drive intersection on Main Street.

TRAFFIC ANALYSIS SCENARIOS

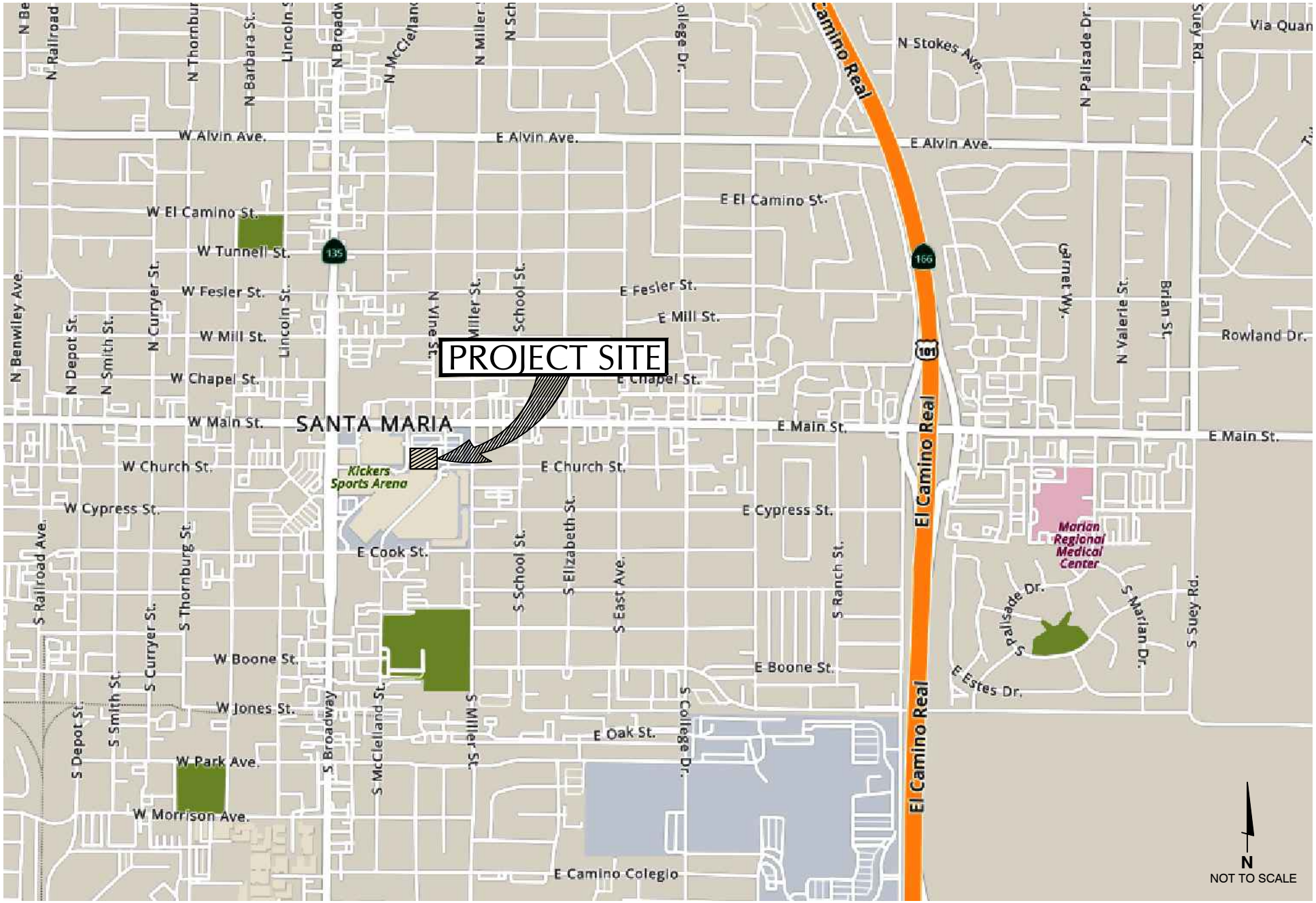
The following scenarios are included in the traffic analysis.

Existing Conditions: This scenario describes the existing street network and evaluates peak hour operations at the key study-area intersections identified for analyses.

Existing + Project: This scenario evaluates traffic operations assuming Existing + Project traffic forecasts. The Project's consistency with the City's transportation policies is evaluated for this scenario.

Cumulative Conditions: This scenario evaluates traffic operations assuming the additional traffic that will be generated by approved and pending developments located in the adjacent areas of the City. Traffic volumes generated by the approved and pending projects are layered onto the Existing baseline traffic forecasts for analyses.

Cumulative + Project: This scenario evaluates operations assuming the Cumulative conditions plus the traffic generated by the Project. The Project's consistency with the City's transportation policies is evaluated for this scenario.



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PROJECT SITE LOCATION

FIGURE 1

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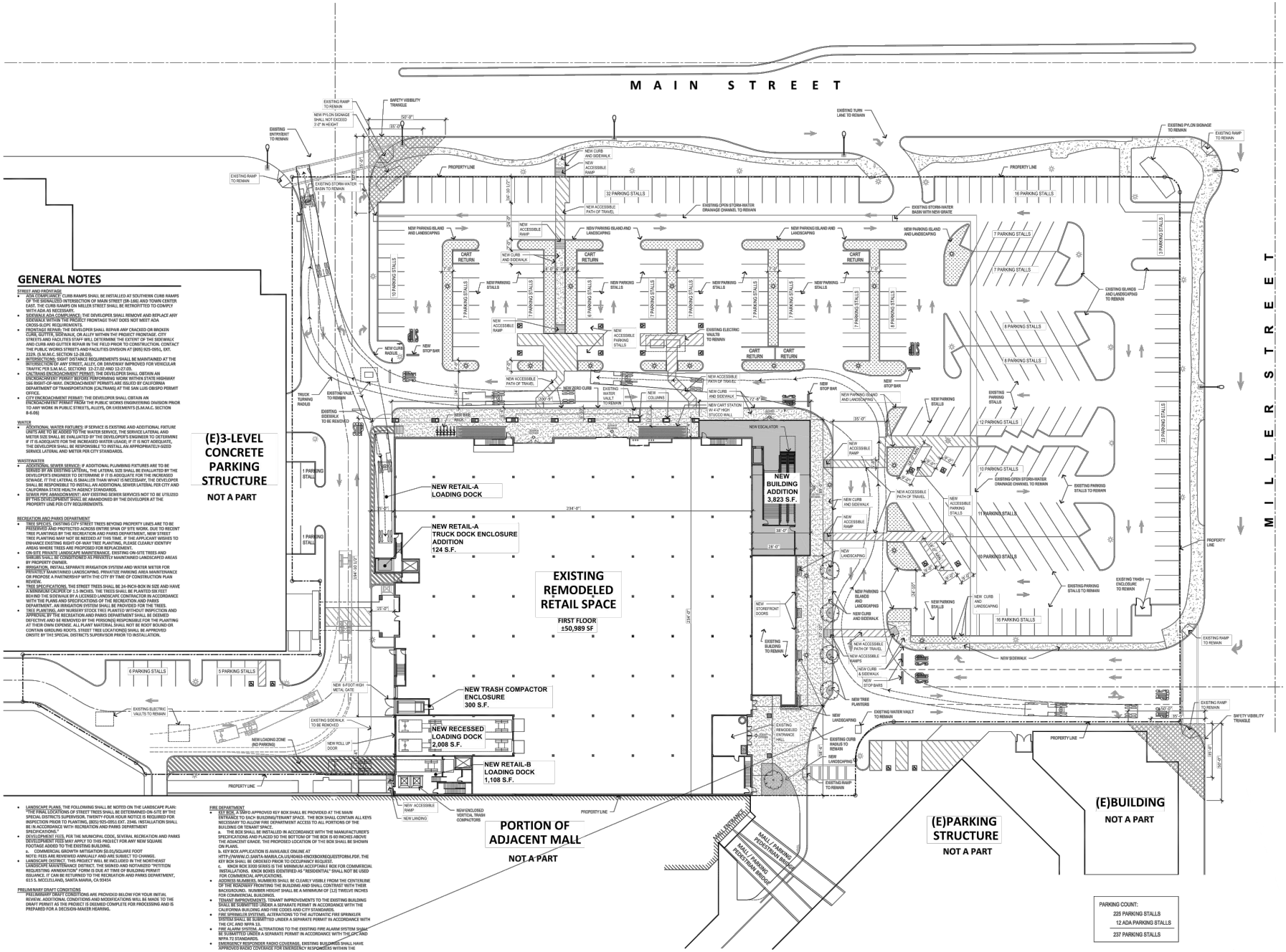

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PROJECT SITE PLAN

FIGURE 2

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EXISTING CONDITIONS

Existing Street Network

The Project site is served by a network of highways, arterials, and collector streets, as shown on Figure 3. The following text provides a brief discussion of the major components of the study-area street network.

US 101, located east of the Project site, is a freeway that serves as the major north-south link through the Santa Maria Valley and is the principal inter-city route along the Pacific Coast. US 101 is a 6-lane freeway within the Santa Maria area, with 4 lanes provided north and south of the City. Access to the Project site from US 101 is provided via the Main Street interchange.

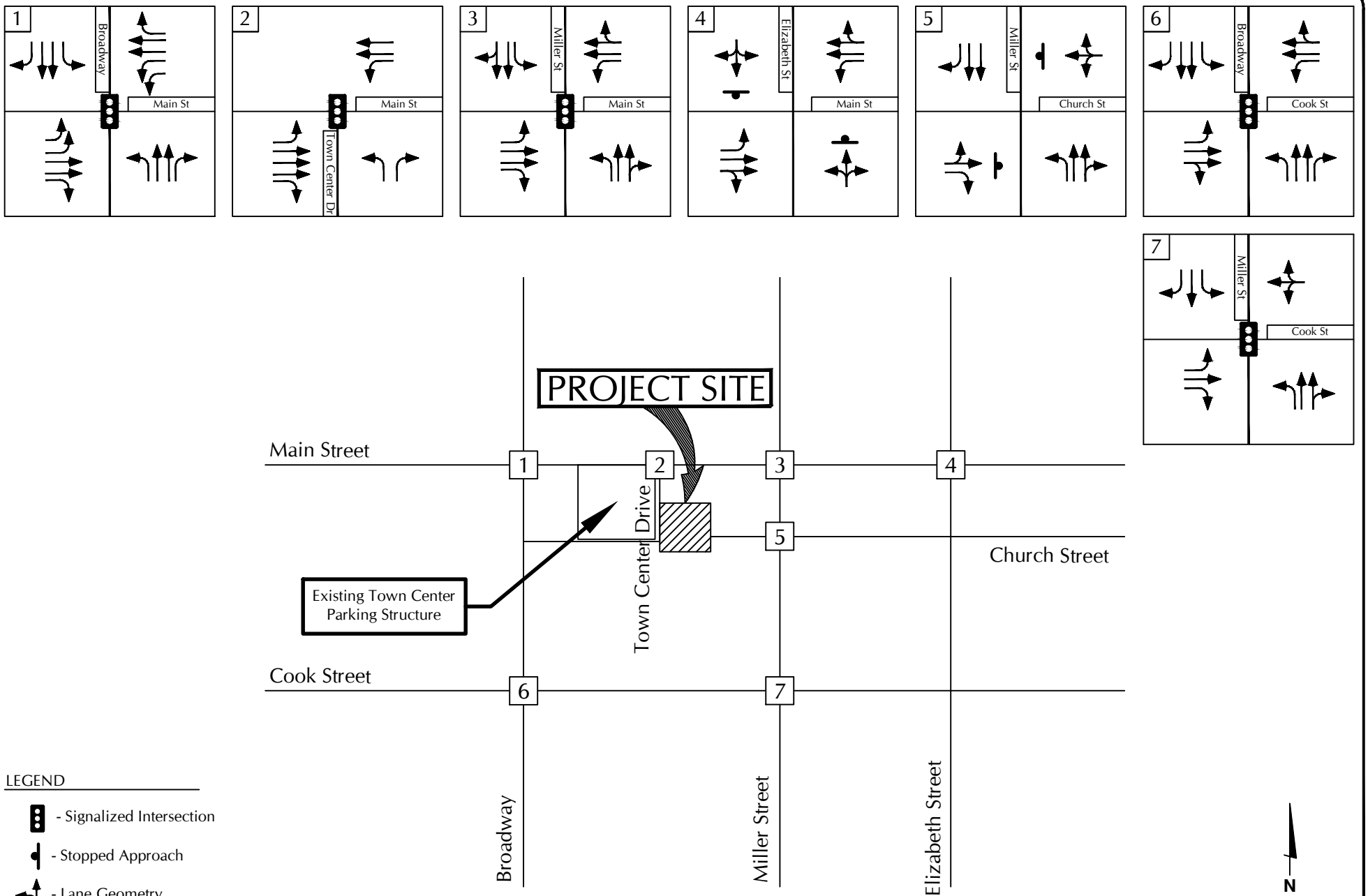
Broadway (State Route 135), located west of the Project site, is a Primary Arterial roadway that extends from US 101 on the north end of the City to its junction with State Route 1 south of the Orcutt community. Broadway is a four- to six-lane arterial that serves as the primary north-south route through the Santa Maria/Orcutt area. The roadway is named "Broadway" north of Santa Maria Way and "Orcutt Expressway" south of Santa Maria Way. Broadway provides access to the Project via two existing driveway connections located west of the Project. Class II (on-street) bike lanes are provided on Broadway north and south of Main Street.

Main Street (State Route 166), located north of the Project site, is a Primary Arterial roadway that extends west from US 101 as State Route (SR) 166 to the City of Guadalupe. East of US 101, Main Street extends to Stowell Road where it transitions to Philbric Road. Main Street provides access to the Project at the signalized Town Center Drive intersection. No bike facilities are provided on Main Street within the Project study-area.

Miller Street, located east of the site, is a north-south Secondary Arterial providing a secondary north-south access route for the eastern area of Santa Maria. Many local drivers use this facility as an alternative to Broadway for north-south travel. Within the study-area, Miller Street contains four lanes and is controlled by traffic signals at the Main Street and Cook Street intersections. Miller Street provides access at the Church Street intersection. Class II bike lanes are provided on Miller Street south of Cook Street.

Cook Street, located south of the Project site, is a 4-lane Collector street west of Miller Street and a 2-lane Collector street east of Miller Street. No bike facilities are provided on Cook Street within the Project study-area.

Town Center Drive, located north of the Project site, is a two-lane internal street that provides access to the Project and the Santa Maria Town Center via the connections to Main Street and Broadway. No bike facilities are provided on Town Center Drive within the Project study-area.



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EXISTING STREET NETWORK AND INTERSECTION TRAFFIC CONTROLS

FIGURE 3

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Church Street, located east of the site, is a two-lane local street located opposite the Project access connection on Miller Street. Church Street extends east from Blosser Road to College Drive. Church Street is controlled by stop-signs at the Miller Street intersection. No bike facilities are provided on Church Street within the Project study-area.

Elizabeth Street, located east of the site, is a two-lane local street. No bike facilities are provided on Elizabeth Street within the Project study-area.

Existing Pedestrian Facilities

Within the Project study area, sidewalks are currently provided on Broadway, Main Street Miller Street, and Town Center Drive. ADA accessible crosswalks with pedestrian signals heads are provided on all legs of the Main Street/Broadway, Main Street/Town Center Drive and Main Street/Miller Street intersections.

Existing Transit Facilities

Transit service in the City of Santa Maria is provided by the Santa Maria Regional Transit (SMRT) service. The Santa Maria Transit Center is located on Miller Street at Boone Street (approximately 3,000 feet south of the site). A major bus stop is provided adjacent to the project site on Main street. Another transit stop is also provided on the west side of Broadway. SMRT Routes 1, 2, 3, 4, 5, 9, 11, and 12x all provide service to one or more of these transit stops, thus the Project site is well served by transit. Breeze Route 100 is a weekday bus service between the Santa Maria and Lompoc Transit Centers with seven trips per day in each direction. The closest stops to the Project site are at the Santa Maria Transit Center.

Intersection Operations

Because traffic flow on urban arterials is most constrained at intersections, detailed traffic flow analyses focus on the operating conditions of critical intersections during peak travel periods. "Levels of Service" (LOS) A through F are used to rate intersection operations, with LOS A indicating very good operation and LOS F indicating poor operation (more complete definitions are contained in the Technical Appendix for reference). The City of Santa Maria considers LOS D as the performance standard for intersections (maintain LOS D or better).

The existing traffic controls and lane geometry for the study-area intersections are presented on Figure 3. Existing intersection traffic volumes were obtained from traffic count data collected in January of 2023 and March of 2024 (see Technical Appendix for count data). Counts were conducted during the AM peak commuter period (7:00-9:00 AM) and PM peak commuter period (4:00-6:00 PM). The peak 1-hour volumes were then identified for the analysis. Figure 4 presents the existing peak hour traffic volumes for the study-area intersections.

Levels of service for the signalized intersections were calculated using the intersection capacity utilization (ICU) methodology. Table 1 lists the existing traffic control and levels of service for the study-area intersections identified for the analysis.

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EXISTING TRAFFIC VOLUMES

FIGURE 4

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Table 1
Existing Levels of Service

Intersection	Control	AM Peak Hour		PM Peak Hour	
		ICU or Delay	LOS	ICU or Delay	LOS
Broadway/Main Street (a)	Signal	0.54	LOS A	0.72	LOS C
Town Center Drive/Main Street	Signal	0.33	LOS A	0.44	LOS A
Miller Street/Main Street (a)	Signal	0.53	LOS A	0.68	LOS B
Elizabeth Street/Main Street (a)(b)	Stop-Sign	14.0 sec.	LOS B	19.3 sec.	LOS C
Miller Street/Church Street (b)	Stop-Sign	9.9 sec.	LOS A	14.7 sec.	LOS B
Broadway/Cook Street (a)	Signal	0.46	LOS A	0.64	LOS B
Miller Street/Cook Street	Signal	0.49	LOS A	0.69	LOS B

(a) Intersection is under the jurisdiction of Caltrans.
(b) Unsignalized intersection. LOS based on average weighted control delay per vehicle in seconds.

The data presented in Table 1 show that the study-area intersections currently operate in the LOS A-C range during the AM and PM peak hours, which meet the City's LOS D operating standard.

TRAFFIC POLICY STANDARDS

The City of Santa Maria Circulation Element considers LOS D acceptable for roadway and intersection operations, with improvements required for LOS E and F. It is noted that four of the study-area intersections are under Caltrans' jurisdiction. The current Caltrans traffic analysis guidelines are based on VMT and not LOS, thus the VMT section of this report addresses the Caltrans requirements.

EXISTING + PROJECT CONDITIONS

Project Trip Generation

Trip generation estimates were calculated for the Project using rates presented in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition).[1] The rates for Supermarket (Land Use Code #850) and Apparel Store (Land Use Code #876) were used for the analysis of the proposed Project. The rates for Shopping Center (Land Use Code #820) were used for the analysis of the existing Sears building. The trip generation estimates for the existing Sears building were used as credits for the Proposed Project.

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

Commercial Pass-By/Primary Trip Estimates

Pursuant to ITE recommendations, the trip generation analysis also accounts for "Pass-By" trips and "Primary" trips that would be generated by the commercial uses. Pass-By trips are trips that would come from the existing traffic streams on Broadway, Miller Street, and Main Street; and would not affect the study-area street network beyond the Project site. Primary trips are trips with the sole purpose of patronizing the commercial center (i.e., from home to the store and then return home). Based on the data presented in the ITE Trip Generation manual, the Pass-By Trip percentage is approximately 24% for the grocery store and 19% for the apparel store and Sears building. Table 2 presents the net trip generation estimates (detailed worksheets contained in the Technical Appendix) for the Project with the pass-by factors.

Table 2
Project Trip Generation – Net New Trips

Land Use	Size	Pass-By Factor	ADT		AM Peak Hour		PM Peak Hour	
			Rate	Trips	Rate	Trips	Rate	Trips
Proposed								
Grocery Store (a)	50,989 SF	0.76	93.84	3,637	2.86	111 (65/46)	8.95	347 (173/174)
Apparel Store #1 (b)	27,242 SF	0.81	66.40	1,465	1.00	22 (18/4)	4.12	91 (46/45)
Apparel Store #2 (b)	23,651 SF	0.81	66.40	1,272	1.00	19 (15/4)	4.12	78 (40/38)
Subtotal				**6,374**		**152 (98/54)**		**516 (259/257)**
Existing								
Sears (c)	101,882 SF	0.81	37.01	**3,055**		**70 (43/27)**		**280 (134/146)**
Net Total Trip Generation:				**3,319**		**82 (55/27)**		**236 (125/111)**

(a) Trip generation based on ITE rates for Supermarket (ITE #850).
(b) Trip generation based on ITE rates for Apparel Store (ITE #876).
(c) Trip generation based on ITE rates for Shopping Center (ITE #820).

The data presented in Table 2 indicate that the Project is forecast to generate 3,319 ADT, 82 AM peak hour trips and 236 PM peak hour trips (after the credits and pass-by adjustments).

Project Trip Distribution

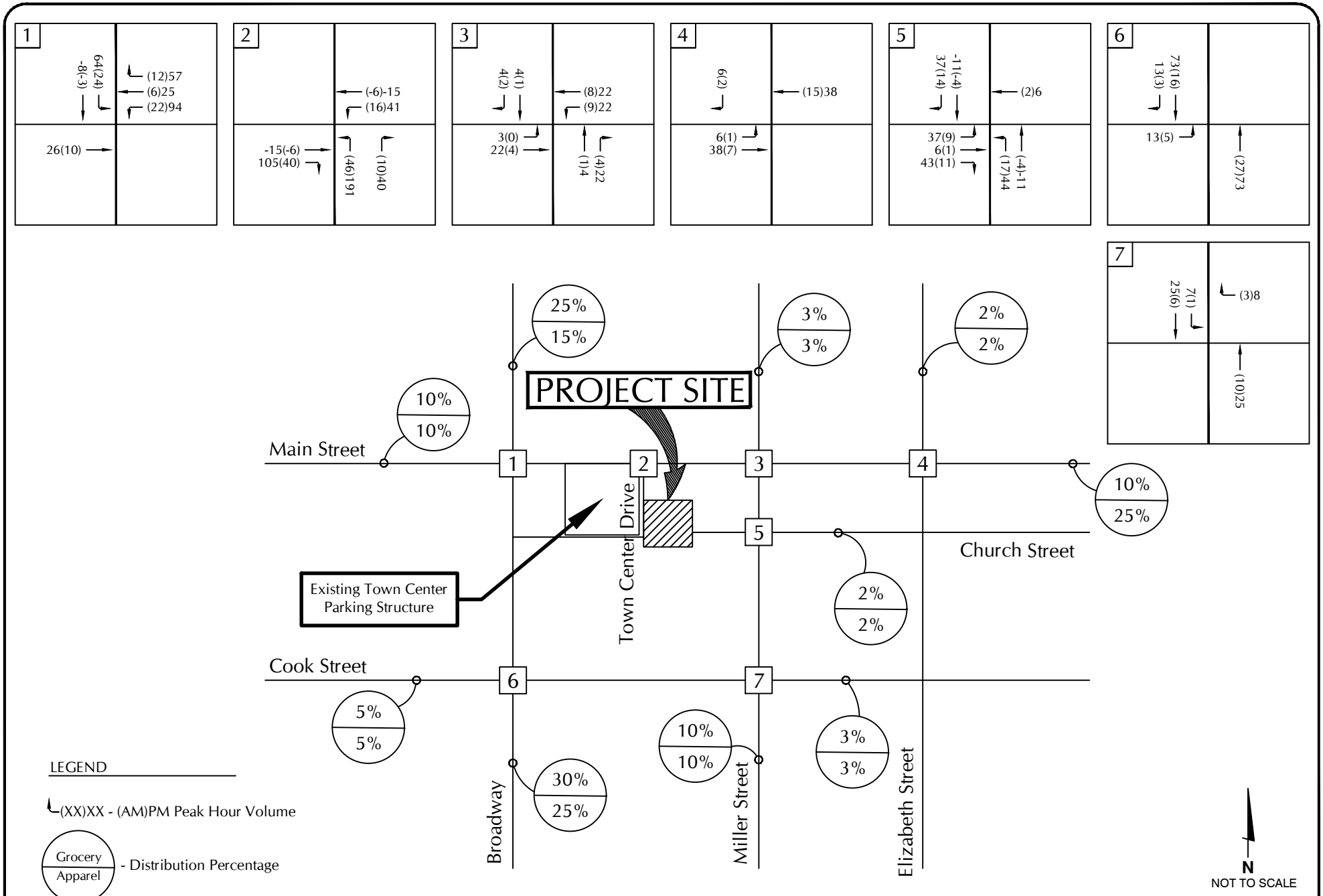
The trip distribution pattern for the Project was developed based on existing traffic patterns observed in the study-area, consideration of the land uses in the surrounding area, and the proposed access and parking system. Given that the traffic generated by the grocery store would have a more local orientation than the traffic generated by the apparel stores and the Sears building, two separate distribution patterns were developed for these Project components. Table 3 presents the trip distribution patterns developed for the Project and Figures 5 illustrates the trip distribution and assignment of Project traffic.

Table 3
Project Trip Distribution

Origin/Destination	Direction	Grocery Store	Apparel & Sears
		Percentage	Percentage
Broadway	North	25%	15%
	South	30%	25%
Miller Street	North	3%	3%
	South	10%	10%
Elizabeth Street	North	2%	2%
Main Street	East	10%	25%
	West	10%	10%
Church Street	East	2%	2%
Cook Street	East	3%	3%
	West	5%	5%
Totals		**100%**	**100%**

Existing + Project Intersection Operations

Levels of service were calculated for the study-area intersections assuming the Existing + Project traffic volumes shown on Figure 6. Tables 4 and 5 compare the Existing and Existing + Project level of service forecasts and identify the Project's consistency with the City's LOS D standard.



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PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

FIGURE 5

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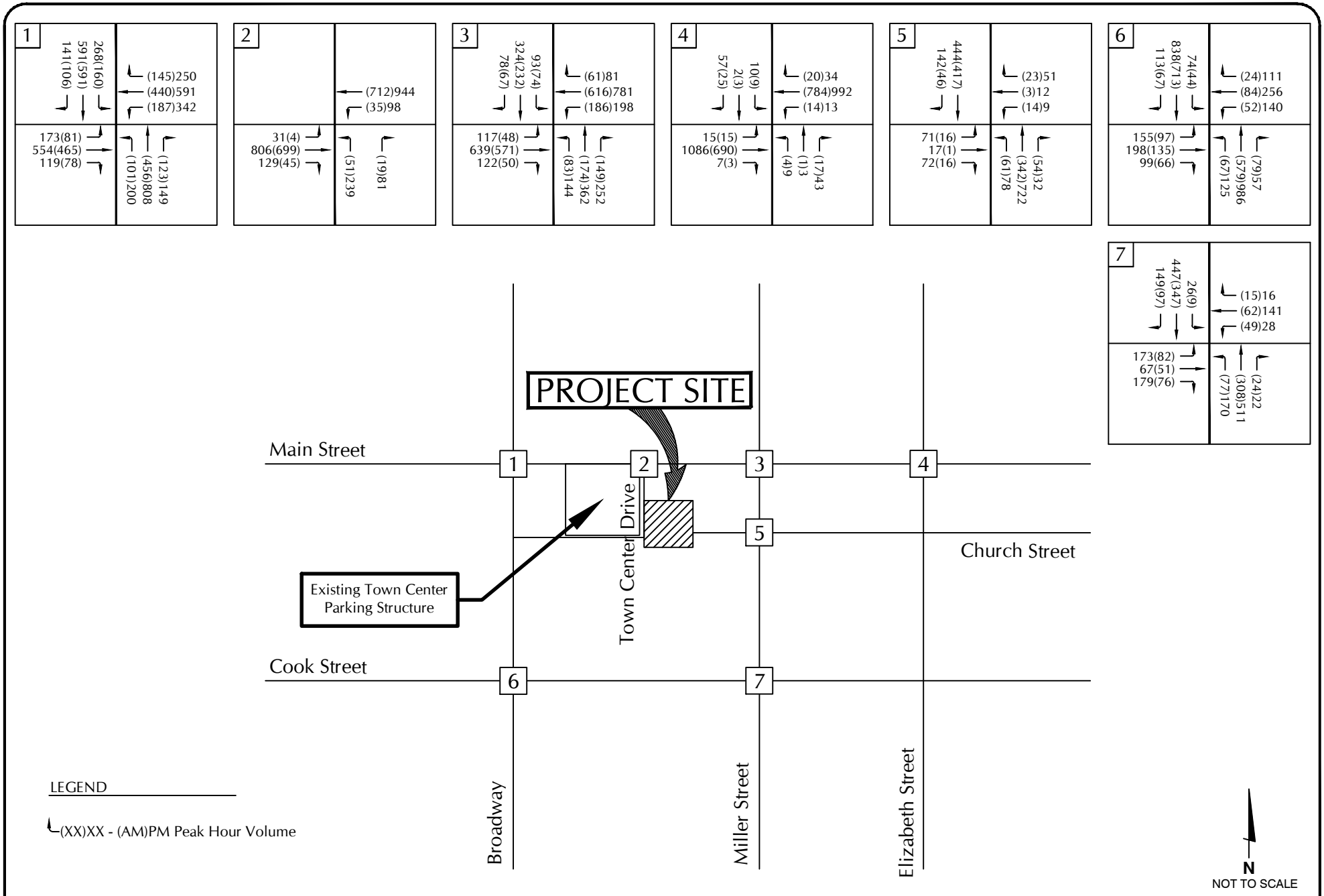

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EXISTING + PROJECT TRAFFIC VOLUMES

FIGURE 6

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Table 4
Existing + Project Levels of Service – AM Peak Hour

Intersection	Existing		Existing + Project		Consistent?
	ICU or Delay	LOS	ICU or Delay	LOS	
Broadway/Main Street	0.54	LOS A	0.55	LOS A	Yes
Town Center Drive/Main Street	0.33	LOS A	0.36	LOS A	Yes
Miller Street/Main Street	0.53	LOS A	0.54	LOS A	Yes
Elizabeth Street/Main Street (a)	14.0 sec.	LOS B	14.1 sec.	LOS B	Yes
Miller Street/Church Street (a)	9.9 sec.	LOS A	10.7 sec.	LOS B	Yes
Broadway/Cook Street	0.46	LOS A	0.46	LOS A	Yes
Miller Street/Cook Street	0.49	LOS A	0.49	LOS A	Yes

(a) Unsignalized intersection. LOS based on average weighted control delay per vehicle in seconds.

Table 5
Existing + Project Levels of Service – PM Peak Hour

Intersection	Existing		Existing + Project		Consistent?
	ICU or Delay	LOS	ICU or Delay	LOS	
Broadway/Main Street	0.72	LOS C	0.80	LOS C	Yes
Town Center Drive/Main Street	0.44	LOS A	0.55	LOS A	Yes
Miller Street/Main Street	0.68	LOS B	0.69	LOS B	Yes
Elizabeth Street/Main Street (a)	19.3 sec.	LOS C	20.4 sec.	LOS C	Yes
Miller Street/Church Street (a)	14.7 sec.	LOS B	19.6 sec.	LOS C	Yes
Broadway/Cook Street	0.64	LOS B	0.67	LOS B	Yes
Miller Street/Cook Street	0.69	LOS B	0.71	LOS C	Yes

(a) Unsignalized intersection. LOS based on average weighted control delay per vehicle in seconds.

The data presented in Tables 4 and 5 show that the study-area intersections are forecast to operate in the LOS A-C range during the AM and PM peak hours with Existing + Project traffic, which meet the City's LOS D operating standard.

CUMULATIVE ANALYSIS

Cumulative Traffic Volumes

Cumulative traffic volumes were forecast for the study-area intersections assuming development of the approved and pending projects located in the adjacent portions of the City (list of cumulative projects is contained in the Technical Appendix). Trip generation estimates were developed for the cumulative projects using ITE rates or from traffic studies prepared for the cumulative projects (cumulative trip generation calculations are contained in the Technical Appendix). Traffic generated by the cumulative projects was then added to the Existing volumes to produce the Cumulative traffic forecasts. Figure 7 shows the Cumulative traffic volumes and Figure 8 shows the Cumulative + Project volumes.

Cumulative Intersection Operations

Levels of service were calculated for the study-area intersections assuming the Cumulative and Cumulative + Project traffic volumes presented on Figures 7 and 8. Tables 6 and 7 compare the Cumulative and Cumulative + Project levels of service forecasts and identify the Project's consistency with the City's LOS D standard.

Table 6
Cumulative + Project Levels of Service – AM Peak Hour

Intersection	Cumulative		Cumulative + Project		Consistent?
	ICU or Delay	LOS	ICU or Delay	LOS	
Broadway/Main Street	0.58	LOS A	0.60	LOS A	Yes
Town Center Drive/Main Street	0.37	LOS A	0.40	LOS A	Yes
Miller Street/Main Street	0.57	LOS A	0.58	LOS A	Yes
Elizabeth Street/Main Street (a)	14.9 sec.	LOS B	15.1 sec.	LOS C	Yes
Miller Street/Church Street (a)	10.1 sec.	LOS B	11.0 sec.	LOS B	Yes
Broadway/Cook Street	0.48	LOS A	0.49	LOS A	Yes
Miller Street/Cook Street	0.51	LOS A	0.52	LOS A	Yes

(a) Unsignalized intersection. LOS based on average weighted control delay per vehicle in seconds.

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CUMULATIVE TRAFFIC VOLUMES

FIGURE 7

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CUMULATIVE + PROJECT TRAFFIC VOLUMES

FIGURE 8

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Table 7
Cumulative + Project Levels of Service – PM Peak Hour

Intersection	Cumulative		Cumulative + Project		Consistent?
	ICU or Delay	LOS	ICU or Delay	LOS	
Broadway/Main Street	0.78	LOS C	0.85	LOS D	Yes
Town Center Drive/Main Street	0.47	LOS A	0.58	LOS A	Yes
Miller Street/Main Street	0.70	LOS B	0.72	LOS C	Yes
Elizabeth Street/Main Street (a)	21.1 sec.	LOS C	22.4 sec.	LOS C	Yes
Miller Street/Church Street (a)	15.5 sec.	LOS C	21.4 sec.	LOS C	Yes
Broadway/Cook Street	0.68	LOS B	0.71	LOS C	Yes
Miller Street/Cook Street	0.72	LOS C	0.74	LOS C	Yes

(a) Unsignalized intersection. LOS based on average weighted control delay per vehicle in seconds.

As shown in Tables 6 and 7, the study-area intersections are forecast to operate in the LOS A-D range during the AM and PM peak hours with Cumulative and Cumulative + Project traffic, which meet the City's LOS D standard.

SITE ACCESS AND CIRCULATION

Access Driveways

As noted in the Project Description, parking for the Project would be provided within the existing Town Center Mall surface parking lot and parking structures. Vehicular access would be provided via the existing driveways on Broadway and Miller Street; and at the signalized Town Center Drive intersection on Main Street. The parking structure entrance on Main Street at Town Center Drive is signalized and is forecast to operate at LOS A with Cumulative + Project volumes, indicating good operations with the addition of Project traffic. Additionally, the driveway at the unsignalized Miller Street/Church Street intersection is forecast to operate in the LOS B - C range with Cumulative + Project volumes, further indicating good operations with the addition of Project traffic. The Project also has a standard driveway entrance on Broadway with right-turn in and out access.

Main Street Queuing Analysis

A queuing analysis was completed for the Main Street intersections adjacent to the Project site to determine if future vehicle queues will be accommodated in the available storage. The analysis reviews queue forecasts for the left-turn lanes under Cumulative + Project scenarios.

The queueing analysis was completed using the SYNCHRO software program. The SYNCHRO software implements the Highway Capacity Manual (HCM) operations methodology and predicts both "50th Percentile" and "95th Percentile" queue forecasts for the peak period. The 50th percentile queue forecasts represent the average queues during the peak period. The 95th percentile queue forecasts represent the peak queues during the peak period and are recommended for design purposes. Worksheets showing the queue forecasts are contained in the Technical Appendix. Tables 8 and 9 summarize the lane storage provided and the average (50^{th}) and peak (95^{th}) queue forecasts for Main Street intersections adjacent to the site.

Table 8
Cumulative + Project AM Peak Hour - Left-Turn Storage and Queues

Intersection	Storage Length	Cumulative + Project		Exceeds Storage?
		50^{th} % Queue	95^{th} % Queue	
Main/Broadway				
• WB Left-Turn #1	450 Feet	143 Feet	178 Feet	No
• WB Left-Turn #2	450 Feet	133 Feet	184 Feet	No
• SB Left-Turn	520 Feet	175 Feet	282 Feet	No
Main St/Town Center Drive				
• WB Left-Turn	240 Feet	17 Feet	40 Feet	No
• EB Left-Turn	140 Feet	< 1 Vehicle	< 1 Vehicle	No
• NB Left-Turn	130 Feet	38 Feet	66 Feet	No
Main St/Miller St				
• WB Left-Turn	230 Feet	95 Feet	126 Feet	No
• EB Left-Turn	250 Feet	37 Feet	78 Feet	No

Table 9
Cumulative + Project PM Peak Hour - Left-Turn Storage and Queues

Intersection	Storage Length	Cumulative + Project		Exceeds Storage?
		50th % Queue	95th % Queue	
Main/Broadway				
• WB Left-Turn #1	450 Feet	120 Feet	180 Feet	No
• WB Left-Turn #2	450 Feet	124 Feet	174 Feet	No
• SB Left-Turn	520 Feet	179 Feet	276 Feet	No
Main St/Town Center Drive				
• WB Left-Turn	240 Feet	98 Feet	140 Feet	No
• EB Left-Turn	140 Feet	18 Feet	33 Feet	No
• NB Left-Turn	130 Feet	82 Feet	120 Feet	No
Main St/Miller St				
• WB Left-Turn	230 Feet	135 Feet	208 Feet	No
• EB Left-Turn	250 Feet	77 Feet	146 Feet	No

The data presented in Tables 8 and 9 indicate that all of the storage lengths at the intersections satisfy the 50th and 95th percentile queue forecasts with the Cumulative + Project traffic volume forecasts.

ACCIDENT ANALYSIS

An accident analysis was completed to evaluate the accident rates at the Miller Street/Church Street and Main Street/Elizabeth Street intersections which are unsignalized. Accident data was obtained from the City of Santa Maria for the most current 3-year period of accident records.

It is important to note that accident data is used as a screening tool to identify potential safety problems. The rate of accidents was calculated for each intersection and then compared to California statewide averages for similar facilities to identify potential safety issues. By nature, accident rates experienced on a facility are often higher than the statewide average rate for similar facilities since the statewide averages are comprised of lower-than-average rates + higher-than-average rates (lower + higher = average).

If the accident rate experienced on a facility is higher than the statewide average, the Caltrans significance test is performed to determine if the number of accidents that occurred on the facility is statistically significant. If the number of accidents experienced is statistically significant, more detailed safety investigations are performed to determine if there are accident patterns that can be corrected by changing design features of the facility (e.g., widen traffic lanes, widen roadway shoulders, change roadway curvatures, add signs, install traffic signals, etc.).

Accident rates were calculated for the two intersections adjacent to the Project site using the 3-year accident history. The "area of influence" for each intersection is defined as within 250 feet of the intersection. The rate of accidents was calculated and then compared to California statewide average for similar facilities. Table 10 lists the actual rate of accidents for the 3-year period and compares the rates to the California statewide averages for similar intersections (see accident rate calculations contained in the Technical Appendix for more details).

Table 10
Project Intersections - Accident Rates

Location	# Accidents	Accident Rate(a)	Statewide Average Rate(a)
Main Street/Elizabeth Street	4 Accidents	0.16 per mev	0.36 per mev
Miller Street/Church Street	4 Accidents	0.24 per mev	0.36 per mev

(a) Accident rates per million entering vehicles (mev).

Main Street/Elizabeth Street. As shown in Table 10, there were 4 accidents reported at this intersection within the 3-year period. The rate of accidents was 0.16 accidents per million entering vehicles and the California statewide average for similar intersections is 0.36 accidents per million entering vehicles. Thus, the rate of accidents is well below the statewide average and further investigation is not required.

Miller Street/Church Street. As shown in Table 10, there were 4 accidents reported at this intersection within the 3-year period. The rate of accidents was 0.24 accidents per million entering vehicles and the California statewide average for similar intersections is 0.36 accidents per million entering vehicles. Thus, the rate of accidents is below the statewide average and further investigation is not required.

VMT ANALYSIS

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 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.

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

VMT Thresholds Analysis

The OPR technical advisory provides the following guidance for evaluating redevelopment projects:

> *Redevelopment Projects*
>
> Where a project replaces existing VMT-generating land uses, if the replacement leads to a net overall decrease in VMT, the project would lead to a less-than-significant transportation impact. If the project leads to a net overall increase in VMT, then the thresholds described above should apply.

City Thresholds

The City of Santa Maria's adopted Environmental Procedures and Guidelines manual ("CEQA Guidelines") [3] contain thresholds and methodologies for assessing potential VMT impacts for Projects located in the City, which are reviewed below. Consistent with the recommendations in the OPR Technical Advisory, Section 4.3.1 of the City of Santa Maria's CEQA Guidelines establishes thresholds of significance for redevelopment projects, as follows:

> Pursuant to guidance set forth in CEQA Guidelines Section 15064.3, for retail development projects, redevelopment projects, medical development projects, and infrastructure projects that require a VMT analysis the City has adopted "net change" in VMT as the applicable threshold for determining a significant impact (i.e., if the with-project VMT is greater than the without-project VMT).

As noted previously, the Project is proposing to redevelop the existing Sears building, which was a regional based retail facility, into a grocery store and apparel stores, which are more locally oriented retail uses. Furthermore, the Project is not proposing to increase the size of the building area. The existing Sears building attracted customers from the entire City and the community of Orcutt to the south, as well as the San Luis Obispo County areas located directly north of the City. The proposed grocery store would provide convenient shopping opportunities for the existing and future residential neighborhoods located adjacent to the Project site. The nearest major grocery store is the Vons Supermarket which is approximately 0.5 miles to the east at the Main Street/College Drive intersection. Approximately 0.6 miles to the west is the La Favorita Market. To the south, approximately 1.2 miles, are the Foods Co and the Vallarta Supermarkets. Given the change of use from a regional destination to a local oriented destination, it is anticipated that the proposed Project, consisting of predominantly grocery store trips, will result in a significant reduction in overall VMT within the City compared to the existing Sears building.

■ ■ ■

[3] City of Santa Maria Environmental Procedures and Guidelines, City of Santa Maria, Amended November 3, 2020.

REFERENCES AND PERSONS CONTACTED

Associated Transportation Engineers

Scott A. Schell, Principal Transportation Planner
Jiho Ha, Transportation Engineer II
Glenn Manaois, Transportation Engineer I

Persons Contacted

Mark Mueller, PE, City of Santa Maria
Luis Magallon, PE, City of Santa Maria
Dana Eady, Planning Division Manager, City of Santa Maria

References

Highway Capacity Manual, Transportation Research Board, 7th Edition, 2022.

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

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

City of Santa Maria Environmental Procedures and Guidelines, City of Santa Maria, Amended November 3, 2020

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.

TRAFFIC COUNT DATA

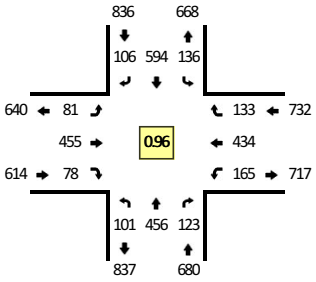
Type of peak hour being reported: Intersection Peak

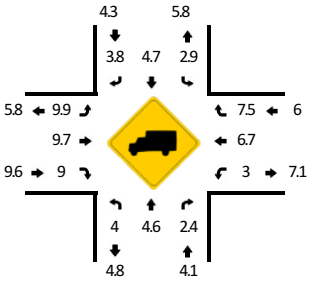
Method for determining peak hour: Total Entering Volume

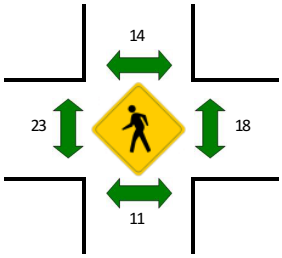
LOCATION: Broadway -- Main St
CITY/STATE: Santa Maria, CA

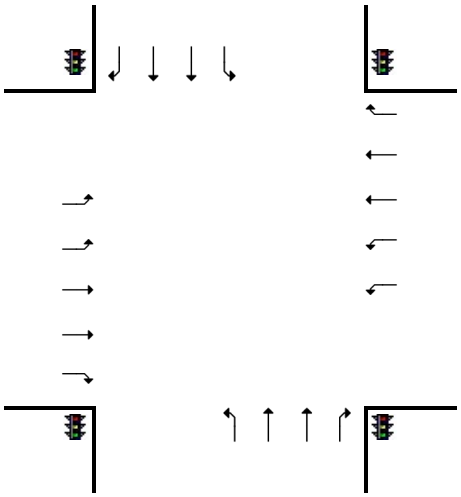
QC JOB #: 16017807
DATE: Wed, Jan 18 2023

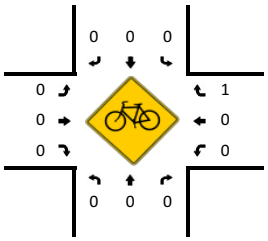
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

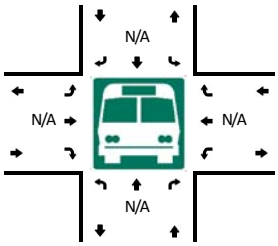


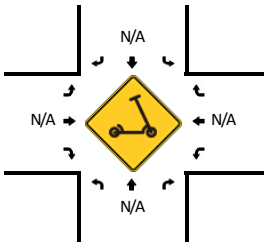












15-Min Count Period Beginning At	Broadway (Northbound)				Broadway (Southbound)				Main St (Eastbound)				Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	9	53	9	0	19	53	6	0	12	52	10	0	17	48	6	0	294	
7:15 AM	19	56	16	0	21	78	20	0	17	76	11	0	13	81	13	0	421	
7:30 AM	17	86	18	1	27	121	26	0	18	72	12	0	25	89	29	0	541	
7:45 AM	20	91	23	3	39	184	29	0	21	130	14	0	39	121	28	0	742	1998
8:00 AM	21	118	25	0	33	167	32	0	17	107	23	1	52	105	33	3	737	2441
8:15 AM	22	132	35	0	34	130	18	0	27	111	32	1	28	92	36	0	698	2718
8:30 AM	35	115	40	0	30	113	27	0	14	107	9	0	43	116	36	0	685	2862
8:45 AM	20	82	20	0	29	122	18	0	25	88	20	1	59	127	20	0	631	2751

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	80	364	92	12	156	736	116	0	84	520	56	0	156	484	112	0	2968
Heavy Trucks	4	12	0		4	28	4		8	40	4		4	36	12		156
Buses																	
Pedestrians		16				24				56				4			100
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/2/2023 11:46 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

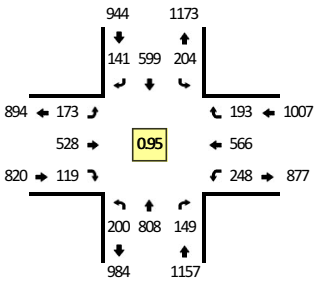
Type of peak hour being reported: Intersection Peak

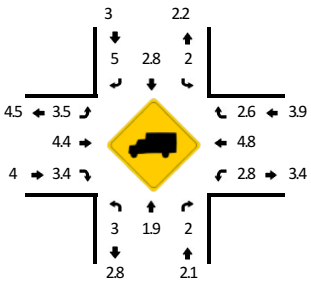
Method for determining peak hour: Total Entering Volume

LOCATION: Broadway -- Main St
CITY/STATE: Santa Maria, CA

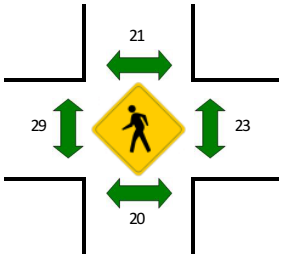
QC JOB #: 16017808
DATE: Wed, Jan 18 2023

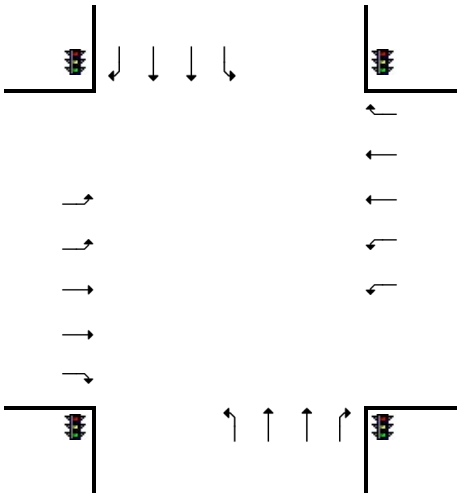
Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:00 PM -- 4:15 PM

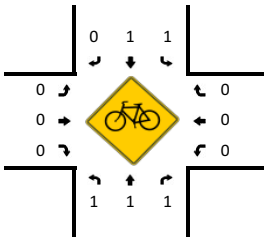


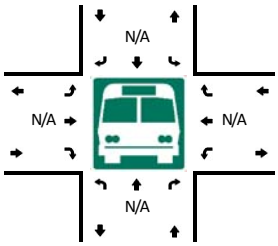


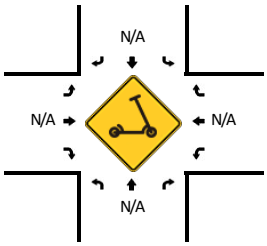
Quality Counts
DATA THAT DRIVES COMMUNITIES











15-Min Count Period Beginning At	Broadway (Northbound)				Broadway (Southbound)				Main St (Eastbound)				Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	60	204	43	7	45	163	37	0	35	134	24	1	82	153	44	0	1032	
4:15 PM	44	191	35	0	58	171	32	2	49	122	39	2	49	139	49	0	982	
4:30 PM	40	210	40	8	40	130	38	3	38	130	27	3	65	138	52	1	963	
4:45 PM	37	203	31	4	56	135	34	0	45	142	29	0	51	136	48	0	951	3928
5:00 PM	53	222	57	10	41	149	40	1	43	154	33	2	60	113	51	3	1032	3928
5:15 PM	47	163	29	5	43	159	38	0	54	127	22	0	45	143	45	3	923	3869
5:30 PM	37	192	35	7	50	158	37	2	30	111	27	0	52	108	38	0	884	3790
5:45 PM	38	154	31	5	49	154	32	0	35	109	25	2	43	128	45	0	850	3689

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	240	816	172	28	180	652	148	0	140	536	96	4	328	612	176	0	4128
Heavy Trucks	4	8	0		0	16	8		4	20	0		4	36	4		104
Buses																	
Pedestrians		16				20				20				20			76
Bicycles	4	0	4		4	0	0		0	0	0		0	0	0		12
Scooters																	

Comments:

Report generated on 2/2/2023 11:46 AM

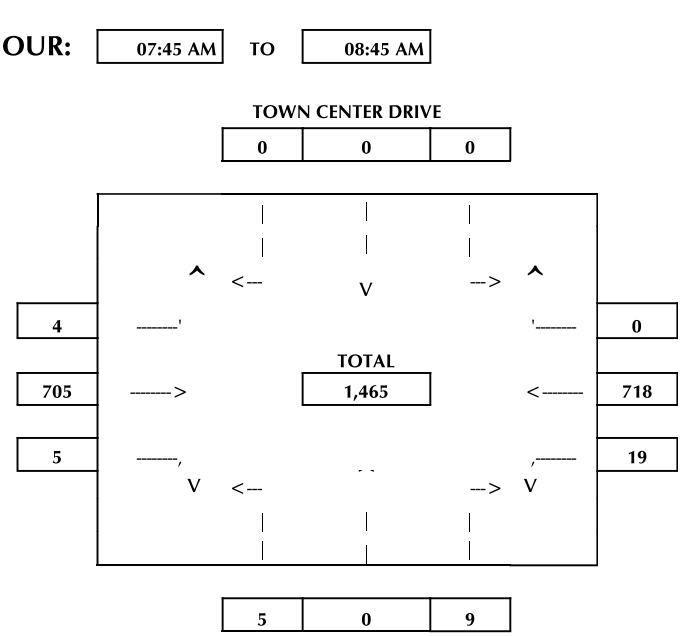
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

ASSOCIATED TRANSPORTATION ENGINEERS

INTERSECTION TURNING MOVEMENT SUMMARY

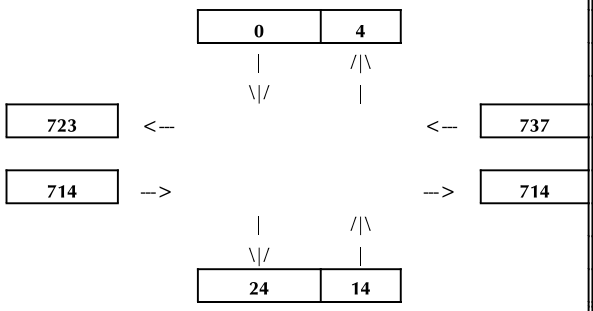
PROJECT: ALVIN NEWTON APARTMENTS	PROJECT #: 23014	COUNT DATE: 2-22-23	FILE NAME: 02_AM
N-S Approach: TOWN CENTER DRIVE		COUNT TIME: 07:00 AM TO 9:00	
E-W Approach: MAIN STREET		CITY: SANTA MARIA	WEATHER: SUNNY

PEAK HOUR: 07:45 AM TO 08:45 AM



CONTROL TYPE: NONE

ARRIVAL / DEPARTURE VOLUMES



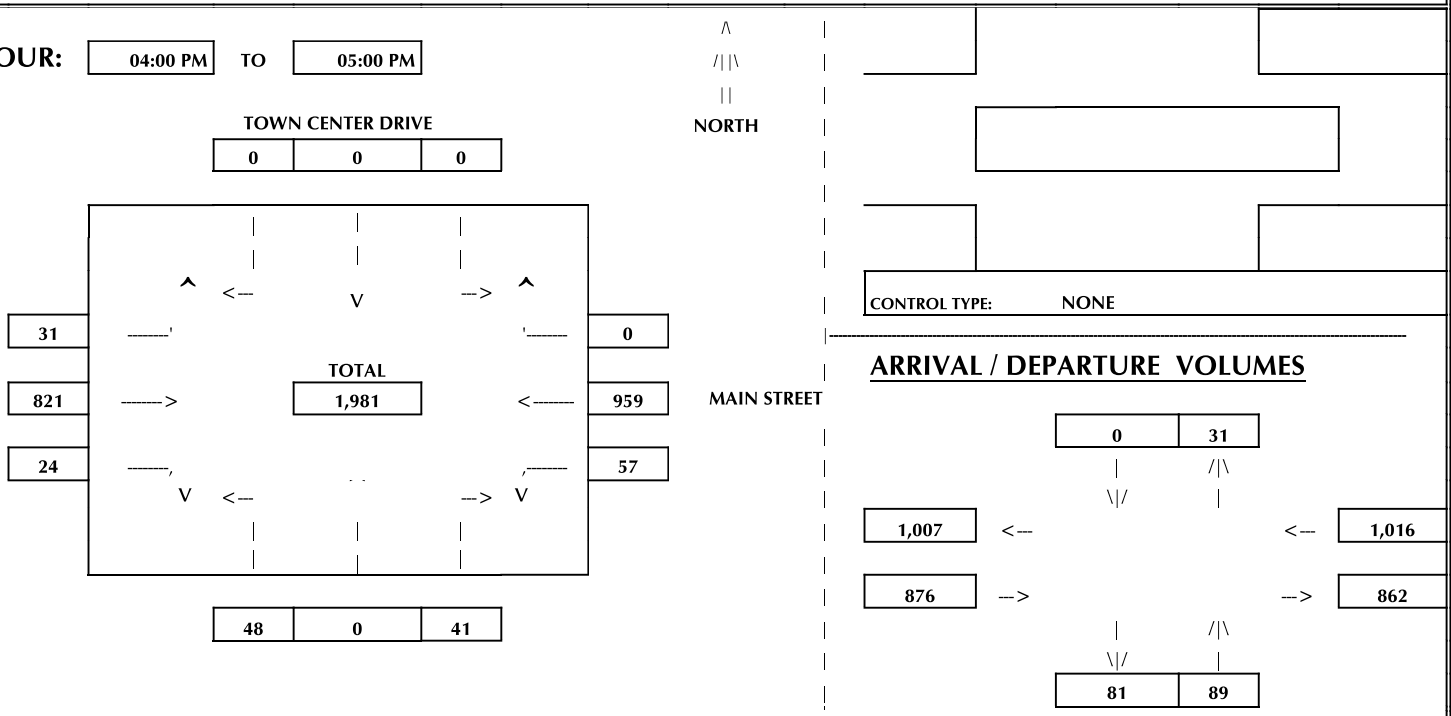
TIME PERIOD From	---	To	NORTHBOUND Left	Thru	Right	SOUTHBOUND Left	Thru	Right	EASTBOUND Left	Thru	Right	WESTBOUND Left	Thru	Right	TOTAL VOLUMES
COUNT DATA															
07:00 AM	---	07:15 AM	1	0	1	0	0	0	3	77	0	2	70	0	154
07:15 AM	---	07:30 AM	2	0	3	0	0	0	5	188	0	2	174	0	374
07:30 AM	---	07:45 AM	3	0	5	0	0	0	5	304	1	7	314	0	639
07:45 AM	---	08:00 AM	5	0	6	0	0	0	7	493	2	11	499	0	1023
08:00 AM	---	08:15 AM	5	0	8	0	0	0	7	657	3	13	690	0	1383
08:15 AM	---	08:30 AM	8	0	12	0	0	0	9	834	4	18	839	0	1724
08:30 AM	---	08:45 AM	8	0	14	0	0	0	9	1009	6	26	1032	0	2104
08:45 AM	---	09:00 AM	8	0	24	0	0	0	10	1141	10	38	1228	0	2459
TOTAL BY PERIOD															
07:00 AM	---	07:15 AM	1	0	1	0	0	0	3	77	0	2	70	0	154
07:15 AM	---	07:30 AM	1	0	2	0	0	0	2	111	0	0	104	0	220
07:30 AM	---	07:45 AM	1	0	2	0	0	0	0	116	1	5	140	0	265
07:45 AM	---	08:00 AM	2	0	1	0	0	0	2	189	1	4	185	0	384
08:00 AM	---	08:15 AM	0	0	2	0	0	0	0	164	1	2	191	0	360
08:15 AM	---	08:30 AM	3	0	4	0	0	0	2	177	1	5	149	0	341
08:30 AM	---	08:45 AM	0	0	2	0	0	0	0	175	2	8	193	0	380
08:45 AM	---	09:00 AM	0	0	10	0	0	0	1	132	4	12	196	0	355
HOURLY TOTALS															
07:00 AM	---	08:00 AM	5	0	6	0	0	0	7	493	2	11	499	0	1023
07:15 AM	---	08:15 AM	4	0	7	0	0	0	4	580	3	11	620	0	1229
07:30 AM	---	08:30 AM	6	0	9	0	0	0	4	646	4	16	665	0	1350
07:45 AM	---	08:45 AM	5	0	9	0	0	0	4	705	5	19	718	0	1465
08:00 AM	---	09:00 AM	3	0	18	0	0	0	3	648	8	27	729	0	1436

ASSOCIATED TRANSPORTATION ENGINEERS

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT:	ALVIN NEWTON APARTMENTS	PROJECT #: 23014	CONT DATE: 2-22-23		FILE NAME: 02_PM
N-S Approach:	TOWN CENTER DRIVE		COUNT TIME:	04:00 PM TO 6:00	
E-W Approach:	MAIN STREET		CITY: SANTA MARIA		WEATHER: SUNNY

PEAK HOUR: 04:00 PM TO 05:00 PM



ARRIVAL / DEPARTURE VOLUMES

TIME PERIOD			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	---	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
COUNT DATA															
04:00 PM	---	04:15 PM	6	0	6	0	0	0	3	215	4	19	273	0	526
04:15 PM	---	04:30 PM	21	0	21	0	0	0	16	413	8	33	495	0	1007
04:30 PM	---	04:45 PM	34	0	31	0	0	0	21	612	14	50	738	0	1500
04:45 PM	---	05:00 PM	48	0	41	0	0	0	31	821	24	57	959	0	1981
05:00 PM	---	05:15 PM	66	0	53	0	0	0	36	1060	32	62	1168	0	2477
05:15 PM	---	05:30 PM	79	0	68	0	0	0	46	1243	38	72	1391	0	2937
05:30 PM	---	05:45 PM	90	0	82	0	0	0	50	1429	44	83	1578	0	3356
05:45 PM	---	06:00 PM	99	0	94	0	0	0	54	1609	49	95	1785	0	3785
TOTAL BY PERIOD															
04:00 PM	---	04:15 PM	6	0	6	0	0	0	3	215	4	19	273	0	526
04:15 PM	---	04:30 PM	15	0	15	0	0	0	13	198	4	14	222	0	481
04:30 PM	---	04:45 PM	13	0	10	0	0	0	5	199	6	17	243	0	493
04:45 PM	---	05:00 PM	14	0	10	0	0	0	10	209	10	7	221	0	481
05:00 PM	---	05:15 PM	18	0	12	0	0	0	5	239	8	5	209	0	496
05:15 PM	---	05:30 PM	13	0	15	0	0	0	10	183	6	10	223	0	460
05:30 PM	---	05:45 PM	11	0	14	0	0	0	4	186	6	11	187	0	419
05:45 PM	---	06:00 PM	9	0	12	0	0	0	4	180	5	12	207	0	429
HOURLY TOTALS															
04:00 PM	---	05:00 PM	48	0	41	0	0	0	31	821	24	57	959	0	1981
04:15 PM	---	05:15 PM	60	0	47	0	0	0	33	845	28	43	895	0	1951
04:30 PM	---	05:30 PM	58	0	47	0	0	0	30	830	30	39	896	0	1930
04:45 PM	---	05:45 PM	56	0	51	0	0	0	29	817	30	33	840	0	1856
05:00 PM	---	06:00 PM	51	0	53	0	0	0	23	788	25	38	826	0	1804

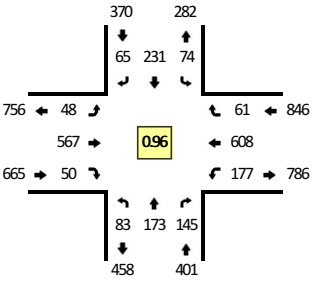
Type of peak hour being reported: Intersection Peak

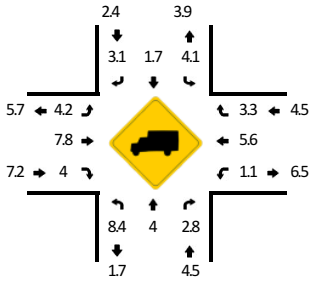
Method for determining peak hour: Total Entering Volume

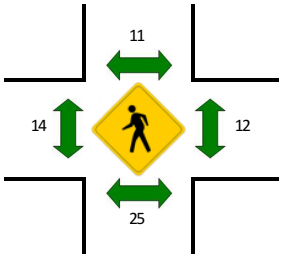
LOCATION: Miller St -- E Main St
CITY/STATE: Santa Maria, CA

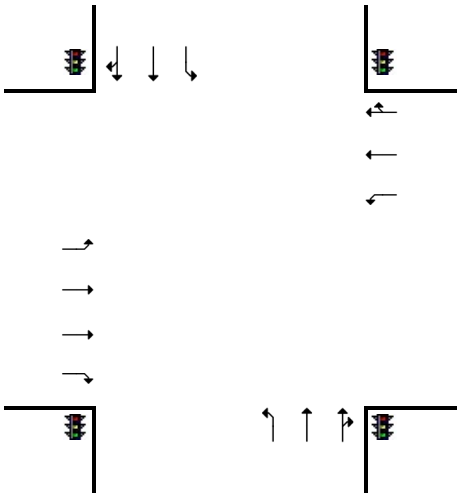
QC JOB #: 16017809
DATE: Wed, Jan 18 2023

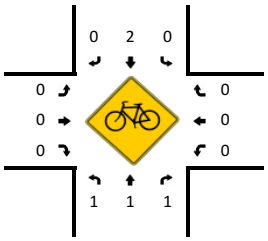
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 8:30 AM -- 8:45 AM

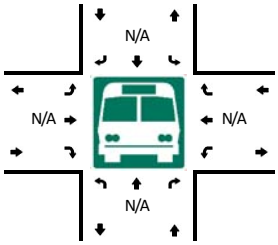


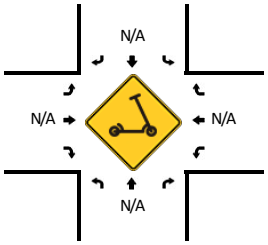












15-Min Count Period Beginning At	Miller St (Northbound)				Miller St (Southbound)				E Main St (Eastbound)				E Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	9	20	7	0	14	22	7	0	3	64	4	0	14	57	3	0	224	
7:15 AM	11	25	10	0	12	42	10	0	8	84	12	0	21	86	8	0	329	
7:30 AM	28	35	23	0	20	48	16	0	5	108	16	0	31	95	7	0	432	
7:45 AM	25	34	35	0	25	74	25	0	11	145	15	0	36	152	12	0	589	1574
8:00 AM	28	45	33	0	21	58	13	0	10	127	13	0	50	141	14	0	553	1903
8:15 AM	17	47	41	0	19	44	12	0	14	143	12	0	48	131	18	0	546	2120
8:30 AM	13	47	36	0	9	55	15	0	13	152	10	0	43	184	17	0	594	2282
8:45 AM	18	22	17	0	10	55	13	0	12	117	12	0	39	162	16	0	493	2186

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	52	188	144	0	36	220	60	0	52	608	40	0	172	736	68	0	2376
Heavy Trucks	4	12	0		4	0	0		0	40	4		4	52	0		120
Buses																	
Pedestrians		0				4				8				4			16
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/2/2023 11:46 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

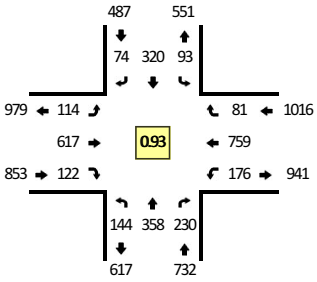
Type of peak hour being reported: Intersection Peak

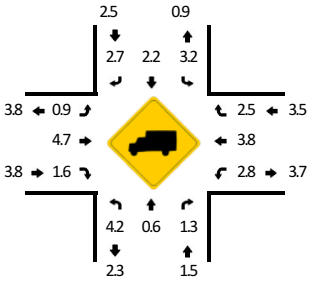
Method for determining peak hour: Total Entering Volume

LOCATION: Miller St -- E Main St
CITY/STATE: Santa Maria, CA

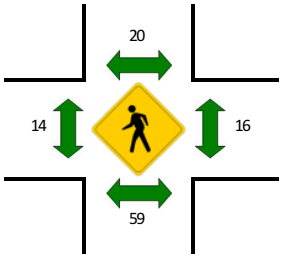
QC JOB #: 16017810
DATE: Wed, Jan 18 2023

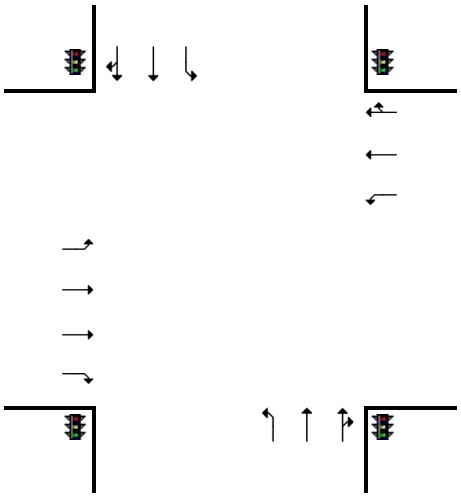
Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:00 PM -- 4:15 PM

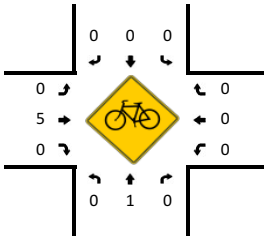


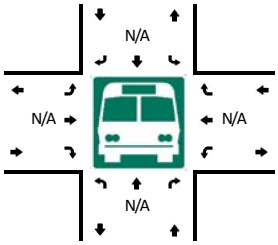


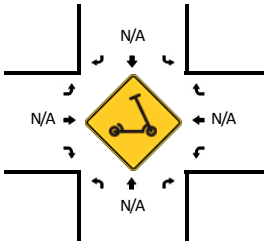
Quality Counts
DATA THAT DRIVES COMMUNITIES











15-Min Count Period Beginning At	Miller St (Northbound)				Miller St (Southbound)				E Main St (Eastbound)				E Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	33	87	65	0	24	82	16	0	34	164	34	0	52	214	21	0	826	
4:15 PM	42	113	57	0	27	74	17	0	27	139	21	0	39	170	33	0	759	
4:30 PM	38	80	62	0	20	85	25	0	23	153	27	1	51	186	14	1	766	
4:45 PM	31	78	46	0	22	79	16	0	28	161	40	1	33	189	13	0	737	3088
5:00 PM	39	102	77	0	18	64	12	0	22	205	23	1	23	171	11	1	769	3031
5:15 PM	40	73	47	0	37	67	5	0	29	130	28	0	37	178	20	0	691	2963
5:30 PM	25	83	60	0	31	66	14	0	22	161	26	0	40	135	12	0	675	2872
5:45 PM	30	64	52	0	22	57	13	0	19	127	22	1	34	179	10	0	630	2765

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	132	348	260	0	96	328	64	0	136	656	136	0	208	856	84	0	3304
Heavy Trucks	8	0	4		8	4	4		0	28	0		8	32	0		96
Buses																	
Pedestrians		172				28				28				32			260
Bicycles	0	0	0		0	0	0		0	8	0		0	0	0		8
Scooters																	

Comments:

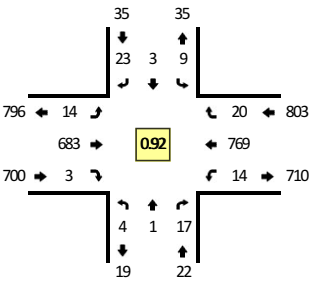
Report generated on 2/2/2023 11:46 AM

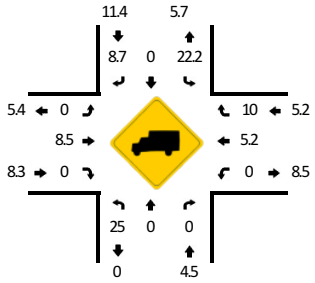
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

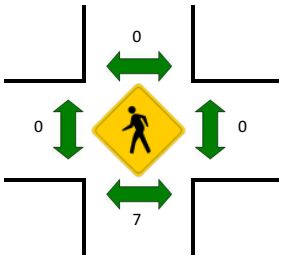
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

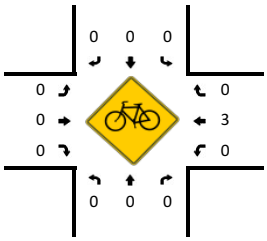
LOCATION: Elizabeth St -- E Main St | **QC JOB #:** 16509103
CITY/STATE: Santa Maria, CA | **DATE:** Thu, Mar 21 2024

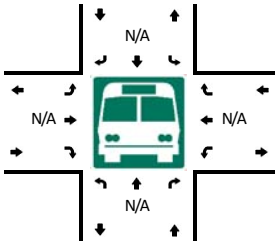
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 8:30 AM -- 8:45 AM

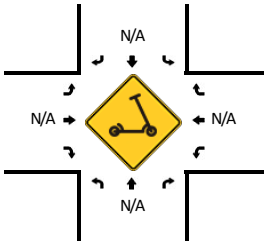












15-Min Count Period Beginning At	Elizabeth St (Northbound)				Elizabeth St (Southbound)				E Main St (Eastbound)				E Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	0	4	0	3	0	2	0	2	96	1	0	0	95	1	0	205	
7:15 AM	0	0	2	0	1	0	1	0	2	106	4	0	2	139	1	0	258	
7:30 AM	0	0	6	0	0	1	6	0	3	140	5	0	2	158	3	0	324	
7:45 AM	3	1	5	0	3	2	14	0	4	158	0	0	7	209	8	0	414	1201
8:00 AM	0	0	3	0	3	1	2	0	2	173	0	0	1	173	4	1	363	1359
8:15 AM	1	0	3	0	1	0	3	0	3	154	2	0	2	185	3	0	357	1458
8:30 AM	0	0	6	0	2	0	4	0	5	198	1	0	3	202	5	0	426	1560
8:45 AM	1	0	1	0	1	0	7	0	3	157	0	0	8	173	5	0	356	1502

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	24	0	8	0	16	0	20	792	4	0	12	808	20	0	1704
Heavy Trucks	0	0	0		0	0	0		0	56	0		0	36	0		92
Buses																	
Pedestrians		4				0				0				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

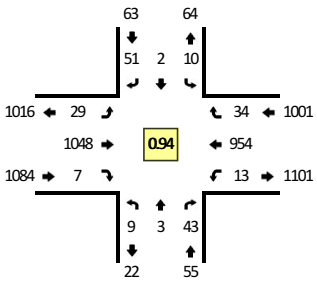
Report generated on 4/1/2024 4:07 PM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

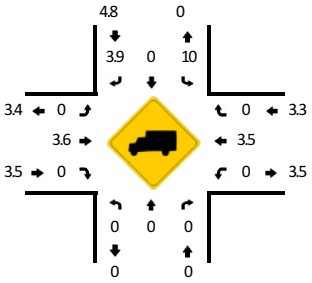
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

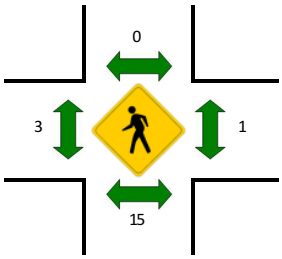
LOCATION: Elizabeth St -- E Main St
CITY/STATE: Santa Maria, CA

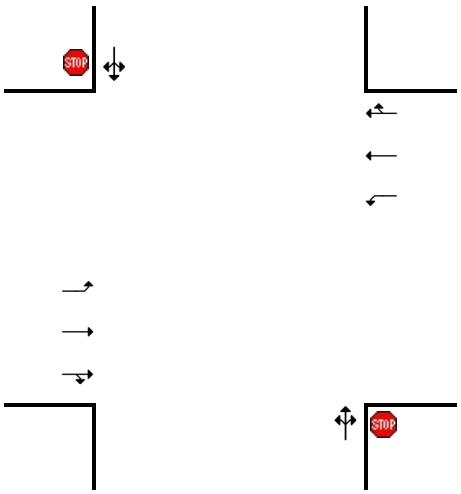
QC JOB #: 16509104
DATE: Thu, Mar 21 2024

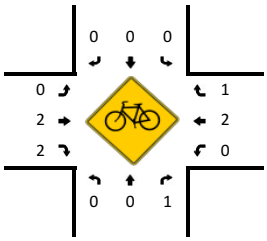
Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

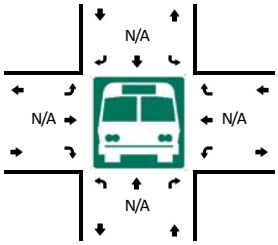


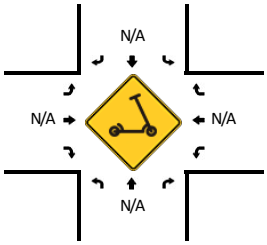












15-Min Count Period Beginning At	Elizabeth St (Northbound)				Elizabeth St (Southbound)				E Main St (Eastbound)				E Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	0	13	0	3	0	10	0	9	223	3	0	5	245	12	0	525	
4:15 PM	3	2	10	0	2	0	13	0	7	258	4	2	4	251	10	0	566	
4:30 PM	3	0	6	0	5	0	13	0	7	217	2	0	4	231	15	0	503	
4:45 PM	2	1	17	0	2	0	11	0	6	286	0	0	4	213	7	0	549	2143
5:00 PM	1	0	10	0	1	2	14	0	7	287	1	0	1	259	2	0	585	2203
5:15 PM	4	0	13	0	5	0	13	0	5	261	3	0	8	236	6	0	554	2191
5:30 PM	7	0	9	0	3	0	15	0	4	211	5	0	6	173	4	0	437	2125
5:45 PM	3	2	7	0	1	1	6	0	5	182	0	0	5	208	6	0	426	2002

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	0	40	0	4	8	56	0	28	1148	4	0	4	1036	8	0	2340
Heavy Trucks	0	0	0		0	0	4		0	52	0		0	16	0		72
Buses																	
Pedestrians		12				0				4				4			20
Bicycles	0	0	4		0	0	0		0	0	0		0	0	4		8
Scooters																	

Comments:

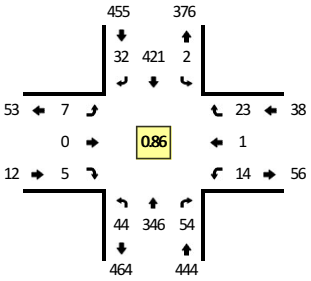
Report generated on 4/1/2024 4:07 PM

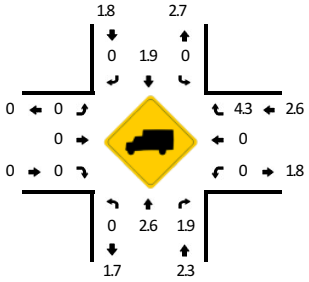
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

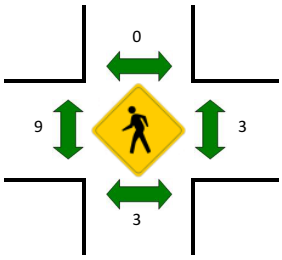
LOCATION: S Miller St -- E Church St | **QC JOB #:** 16509101
CITY/STATE: Santa Maria, CA | **DATE:** Thu, Mar 21 2024

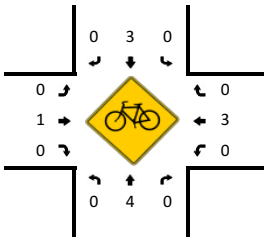
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

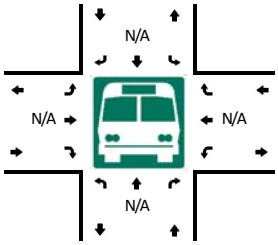


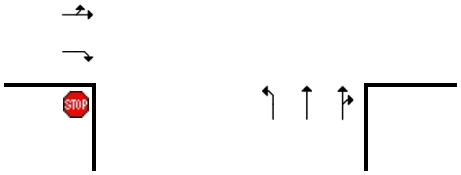


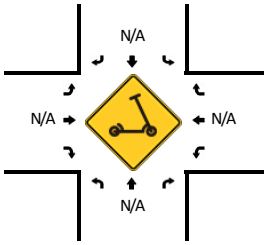
TRUE DATA TO IMPROVE MOBILITY











15-Min Count Period Beginning At	S Miller St (Northbound)				S Miller St (Southbound)				E Church St (Eastbound)				E Church St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	40	1	0	1	43	6	0	0	3	1	0	4	1	5	0	105	
7:15 AM	2	37	3	1	1	54	4	0	0	0	1	0	1	0	6	0	110	
7:30 AM	2	75	5	8	1	97	8	0	3	0	1	0	4	1	6	0	211	
7:45 AM	9	93	31	10	1	117	7	0	1	0	2	0	2	0	4	0	277	703
8:00 AM	6	82	8	6	0	110	10	0	1	0	1	0	7	0	6	0	237	835
8:15 AM	3	96	10	0	0	97	7	0	2	0	1	0	1	0	7	0	224	949
8:30 AM	1	76	3	0	0	84	9	0	0	0	0	0	1	1	3	0	178	916
8:45 AM	3	75	3	0	1	81	6	0	2	0	0	0	1	0	2	0	174	813

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	36	372	124	40	4	468	28	0	4	0	8	0	8	0	16	0	1108
Heavy Trucks	0	0	4		0	16	0		0	0	0		0	0	4		24
Buses																	
Pedestrians		12				0				8				4			24
Bicycles	0	8	0		0	12	0		0	0	0		0	0	0		20
Scooters																	

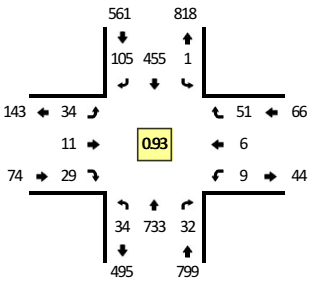
Comments:

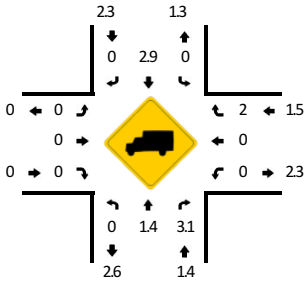
Report generated on 4/1/2024 4:07 PM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

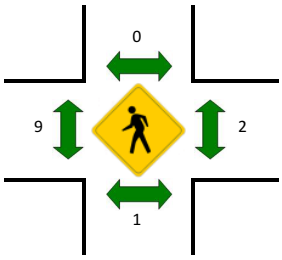
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

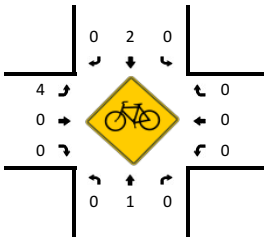
LOCATION: S Miller St -- E Church St | **QC JOB #:** 16509102
CITY/STATE: Santa Maria, CA | **DATE:** Thu, Mar 21 2024

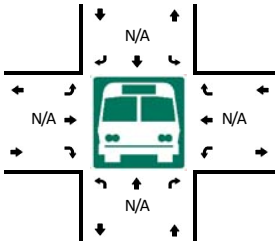
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

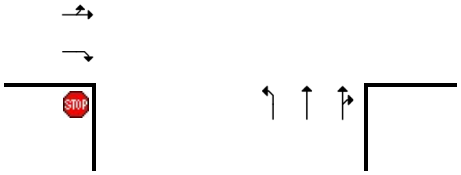


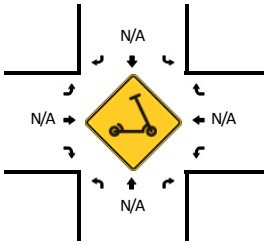












15-Min Count Period Beginning At	S Miller St (Northbound)				S Miller St (Southbound)				E Church St (Eastbound)				E Church St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	15	205	6	0	0	102	16	0	6	5	8	0	1	3	15	0	382	
4:15 PM	6	171	8	1	0	105	16	0	4	1	4	0	3	1	12	0	332	
4:30 PM	6	163	8	0	0	119	23	0	6	3	8	0	2	1	8	0	347	
4:45 PM	11	170	8	0	0	103	26	0	9	4	6	0	3	3	14	0	357	1418
5:00 PM	5	197	8	0	1	112	29	0	10	2	8	0	3	2	15	0	392	1428
5:15 PM	10	203	8	2	0	121	27	0	9	2	7	0	1	0	14	0	404	1500
5:30 PM	8	152	8	3	0	118	24	0	6	0	6	0	2	3	8	0	338	1491
5:45 PM	7	134	4	0	0	108	19	0	6	2	4	0	2	2	6	0	294	1428

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	40	812	32	8	0	484	108	0	36	8	28	0	4	0	56	0	1616
Heavy Trucks	0	8	0		0	8	0		0	0	0		0	0	0		16
Buses																	
Pedestrians		0				0				12				8			20
Bicycles	0	0	0		0	8	0		4	0	0		0	0	0		12
Scooters																	

Comments:

Report generated on 4/1/2024 4:07 PM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

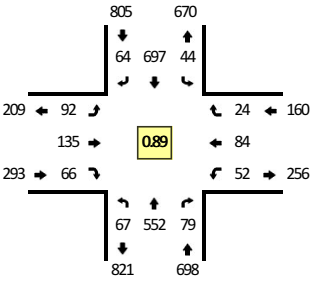
Type of peak hour being reported: Intersection Peak

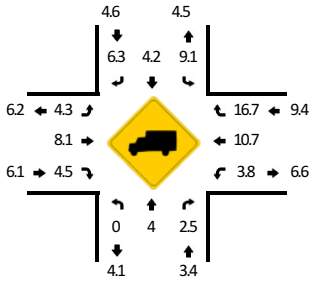
Method for determining peak hour: Total Entering Volume

LOCATION: S Broadway -- Cook St
CITY/STATE: Santa Maria, CA

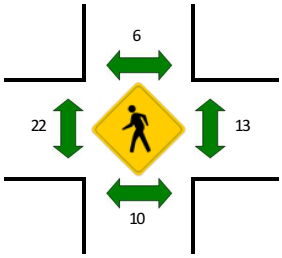
QC JOB #: 16017801
DATE: Wed, Jan 18 2023

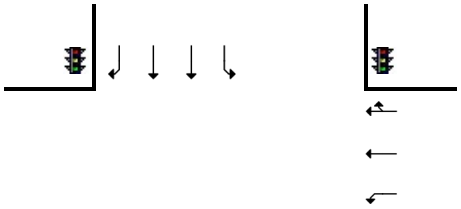
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 8:15 AM -- 8:30 AM

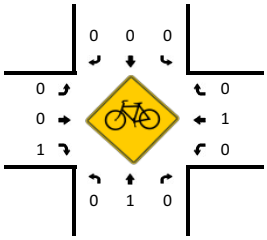


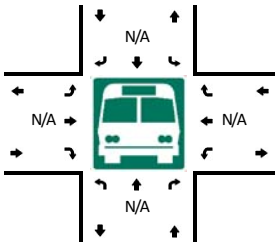


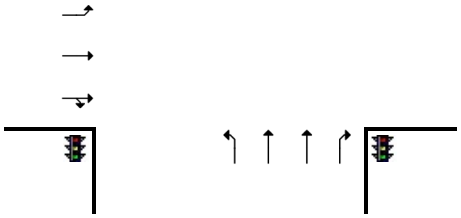
Quality Counts
DATA THAT DRIVES COMMUNITIES

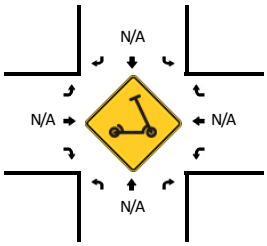












15-Min Count Period Beginning At	S Broadway (Northbound)				S Broadway (Southbound)				Cook St (Eastbound)				Cook St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	59	2	0	11	61	6	0	11	19	6	0	2	9	7	0	195	
7:15 AM	6	78	3	0	7	87	7	0	12	21	8	0	6	11	5	0	251	
7:30 AM	11	98	8	1	6	123	14	0	15	27	7	0	11	16	3	0	340	
7:45 AM	8	123	17	0	12	221	15	0	18	38	13	0	12	21	6	0	504	1290
8:00 AM	17	126	23	1	9	189	15	0	16	38	15	0	16	33	9	0	507	1602
8:15 AM	18	168	21	3	13	180	15	1	37	30	28	0	16	16	6	0	552	1903
8:30 AM	18	135	18	2	8	107	19	1	21	29	10	0	8	14	3	0	393	1956
8:45 AM	11	106	12	2	11	182	20	0	13	20	9	0	16	25	11	0	438	1890

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	72	672	84	12	52	720	60	4	148	120	112	0	64	64	24	0	2208
Heavy Trucks	0	32	4		0	20	4		8	4	0		4	4	0		80
Buses																	
Pedestrians		8				0				16				8			32
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/2/2023 11:46 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

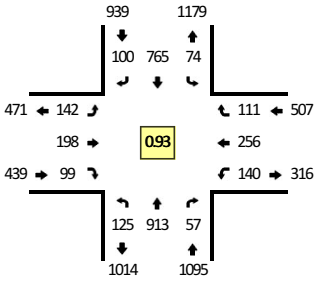
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

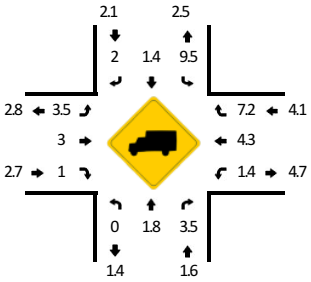
LOCATION: S Broadway -- Cook St
CITY/STATE: Santa Maria, CA

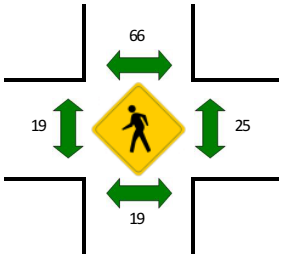
QC JOB #: 16017802
DATE: Wed, Jan 18 2023

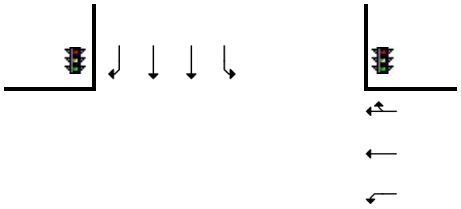
Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:15 PM -- 4:30 PM

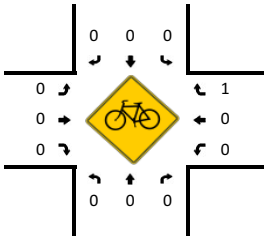


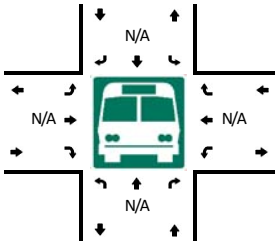
Quality Counts
DATA THAT DRIVES COMMUNITIES

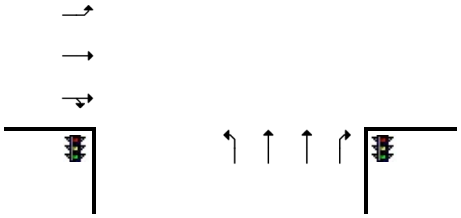


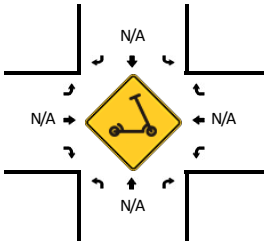












15-Min Count Period Beginning At	S Broadway (Northbound)				S Broadway (Southbound)				Cook St (Eastbound)				Cook St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	28	233	13	2	14	204	35	5	39	44	22	0	43	76	34	0	792	
4:15 PM	28	232	23	2	21	212	24	3	32	47	29	0	46	74	24	0	797	
4:30 PM	26	217	4	3	12	173	26	2	38	65	24	0	29	65	30	0	714	
4:45 PM	33	231	17	3	14	176	15	3	33	42	24	0	22	41	23	0	677	2980
5:00 PM	29	224	25	3	12	188	27	1	43	69	37	0	33	53	36	0	780	2968
5:15 PM	22	215	19	0	20	200	19	2	23	44	16	0	17	30	23	0	650	2821
5:30 PM	15	202	19	3	11	168	32	2	37	54	20	0	25	50	17	0	655	2762
5:45 PM	25	208	21	2	14	202	16	0	34	33	17	0	20	38	16	0	646	2731

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	112	928	92	8	84	848	96	12	128	188	116	0	184	296	96	0	3188
Heavy Trucks	0	16	4		12	8	4		8	8	0		4	8	12		84
Buses																	
Pedestrians		28				112				16				20			176
Bicycles	0	0	0		0	0	0		0	0	0		0	0	4		4
Scooters																	

Comments:

Report generated on 2/2/2023 11:46 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

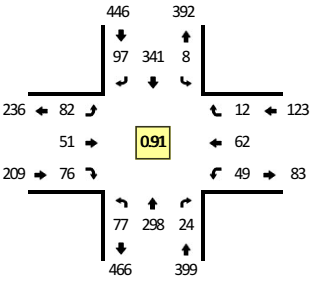
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

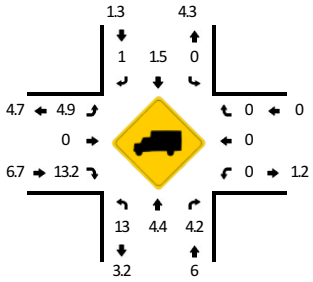
LOCATION: S Miller St -- E Cook St
CITY/STATE: Santa Maria, CA

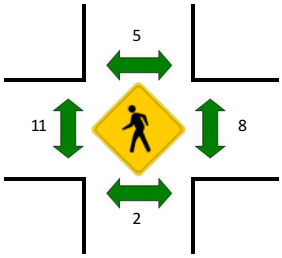
QC JOB #: 16017805
DATE: Wed, Jan 18 2023

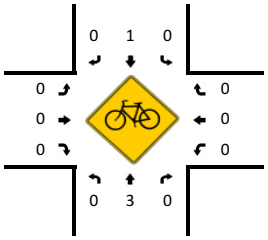
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

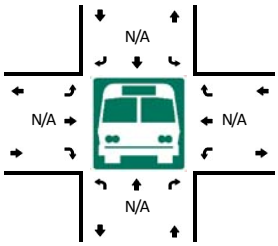


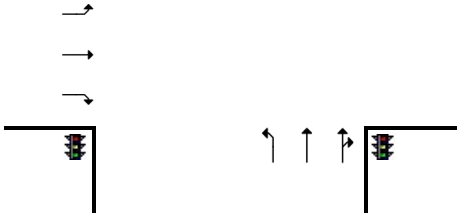
Quality Counts
DATA THAT DRIVES COMMUNITIES

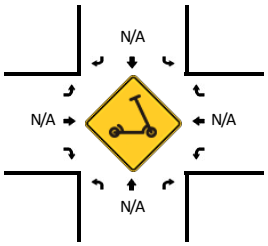












15-Min Count Period Beginning At	S Miller St (Northbound)				S Miller St (Southbound)				E Cook St (Eastbound)				E Cook St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	8	29	2	0	0	27	10	0	6	6	16	0	1	3	0	0	108	
7:15 AM	12	27	6	0	2	62	6	0	9	9	15	0	1	5	1	0	155	
7:30 AM	11	55	4	0	1	76	18	0	15	9	13	0	4	12	3	0	221	
7:45 AM	16	65	6	0	0	107	23	0	20	13	20	0	24	21	7	0	322	806
8:00 AM	20	75	7	0	2	90	25	0	25	11	13	0	13	20	3	0	304	1002
8:15 AM	22	89	7	0	4	73	27	0	23	15	26	0	7	11	0	0	304	1151
8:30 AM	19	69	4	0	2	71	22	0	14	12	17	0	5	10	2	0	247	1177
8:45 AM	24	45	3	0	1	74	30	0	9	8	21	0	2	18	3	0	238	1093

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	64	260	24	0	0	428	92	0	80	52	80	0	96	84	28	0	1288
Heavy Trucks	0	20	0		0	8	0		8	0	24		0	0	0		60
Buses																	
Pedestrians		4				0				12				4			20
Bicycles	0	0	0		0	4	0		0	0	0		0	0	0		4
Scooters																	

Comments:

Report generated on 2/2/2023 11:46 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

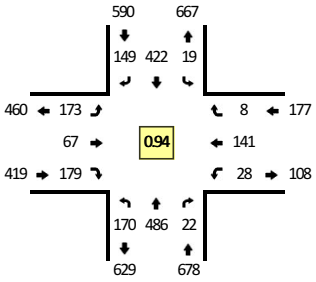
Type of peak hour being reported: Intersection Peak

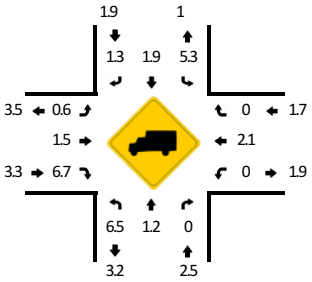
Method for determining peak hour: Total Entering Volume

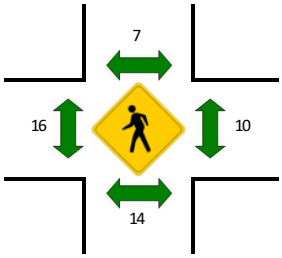
LOCATION: S Miller St -- E Cook St
CITY/STATE: Santa Maria, CA

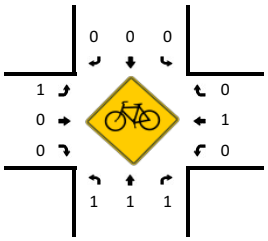
QC JOB #: 16017806
DATE: Wed, Jan 18 2023

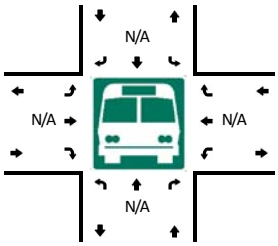
Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:00 PM -- 4:15 PM

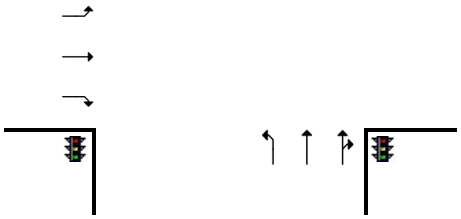


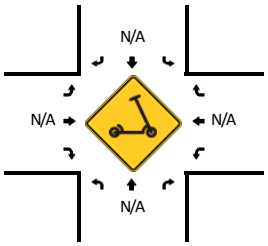












15-Min Count Period Beginning At	S Miller St (Northbound)				S Miller St (Southbound)				E Cook St (Eastbound)				E Cook St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	49	123	7	0	7	113	55	0	36	11	41	0	8	41	4	0	495	
4:15 PM	45	135	9	0	4	93	27	0	54	24	45	0	10	48	1	0	495	
4:30 PM	37	117	4	0	4	113	33	0	46	19	43	0	3	26	2	0	447	
4:45 PM	39	111	2	0	4	103	34	0	37	13	50	0	7	26	1	0	427	1864
5:00 PM	37	151	5	0	7	98	16	1	63	20	51	0	3	21	0	0	473	1842
5:15 PM	36	109	6	0	4	109	22	0	51	19	47	0	9	15	5	0	432	1779
5:30 PM	40	119	1	0	3	106	18	0	45	25	26	0	15	19	6	0	423	1755
5:45 PM	41	96	5	0	2	88	12	0	32	16	32	0	1	12	2	0	339	1667

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	196	492	28	0	28	452	220	0	144	44	164	0	32	164	16	0	1980
Heavy Trucks	4	8	0		0	0	0		0	0	16		0	4	0		32
Buses																	
Pedestrians		20				12				36				32			100
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/2/2023 11:46 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

PROJECT TRIP GENERATION CALCULATION WORKSHEET

Associated Transportation Engineers #24017
Trip Generation Worksheet - Proposed Uses

SEARS BUILDING REMODEL PROJECT - PROPOSED USES

Use	Size	Internal-Trip Factor	ADT		AM PEAK HOUR						PM PEAK HOUR					
			Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
PROPOSED																
Grocery Store (a)	50,989 SF	1.00	93.84	4,785	2.86	146	59%	86	41%	60	8.95	456	50%	228	50%	228
Apparel Store #1 (b)	27,242 SF	1.00	66.40	1,809	1.00	27	80%	22	20%	5	4.12	112	51%	57	49%	55
Apparel Store #2 (b)	23,651 SF	1.00	66.40	1,570	1.00	24	80%	19	20%	5	4.12	97	51%	49	49%	48
Totals	101,882 SF			**8,164**		**197**		**127**		**70**		**665**		**334**		**331**

(a) Trip generation based on ITE rates for Supermarket (ITE #850).
(b) Trip generation based on ITE rates for Apparel Store (ITE #876).

GROCERY STORE PASS-BY & PRIMARY TRIPS	**ADT**	**AM Total**	**AM In**	**AM Out**	**PM Total**	**PM In**	**PM Out**
Commercial External Trips - Grocery Store	4,785	146	86	60	456	228	228
24% Pass-By Trips - Applied to Grocery Store	1,148	35	21	14	109	55	54
76% Primary Trips - Remainder Grocery Store	3,637	111	65	46	347	173	174

APPAREL STORE PASS-BY & PRIMARY TRIPS	**ADT**	**AM Total**	**AM In**	**AM Out**	**PM Total**	**PM In**	**PM Out**
Commercial External Trips - Apparel Store	3,379	51	41	10	209	106	103
19% Pass-By Trips - Applied to Apparel Store	642	10	8	2	40	20	20
81% Primary Trips - Remainder Apparel Store	2,737	41	33	8	169	86	83

TOTAL PASS-BY TRIPS	**ADT**	**AM Total**	**AM In**	**AM Out**	**PM Total**	**PM In**	**PM Out**
Grocery Store	1,148	35	21	14	109	55	54
Apparel Store	642	10	8	2	40	20	20
Total Pass-By Trips	**1,790**	**45**	**29**	**16**	**149**	**75**	**74**

TOTAL EXTERNAL PRIMARY TRIPS	**ADT**	**AM Total**	**AM In**	**AM Out**	**PM Total**	**PM In**	**PM Out**
Grocery Store External	3,637	111	65	46	347	173	174
Apparel Store External	2,737	41	33	8	169	86	83
Total External Trips	**6,374**	**152**	**98**	**54**	**516**	**259**	**257**

Associated Transportation Engineers #24017
Trip Generation Worksheet - Existing Uses

SEARS BUILDING REMODEL PROJECT - EXISTING USES

Use	Size	Internal-Trip Factor	ADT		AM PEAK HOUR						PM PEAK HOUR					
			Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
EXISTING																
Sears (a)	101,882 SF	1.00	37.01	3,771	0.84	86	62%	53	38%	33	3.40	346	48%	166	52%	180
Totals				**3,771**		**86**		**53**		**33**		**346**		**166**		**180**

(a) Trip generation based on ITE rates for Shopping Center (ITE #820).

SEARS PASS-BY & PRIMARY TRIPS	**ADT**	**AM Total**	**AM In**	**AM Out**	**PM Total**	**PM In**	**PM Out**
Commercial External Trips - Grocery Store	3,771	86	53	33	346	166	180
19% Pass-By Trips - Applied to Sears	716	16	10	6	66	32	34
81% Primary Trips - Remainder Sears	3,055	70	43	27	280	134	146

TOTAL PASS-BY TRIPS	**ADT**	**AM Total**	**AM In**	**AM Out**	**PM Total**	**PM In**	**PM Out**
Sears	716	16	10	6	66	32	34
Total Pass-By Trips	**716**	**16**	**10**	**6**	**66**	**32**	**34**

TOTAL EXTERNAL PRIMARY TRIPS	**ADT**	**AM Total**	**AM In**	**AM Out**	**PM Total**	**PM In**	**PM Out**
Grocery Store External	3,055	70	43	27	280	134	146
Total External Trips	**3,055**	**70**	**43**	**27**	**280**	**134**	**146**

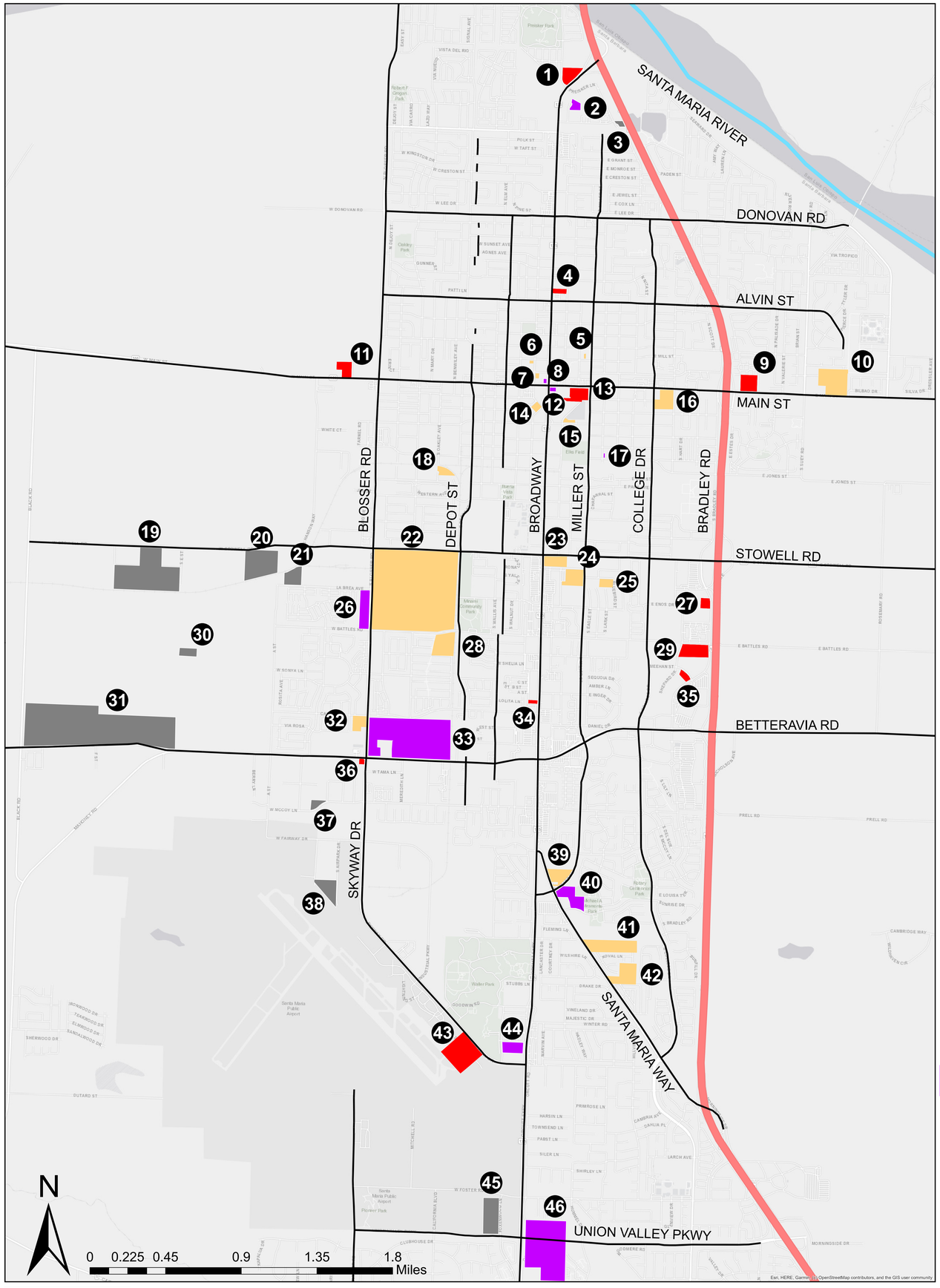
Associated Transportation Engineers #24017
Trip Generation Worksheet - Net External Trips

SEARS BUILDING REMODEL PROJECT - NET EXTERNAL TRIPS

Use	Size	ADT		AM PEAK HOUR						PM PEAK HOUR					
		Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
PROPOSED															
Grocery Store & Apparel Stores (a)	101,882 SF		6,374		152		98		54		516		259		257
EXISTING															
Sears (a)	101,882 SF		3,055		70		43		27		280		134		146
NET TOTALS			**3,319**		**82**		**55**		**27**		**236**		**125**		**111**

(a) Only includes external primary trips.

CITY OF SANTA MARIA APPROVED AND PENDING PROJECTS LIST



Residential

5 309 Mill Apartments
309 E Mill St
23 unit apartments

6 200 Mill Apartments
200 W Mill St
20 unit apartments

7 Vino Bella Apartments
120 W Chapel St
32 unit apartments

10 Bellecrest Residences (Paradiso)
1571 E Main St
142 single family senior homes

14 Heritage Walk Lofts
201 Town Center West
102 residential units

15 Cook Street Apartments
N of Cook & E of McClelland
114 unit apartments

16 Heritage View
124 S College Dr
SB35 project including 40 senior units and 79 family units

18 Oakley Court Apartments
600 Block S Oackley Ct
30 unit apartments

22 Blosser Ranch
NE/c Blosser Rd & W Battles Rd
338 "for rent" single family homes with 329 ADUs & 832 apartments

23 Vandenberg Senior Residence
1314 S Broadway
52 unit senior apartment addition

24 Centennial Square
SW/c Miller St & Plaza Dr
184 unit affordable apartments

25 Barcellus Senior Apartments
502 E Barcellus Ave
80 unit senior apartments

28 Centennial Gardens
SW/c Battles St & Depot St
160 unit affordable apartments

32 Avante Apartments
SW/c of Carmen Ln & S Blosser Rd
86 unit apartments

39 Santa Maria Studios
2660 Santa Maria Way
378 Senior Affordable Units

41 Northman Residential (Skyview)
SM Way btw Sunrise Dr & E Dauphin St
63 single family residences

42 Skylight Homes
3170 Santa Maria Way
49 single family homes

Commercial

1 Preisker Commercial Center
N Broadway at Preisker Ln
108 rm hotel, drive thru rest, retail

4 Quick Quack Carwash
899 N Broadway
3,588 sq.ft. drive-through car-wash

9 Starbucks at Home Motors
1313 E Main St
Coffee shop & drive-thru

11 Nutrien AG Solutions
1300 block of West Main Street
Outdoor storage & truck repair facility

13 Main Miller Retail Building
226 E Main St
Lower lever grocery store & multiple commercial tenants on upper level

27 Bradley Commercial
1423 S Bradley Rd
Drive-thru coffee shop & carwash

29 Home Motors
1004 E Battles Rd
52,000 sq ft auto dealership

34 Mister Carwash
1925 S Broadway
Drive-thru carwash

35 Splash N Dash
Lot 8 Enos Ranch
8,200 sq ft car wash

36 Starbucks Drive-Thru Coffee
1202 W. Betteravia
Drive-thru only

43 Planes of Fame
3335 Corsair Cir
Air museum with two aircraft hangars

Industrial

3 Donahue Truck Center
Preisker Lane
Rental facility, truck sales & service

19 Bonita Packing Expansion
1850 W Stowell Rd
173,720 sq ft cooler addition

20 Maxco Box Facility
1550 W Stowell Rd
60,000 sq ft & outdoor storage

21 Seaside Warehouse
La Brea Ave
40,854 sq ft facility

30 SM Cooler & Box Facility
1767 and 1795 A St
130,000 sq ft cooler & box facility

31 Windset Farms Greenhouse
1650 Black Rd
4.3 mil sqft greenhouse & 93k bldg

37 Hardy Diagnostics
1291 W McCoy Lane
36,400 sq ft manufacturing, warehouse & office

38 2811 Center
2811 Airpark Dr
51,200 sq ft of office in 2 bldgs

45 SM Airport Foxenwood Self Storage
3335 Corsair Circle
101,450 sq ft mini-warehouse facility

Mixed Use/Other

2 Holiday Inn Express & Suites
Roemer Court
Four story hotel

8 Gateway Mixed Use
101 N Broadway
33,700 sq ft 4 story mixed use bldg

12 Alvin Newton Apartments
SEC Main St and Broadway
5 story mixed use bldg

17 Boone Street Market
501 E Boone St
2,280 sq ft add & 2 units

26 Westgate Village
S Blosser Rd & W Battles Rd
126 apts & 16k sq ft retail

33 Betteravia Plaza
W Betteravia Rd at SMVRR
443 apts & 291,278 sq ft retail/office

40 Park Edge Apartments
SE/c Santa Maria Way & S Miller St
140 apts & 5,435 sq ft comm

44 Elements Apartments (Lakeview Mixed Use Project)
NW corner of Orcutt Expressway & Skyway Dr
152 apartments & 9,800 sqft commercial

46 Richards Ranch Annexation
Orcutt Expressway & Union Valley Parkway
43.75 acres of annexation

City of Santa Maria

MAJOR DEVELOPMENTS (JANUARY 2024)

RESIDENTIAL
COMMERCIAL
INDUSTRIAL
MIXED USE/OTHER

City of Santa Maria

MAJOR DEVELOPMENTS (JANUARY 2024)

1	*Project*	**Preisker Commercial Center**	*Category*	**Commercial**	*File #s*	*Approved*	*Status*
	Description	108 rm hotel and two drive-thru fast food restaurants totaling 8,300 sq. ft	*Acreage*	5	**PD2015-0011**	**5/18/2016**	Planning permits for Chick-Fil-A under review (PD2023-0005).
	Location	NW/c N. Broadway and Preisker Ln	*District*	PD-f/C-2	**TR2016-0001**	**9/7/2016**	
	APN(s)	128-002-048, -049 & -050	*Planner*	Cody Graybehl	**A2019-0004**	**2/18/2019**	
	Contact	Jody Walker Belsick, Applicant, 702-786-1829			**PD2023-0005**	**Pending**	
2	*Project*	**Holiday Inn Express & Suites**	*Category*	**Mixed/Other**	*File #s*	*Approved*	*Status*
	Description	New 4 story hotel, wood construction	*Acreage*	2.13	**PD2022-0001**	**Pending**	Planning permits under review.
	Location	Roemer Ct.	*District*	CM	**GPZ2022-0001**	**Pending**	
	APN(s)	128-003-047, -048	*Planner*	Cody Graybehl			
	Contact	Prakash Patel, Applicant, 669-333-1880					
3	*Project*	**Donahue Truck Center**	*Category*	**Industrial**	*File #s*	*Approved*	*Status*
	Description	Rental facility, truck sales and service	*Acreage*	1.53	**PD2022-0016**	**Pending**	Planning permits under review.
	Location	Preisker Lane	*District*	PD-F/CM			
	APN(s)	128-003-008	*Planner*	Cody Graybehl			
	Contact	Thele-Donahue, LLC					
4	*Project*	**Quick Quack Drive-Through Carwash**	*Category*	**Commercial**	*File #s*	*Approved*	*Status*
	Description	3,588 sq.ft. drive-through carwash, point-of-sale canopy & vacuum enclo	*Acreage*	1.34	**PD2023-0018**	**Pending**	Planning permit under review
	Location	899 N Broadway	*District*	PD/C-2	**U2023-0018**	**Pending**	
	APN(s)	121-071-015	*Planner*	Greg Vine			
	Contact	Erika Hernandez, Applicant, 818-398-5179					
5	*Project*	**309 Mill Apartments**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	Construct a 23 unit, 9750 sq. ft. apartment building	*Acreage*	0.2	**DT2020-0015**	**Pending**	Planning permits under review.
	Location	309 E Mill St	*District*	DTSP - Bungalow District			
	APN(s)	121-193-011	*Planner*	Greg Vine			
	Contact	Jason Heyward, Consultant, 805-928-8948					
6	*Project*	**200 Mill Apartments**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	Construct a 20 unit, 3-story building	*Acreage*	0.17	**DT2022-0019**	**Pending**	Planning permits under review.
	Location	200 W Mill Street	*District*	DTSP- Bungalow			
	APN(s)	119-273-007	*Planner*	Frank Albro			
	Contact	Halsell Builders - Jason Heyward, Applicant, 805-928-8948					
7	*Project*	**Vino Bella Apartments**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	Construct a 32 unit, 3-story apartment building	*Acreage*	0.3	**DT2020-0017**	**12/16/2020**	Building permits submitted.
	Location	120 W Chapel St	*District*	DTSP - Bungalow District			
	APN(s)	119-276-015	*Planner*	Frank Albro			
	Contact	Ben Nikfarjam, Applicant, 310-215-4882					
8	*Project*	**Gateway Mixed Use**	*Category*	**Mixed/Other**	*File #s*	*Approved*	*Status*
	Description	33,700 sq. ft., four-story mixed use development	*Acreage*	0.3	**DT2017-0033**	**1/16/2018**	Under construction.
	Location	101 N. Broadway	*District*	DTSP - Gateway	**A2019-0032**	**9/4/2019**	
	APN(s)	119-276-019	*Planner*	Frank Albro			
	Contact	Ben Nikfarjam, Developer, 310-251-4882					

9	*Project*	**Starbucks at Home Motors**	*Category*	**Commercial**	*File #s*	*Approved*	*Status*
	Description	Coffee shop and drive-thru	*Acreage*	5.81	**PD2021-0011**	**11/16/2022**	Under construction.
	Location	1313 E Main St	*District*	PD/C-2	**U2021-0019**	**11/16/2022**	
	APN(s)	128-120-003	*Planner*	Carol Ziesenhenne			
	Contact	Jacob Weintraub, Applicant, 805-441-0332					
10	*Project*	**Bellecrest Residences (Paradiso)**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	142 single-family senior residential homes	*Acreage*	14.58	**GPZ 2022-0003**	**Pending**	Planning permits under review.
	Location	1571 E Main Street	*District*	PD/R-1	**PD2022-0008**	**Pending**	
	APN(s)	128-052-014 & 023	*Planner*	Frank Albro	**PD2022-0009**	**Pending**	
	Contact	Cam Boyd, Applicant, 805-556-3060x164			**TR2022-0007**	**Pending**	
11	*Project*	**Nutrien AG Solutions**	*Category*	**Commercial**	*File #s*	*Approved*	*Status*
	Description	Phased Expansion (Phase 1 outdoor storage and property improvements, Phase 2 a new 6,7000 sqft truck repair facility)	*Acreage*	4.42	**PD2023-0014**	**Pending**	Planning permits under review.
	Location	1300 block of West Main Street	*District*	PD/CM	**A2022-0013**	**Pending**	
	APN(s)	117-180-030	*Planner*	Greg Vine			
	Contact	Nutrien AG Solutions, Applicant, 805-922-5848					
12	*Project*	**Alvin Newton Apartments**	*Category*	**Mixed Use/ Other**	*File #s*	*Approved*	*Status*
	Description	5 story mixed-use (1 floor commercial and 4 floors apartments)	*Acreage*	1.49	**DT2022-0022**	**10/3/2023**	Planning permit approved.
	Location	SWC Main St. and Broadway	*District*	DTSP- Gateway			
	APN(s)	125-320-050	*Planner*	Carol Ziesenhenne			
	Contact	The Vernon Grop, Applicant, 805-963-1244					
13	*Project*	**Main Miller Retail Building**	*Category*	**Commercial**	*File #s*	*Approved*	*Status*
	Description	Lower level grocery store & multiple commercial tenants on upper level	*Acreage*	5.4	**DT2023-0012**	**Pending**	Planning permit under review
	Location	226 E Main St	*District*	DT SP Town Center			
	APN(s)	125-320-038	*Planner*	Carol Ziesenhenne			
	Contact	Shasta2020, LP - Mark Gabay, Applicant, 310-247-0900					
14	*Project*	**Heritage Walk Lofts**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	Re-purpose structure for 102 residential units	*Acreage*	1.29	**DT2022-0018**	**3/7/2023**	Planning permit expiration on 3/7/2026.
	Location	201 Town Center West	*District*	DTSP- Town Center			
	APN(s)	123-280-003	*Planner*	Carol Ziesenhenne			
	Contact	Vernon Property Group, LLC, Applicant					
15	*Project*	**Cook Street Apartments**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	Six story building to accommodate up to 114 residential apartment units	*Acreage*	0.44	**DT2022-0017**	**11/15/2023**	Planning permit approved.
	Location	N of Cook Street and E of McClelland Street	*District*	DTSP - Gateway			
	APN(s)	125-320-018, -019	*Planner*	Frank Albro			
	Contact	Brian Schwartz, Principal Planner, 805-934-5760					
16	*Project*	**Heritage View**	*Category*	**Mixed Use**	*File #s*	*Approved*	*Status*
	Description	SB 35 project including 40 senior units and 79 family units	*Acreage*	6.28	**SP2023-0008**	**Pending**	Planning permit under review
	Location	124 S College Dr	*District*	PD/CPO & PD/R-2			
	APN(s)	125-044-007	*Planner*	Cody Graybehl			
	Contact	People's Self Help Housing Corporation, Applicant, 818-849-8613					
17	*Project*	**Boone Street Market**	*Category*	**Mixed/Other**	*File #s*	*Approved*	*Status*
	Description	2,280 sq. ft. addition to market, and 2 new units	*Acreage*	0.2	**GPZ2016-0004**	**5/2/2017**	Building permits issued.
	Location	501 E. Boone St	*District*	DTSP - Railroad Loft	**SPZ2016-0003**	**5/2/2017**	
	APN(s)	125-114-015	*Planner*	Carol Ziesenhenne	**DT2016-0040**	**8/21/2017**	
	Contact	Brian Schwartz, Consultant, 805-934-5760			**A2019-0006**	**3/4/2019**	
					A2020-0012	**6/8/2020**	
18	*Project*	**Oakley Court Apartments**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	30 apartment units with on-site manager's unit	*Acreage*	2.1	**GPZ2019-0001**	**10/1/2019**	Planning permit expiration on 7/17/2024.
	Location	600 Block S. Oakley Ct	*District*	PD/R-3	**PD2019-0002**	**7/17/2019**	
	APN(s)	123-140-036	*Planner*	Frank Albro	**A2022-0010**	**1/18/2023**	
	Contact	Lupe & Gustavo, Applicant, 805-937-1108					

19	*Project*	**Bonita Packing Expansion**	*Category*	**Industrial**	*File #s*	*Approved*	*Status*
	Description	173,270 sq. ft. cooler addition in 4 phases	*Acreage*	45.4	**PD2012-0007**	**5/1/2013**	Phase 1 (45,935 sq. ft.) is completed.
	Location	1850 W. Stowell Rd	*District*	PD/CM			
	APN(s)	117-820-028	*Planner*	Dana Eady			
	Contact	John Smith, Engineer, 805-466-5660					
20	*Project*	**Maxco Box Facility**	*Category*	**Industrial**	*File #s*	*Approved*	*Status*
	Description	Construct a new 60,000 sq. ft. box facility and outdoor storage yard	*Acreage*	19.8	**PD2021-0007**	**9/21/2022**	Building permits submitted. Planning permit expiration on 9/21/2025.
	Location	1550 W Stowell Rd	*District*	PD/CM-AG	**U2021-0020**	**9/21/2022**	
	APN(s)	117-820-015	*Planner*	Cody Graybehl			
	Contact	Steve Rigor, Applicant, (503) 477-8328 x 112					
21	*Project*	**Seaside Packaging Warehouse**	*Category*	**Industrial**	*File #s*	*Approved*	*Status*
	Description	40, 854 square-foot packaging warehouse	*Acreage*	6.18	**U2021-0002**	**3/16/2022**	Under construction.
	Location	La Brea Avenue	*District*	M-2			
	APN(s)	117-240-034	*Planner*	Cody Graybehl			
	Contact	Suzanne D. Winslow, Applicant, (805) 544-9700					
22	*Project*	**Blosser Ranch**	*Category*	**Mixed/Other**	*File #s*	*Approved*	*Status*
	Description	Construct 338 "for rent" single-family residences with 329 ADUs as well as 832 apartments totalling 1,499 units	*Acreage*	155.5	**PD2023-0002**	**11/1/2023**	Building permits submitted. Planning permit expiration on 10/18/2026 (PD2023-0006, PD2023-0011). Planning permit expiration on 11/01/2026 (PD2023-0002, PD2023-0007).
	Location	NE/c of S. Blosser Rd and W. Battles Rd	*District*	Blosser SE SP	**TR2023-0001**	**11/1/2023**	
	APN(s)	117-240-028	*Planner*	Carol Ziesenhenne	**PD2023-0006**	**10/18/2023**	
	Contact	Laurie Tamura, Consultant, 805-934-5760			**TR2023-0002**	**11/1/2023**	
					PD2023-0007	**11/1/2023**	
					PD2023-0011	**10/18/2023**	
					PD2022-0013	**6/7/2023**	
					PD2022-0007	**5/3/2023**	
					PD2022-0006	**5/3/2023**	
					TR2019-0003	**10/20/2020**	
					SPZ2016-0002	**10/20/2020**	
					GPZ2016-0003	**10/20/2020**	
23	*Project*	**Vandenberg Senior Residences**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	52 unit senior apartment addition	*Acreage*	4.9	**PD2017-0002**	**7/18/2018**	Building permit approved. Planning permit expiration on 7/18/2023.
	Location	1314 S. Broadway	*District*	PD/C-1	**A2021-0008**	**11/17/2021**	
	APN(s)	128-065-008	*Planner*	Cody Graybehl	**A2023-0004**	**Pending**	
	Contact	Barry Williams, Architect, 805-459-7353					
24	*Project*	**Centennial Square Apartments**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	184 affordable apartments	*Acreage*	6.35	**PD2020-0009**	**8/4/2021**	Under construction.
	Location	SW/c Miller St and Plaza Dr	*District*	PD/R-3			
	APN(s)	128-066-003	*Planner*	Carol Ziesenhenne			
	Contact	Brian Schwartz, Consultant, 805-934-5760					
25	*Project*	**Barcellus Senior Apartments**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	80 unit senior apartments	*Acreage*	2.3	**GPZ2016-0002**	**12/7/2016**	Planning permit expiration on 2/1/2026.
	Location	502 E. Barcellus Ave	*District*	PD/R-3	**PD2022-0015**	**2/1/2023**	
	APN(s)	128-067-032, -033, -034	*Planner*	Cody Graybehl			
	Contact	Brian Schwartz, Consultant, 805-934-5760					
26	*Project*	**Westgate Village**	*Category*	**Mixed/Other**	*File #s*	*Approved*	*Status*
	Description	126 multifamily units and 16,000 sq. ft. retail (including gas station)	*Acreage*	7.6	**PD2007-012**	**7/2/2008**	Planning permit under review.
	Location	NW/c S. Blosser Rd and W. Battles Rd	*District*	PD/CC	**A2017-0029**	**2/7/2018**	
	APN(s)	117-240-046, -045	*Planner*	Carol Ziesenhenne	**A2018-0023**	**1/16/2019**	
	Contact	Craig Minus, Developer, 805-962-2121			**A2020-0003**	**5/20/2020**	
					A2021-0013	**3/14/2022**	
					GPZ2022-0002	**Pending**	
					PD2022-0005	**Pending**	
					U2022-0007	**Pending**	
					TR2022-0004	**Pending**	

27	*Project*	**Bradley Commercial**	*Category*	**Commercial**	*File #s*	*Approved*	*Status*
	Description	Drive-thru coffee shop and carwash	*Acreage*	3.7	**PD2023-0019**	**Pending**	Planning permit under review
	Location	1423 S Bradley Rd	*District*	PD/C-2	**U2023-0019**	**Pending**	
	APN(s)	128-139-016	*Planner*	Cody Graybehl			
	Contact	Santa Maria South Bradley Investments, LLC, Applicant, 530-668-1000					
28	*Project*	**Centennial Gardens**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	Construct 160 affordable apartment units	*Acreage*	8.36	**PD2020-0006**	**11/18/2020**	Under construction.
	Location	SW/c Battles and Depot	*District*	PD/R-3			
	APN(s)	118-010-058	*Planner*	Frank Albro			
	Contact	Brian Schwartz, Consultant, 805-934-5760					
29	*Project*	**Home Motors**	*Category*	**Commercial**	*File #s*	*Approved*	*Status*
	Description	52,000 sq. ft. auto dealership	*Acreage*	7.2	**PD2018-0004**	**5/16/2018**	Building permits submitted.
	Location	1004 E. Battles Rd	*District*	Enos Ranchos SP			
	APN(s)	128-189-002	*Planner*	Carol Ziesenhenne			
	Contact	Jacob Weintraub, Consultant, 805-441-0332					
30	*Project*	**Santa Maria Cooler and Box Facility**	*Category*	**Industrial**	*File #s*	*Approved*	*Status*
	Description	Multi-phased 130,000 sq. ft. AG cooler and box facility	*Acreage*	11.48	**PD2023-0013**	**Pending**	Planning permit under review.
	Location	1767 and 1795 A St	*District*	PD/M-1 - Area 9 SP			
	APN(s)	117-820-022 & 117-820-036	*Planner*	Cody Graybehl			
	Contact	Gil Palacios, Architect, 805-928-8008					
31	*Project*	**Windset Farms Greenhouses 7-9**	*Category*	**Industrial**	*File #s*	*Approved*	*Status*
	Description	4.3 mil sq. ft. greenhouse and 93,000 sq. ft. bldg.	*Acreage*	49	**PD2017-0009**	**Pending**	Planning permit under review.
	Location	1650 Black Rd	*District*	Area 9 SP			
	APN(s)	117-310-018	*Planner*	Dana Eady			
	Contact	Brian Schwartz, Consultant, 805-934-5760					
32	*Project*	**Avante Apartments**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	86 unit apartment complex	*Acreage*	3.91	**PD2021-0013**	**11/16/2022**	Building permits submitted. Planning permit expiration 11/16/2025.
	Location	SW/c of Carmen Lane and South Blosser Road	*District*	PD/R-3	**TR2022-0002**	**11/16/2022**	
	APN(s)	117-770-047	*Planner*	Cody Graybehl			
	Contact	Steve Simoulis, Applicant, 805-440-9876					
33	*Project*	**Betteravia Plaza**	*Category*	**Mixed/Other**	*File #s*	*Approved*	*Status*
	Description	Up to 443 units and 291,278 sq. ft. of retail/office	*Acreage*	55.2	**DA2015-0001**	**2/2/2016**	Planning permit expiration on 02/07/2026.
	Location	NW/c of W. Betteravia Rd & SMVRR tracks	*District*	Multiple	**TR2016-0007**	**11/21/2018**	
	APN(s)	117-990-001	*Planner*	Carol Ziesenhenne	**GPZ2021-0002**	**2/21/2023**	
	Contact	Dan Blough, Consultant, 805-680-9666			**PD2021-0006**	**2/7/2023**	
					PD2022-0011	**2/7/2023**	
34	*Project*	**Mister Carwash**	*Category*	**Commercial**	*File #s*	*Approved*	*Status*
	Description	Drive-thru carwash with on-site office and storage	*Acreage*	0.92	**PD2023-0008**	**9/6/2023**	Planning permit expiration on 09/06/2026.
	Location	1925 S. Broadway	*District*	PD/C-2 - Entrada SP			
	APN(s)	117-500-029 and 117-500-012	*Planner*	Greg Vine			
	Contact	Lauren Smith, Applicant, 713-449-9447					
35	*Project*	**Splash N Dash**	*Category*	**Commercial**	*File #s*	*Approved*	*Status*
	Description	8,200 sq ft carwash	*Acreage*	1.6	**PD2018-0005**	**9/4/2019**	Grading permits submitted. Planning permit expiration on 9/4/2022.
	Location	Lot 8	*District*	Enos Ranchos SP			
	APN(s)	128-189-008	*Planner*	Carol Ziesenhenne			
	Contact	Jacob Weintraub, Consultant, 805-441-0332					
36	*Project*	**Starbucks Drive-Thru Coffee**	*Category*	**Commercial**	*File #s*	*Approved*	*Status*
	Description	1,300 sq. ft. drive-thru only	*Acreage*	0.51	**PD2023-0009**	**Pending**	Planning permit under review
	Location	1202 W. Betteravia	*District*	PD/C-2	**U2023-0007**	**Pending**	
	APN(s)	111-400-032	*Planner*	Cody Graybehl			
	Contact	Jane Collete, Architect, 805-648-1234 ext. 20					

37	*Project*	**Hardy Diagnostics**	*Category*	**Industrial**	*File #s*	*Approved*	*Status*
	Description	36,400 sq. ft. manufacutring, warehouse and office building	*Acreage*	1.96	**PD2023-0003**	**6/21/2023**	Planning permit expiration 6/21/2026.
	Location	1291 W. McCoy Lane	*District*	PD/M-1			
	APN(s)	111-051-011	*Planner*	Frank Albro			
	Contact	Pamela Ricci, Applicant, 805-543-1794					
38	*Project*	**2811 Center**	*Category*	**Industrial**	*File #s*	*Approved*	*Status*
	Description	51,200 sq. ft. of office in 2 buildings	*Acreage*	7	**PD2017-0003**	**6/7/2017**	One 25,600 sq. ft. building constructed. Second building pending.
	Location	2815 Airpark Dr	*District*	PD/M-1	**TR2017-0002**	**3/21/2018**	
	APN(s)	111-231-003	*Planner*	Carol Ziesenhenne	**A2022-0001**	**1/25/2022**	
	Contact	Steve Simoulis, Developer, 805-541-9004					
39	*Project*	**Santa Maria Studios**	*Category*	**Residential**	*Files #s*	*Approved*	*Status*
	Description	358 senior, affordable & market rate units (Phase 1= 160 + Phase 2 = 19	*Acreage*	5.5	**SP2021-0003**	**2/21/2021**	Phase 1 is under construction. Planning permit under review for Phase 2.
	Location	2660 Santa Maria Way, Santa Maria, CA	*District*	PD/C-2	**PD2023-0004**	**Pending**	
	APN(s)	128-090-011	*Planner*	Cody Graybehl			
	Contact	AMG & Associates, LLC, 818-380-2600					
40	*Project*	**Park Edge Apartments**	*Category*	**Mixed Use/Other**	*File #s*	*Approved*	*Status*
	Description	140 apt units, clubhouse and 5,435 sq. ft. multi-tennant commercial	*Acreage*	7.45	**PD2020-0008**	**6/16/2022**	Building permits submitted. Planning permits expiration on 6/16/2025.
	Location	2770 Santa Maria Way	*District*	PD/C-2 & PD/R-3	**U2020-0012**	**6/16/2022**	
	APN(s)	128-090-022, -023 & 109-010-039	*Planner*	Cody Graybehl			
	Contact	Brian Schwartz, Consultant, 805-934-5760					
41	*Project*	**Northman Residential (Skyview Homes)**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	63 single family residences	*Acreage*	13.2	**GPZ2018-0004**	**8/6/2019**	Under construction.
	Location	Santa Maria Wy btw Sunrise Dr & E Dauphin St	*District*	PD/R-1	**TR2018-0003**	**7/16/2019**	
	APN(s)	109-010-005, -006	*Planner*	Frank Albro	**PD2018-0013**	**6/19/2019**	
	Contact	Brian Schwartz, Consultant			**A2021-0012**	**4/28/2022**	
42	*Project*	**Skylight Homes**	*Category*	**Residential**	*File #s*	*Approved*	*Status*
	Description	49 single family homes in 50 parcels	*Acreage*	8.89	**GPZ2021-0001**	**1/4/2022**	Planning permits expiration 1/17/2026. Building permits submitted.
	Location	3170 Santa Maria Way	*District*	PD/R-1	**PD2022-0006**	**1/17/2023**	
	APN(s)	109-010-012	*Planner*	Cody Graybehl	**TR2022-0005**	**1/17/2023**	
	Contact	Sheryl Flores, Applicant, 805-540-2465					
43	*Project*	**Planes of Fame**	*Category*	**Commercial**	*File #s*	*Approved*	*Status*
	Description	Air Museum with two aircraft hangars (56,635 sq.ft. & 12,801 sq.ft.)	*Acreage*	23.94	**PD2023-0017**	**Pending**	Planning permit under review
	Location	3335 Corsair Cir	*District*	PD/AS-II & PD/AS-III			
	APN(s)	111-231-011	*Planner*	Carol Ziesenhenne			
	Contact	Jane Hinton, Applicant					
44	*Project*	**Elements Apartments (Lakeview Mixed Use Project)**	*Category*	**Mixed Use**	*File #s*	*Approved*	*Status*
	Description	152 apartment units and approx. 9,800 sqft of commercial space	*Acreage*	4	**PD2018-0008**	**4/2/2019**	Under construction
	Location	NW corner of Orcutt Expressway & Skyway Drive	*District*	PD/R-3			
	APN(s)	111-100-008 & 111-100-009	*Planner*	Frank Albro			
	Contact	Urban Planning Concepts, Applicant, 805-934-5760					
45	*Project*	**Santa Maria Airport Foxenwood Self Storage**	*Category*	**Industrial**	*File #s*	*Approved*	*Status*
	Description	Mini-warehouse facilty	*Acreage*	608.01	**PD2022-0017**	**1/17/2024**	Planning permit expiration 1/17/2027.
	Location	3335 Corsair Circle	*District*	AA,PD/AS-1	**SPZ2022-0001**	**1/17/2024**	
	APN(s)	111-231-011	*Planner*	Frank Albro			
	Contact	Santa Maria Public Airport District, 805-922-1726					
46	*Project*	**Richards Ranch Annexation**	*Category*	**Mixed Use**	*File #s*	*Approved*	*Status*
	Description	Annexation of 43.75 acres	*Acreage*	43.75	**AN2021-0001**	**Pending**	Annexation application under review
	Location	Orcutt Expressway & Union Valley Parkway	*District*	Proposed PD/C-2 and PD/R-3			
	APN(s)	107-250-020, 107-250-019, 107-250-021, & 107-250-022					
	Contact	Urban Planning Concepts, Applicant, 805-934-5760	*Planner*	Dana Eady			

APPROVED AND PENDING PROJECT TRIP GENERATION SPREADSHEET

Associated Transportation Engineers
Pending and Approved Projects - Trip Generation Worksheet

SEARS BUILDING REMODEL PROJECT - CUMULATIVE CITY LIST (#24017)																
Land-Use		Size		Pass-By Factor	AM Peak						PM Peak					
					Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
5	309 Mill Aparments (a)	23	DU	1.00	0.40	9	24%	2	76%	7	0.51	12	63%	8	37%	4
6	200 Mill Aparments (a)	20	DU	1.00	0.40	8	24%	2	76%	6	0.51	10	63%	6	37%	4
7	Vino Bella Apartments (a)	32	DU	1.00	0.40	13	24%	3	76%	10	0.51	16	63%	10	37%	6
10	Bellecrest Residences (j)	142	DU	1.00	-	34	-	11	-	23	-	43	-	26	-	17
14	Heritage Walk Lofts (a)	102	DU	1.00	0.40	41	24%	10	76%	31	0.51	52	63%	33	37%	19
17	Boone Street Market (c)	2,280	SF	1.00	0.59	1	79%	1	21%	0	16.62	38	50%	19	50%	19
15	Cook Street Apartments (h)	-	-	1.00	-	62	-	21	-	41	-	72	-	45	-	27
16	Heritage View (e)	40	DU	1.00	0.50	20	29%	6	71%	14	0.46	18	59%	11	41%	7
16	Heritage View (a)	79	DU	1.00	0.40	32	24%	8	76%	24	0.51	40	63%	25	37%	15
17	Boone Street Market (a)	2	DU	1.00	0.40	1	24%	0	76%	1	0.51	1	63%	1	37%	0
18	Oakley Court Apartments (a)	31	DU	1.00	0.40	12	24%	3	76%	9	0.51	16	63%	10	37%	6
22	Blosser Ranch (d)	-	-	1.00	-	1,448	-	639	-	809	-	1,933	-	1,055	-	878
23	Vandenberg Senior Residence (a)	52	DU	1.00	0.40	21	24%	5	76%	16	0.51	27	63%	17	37%	10
24	Centennial Sqaure Apartments (e)	184	DU	1.00	0.50	92	29%	27	71%	65	0.46	85	59%	50	41%	35
25	Barcellus Senior Apartments (a)	80	DU	1.00	0.40	32	24%	8	76%	24	0.51	41	63%	26	37%	15
8	Gateway Mixed Use (b)	27	DU	1.00	0.37	10	23%	2	77%	8	0.39	11	61%	7	39%	4
8	Gateway Mixed Use (f)	3,300	SF	1.00	2.36	8	60%	5	40%	3	6.59	22	50%	11	50%	11
9	Starbucks at Home Motors (g)	1,800	SF	0.50	85.88	77	51%	39	49%	38	38.99	35	50%	18	50%	17
12	Alvin Newton Apartments (i)	-	-	1.00	-	55	-	22	-	33	-	56	-	35	-	21
	Boot Barn Apartments (b)	101	DU	1.00	0.37	37	23%	9	77%	28	0.39	39	61%	24	39%	15
	Boot Barn Apartments (k)	1,450	SF	1.00	9.57	14	55%	8	45%	6	9.05	13	61%	8	39%	5

(a) Trip generation based on rates for Multifamily Housing Low-Rise (#220).
(b) Trip generation based on rates for Multifamily Housing Mid-Rise (#221).
(c) Trip generation based on rates for Liqour Store (#899).
(d) Traffic Study, ATE, December 2022.
(e) Trip generation based on rates for Affordable Housing (#899).
(f) Trip generation based on rates for Strip Retail Plaza (<40k) (#822).
(g) Trip generation based on rates for Coffee/Donut Shop with Drive-Through Window (#937).
(h) Traffic Study, ATE, February 2023.
(i) Traffic Study, ATE, March 2023.
(j) Traffic Study, ATE, December 2023.
(j) Traffic Study, ATE, December 2023.
(k) Trip generation based on rates for High Turnover Sit-Down Restaurant (#932).

MAIN STREET QUEUING ANALYSIS

Intersection: 1: Broadway & Main St

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	T
Maximum Queue (ft)	172	176	132	149	171	176	171	221	240	172	334	487
Average Queue (ft)	87	150	97	107	71	143	133	168	163	94	191	333
95th Queue (ft)	193	177	134	166	158	178	184	246	262	160	353	477
Link Distance (ft)			842	842				616	616	616		525
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	210	210			155	450	450				310	
Storage Blk Time (%)				2	0							8
Queuing Penalty (veh)				2	0							15

Intersection: 1: Broadway & Main St

Movement	NB	NB	SB	SB	SB	SB
Directions Served	T	R	L	T	T	R
Maximum Queue (ft)	406	75	262	213	189	146
Average Queue (ft)	293	49	175	183	108	51
95th Queue (ft)	412	76	282	225	213	134
Link Distance (ft)	525	525		478	478	478
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			520			
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Town Center Dr & Main St

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB
Directions Served	T	T	T	R	L	T	T	T	L	R
Maximum Queue (ft)	110	91	51	51	28	149	138	111	67	21
Average Queue (ft)	64	68	23	21	17	108	87	56	38	11
95th Queue (ft)	116	100	51	53	40	158	148	121	66	26
Link Distance (ft)	616	616	616			521	521	521	332	332
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)				240	240					
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 3: Miller St & Main St

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	T	TR	L	T
Maximum Queue (ft)	74	187	200	53	116	202	202	111	110	63	66	112
Average Queue (ft)	37	148	149	22	95	165	130	83	57	48	30	78
95th Queue (ft)	78	204	206	55	126	222	204	131	116	74	69	112
Link Distance (ft)		521	521	521		1066	1066		618	618		563
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250				230			230			200	
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 3: Miller St & Main St

Movement	SB
Directions Served	TR
Maximum Queue (ft)	30
Average Queue (ft)	29
95th Queue (ft)	30
Link Distance (ft)	563
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 18

Intersection: 1: Broadway & Main St

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	T
Maximum Queue (ft)	143	176	240	332	180	153	155	196	236	208	182	290
Average Queue (ft)	68	139	183	228	146	120	124	136	161	107	111	241
95th Queue (ft)	159	175	251	337	234	180	174	224	265	219	182	287
Link Distance (ft)			842	842				616	616	616		525
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	210	210			155	450	450				310	
Storage Blk Time (%)			2	32	0							0
Queuing Penalty (veh)			4	39	1							0

Intersection: 1: Broadway & Main St

Movement	NB	NB	SB	SB	SB	SB
Directions Served	T	R	L	T	T	R
Maximum Queue (ft)	286	53	277	209	164	85
Average Queue (ft)	204	33	179	182	143	46
95th Queue (ft)	282	65	276	221	178	87
Link Distance (ft)	525	525		478	478	478
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			520			
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Town Center Dr & Main St

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	L	R
Maximum Queue (ft)	23	157	213	184	118	138	227	128	68	115	22
Average Queue (ft)	18	138	160	96	66	98	116	81	49	82	20
95th Queue (ft)	33	179	232	198	115	140	238	136	71	120	22
Link Distance (ft)		616	616	616			521	521	521	332	332
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	140				240	240					
Storage Blk Time (%)		6					0				
Queuing Penalty (veh)		2					0				

Intersection: 3: Miller St & Main St

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	T	TR	L	T
Maximum Queue (ft)	159	268	272	97	206	275	242	193	198	169	108	136
Average Queue (ft)	77	175	200	49	135	191	179	128	136	139	74	112
95th Queue (ft)	146	286	311	120	208	297	247	208	208	177	125	149
Link Distance (ft)		521	521	521		1066	1066		618	618		563
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250				230			230			200	
Storage Blk Time (%)		5				5						
Queuing Penalty (veh)		6				9						

Intersection: 3: Miller St & Main St

Movement	SB
Directions Served	TR
Maximum Queue (ft)	113
Average Queue (ft)	85
95th Queue (ft)	120
Link Distance (ft)	563
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 60

ACCIDENT RATE WORKSHEETS

ASSOCIATED TRANSPORTATION ENGINEERS

100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 ● (805) 687-4418 ● (805) 682-8509-F

ACCIDENT RATE CALCULATION SHEET - FOR INTERSECTIONS

Project: Sears Building Remodel Project **File Name:** Accident Rate Worksheet 3 Year
Project #: 24017
Analyst: GOM
Date: 4/8/2024

N/S Street: Elizabeth Street
E/W Street: Main Street
Weekday:
PM Peak Hour Entering Volume: 2203
Peak Hour Factor: 10.95
----------OR----------
Total Approach ADT: N/A
Weekend:
PM Peak Hour Entering Volume OR ADT: 75% (as a percentage of Weekday PM Peak Hour Entering Volume OR ADT)

Period Analyzed (years): 3

Number of Accidents: 4

Million Entering Vehicle Miles: 24.53 million entering vehicle miles (mevm)

Accident Rate: **.16 accidents per million entering vehicle miles (mevm)**

Intersection Rate Group: I07
California State Average Collision Rate: 0.36

ASSOCIATED TRANSPORTATION ENGINEERS

100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 ● (805) 687-4418 ● (805) 682-8509-F

ACCIDENT RATE CALCULATION SHEET - FOR INTERSECTIONS

Project: Sears Building Remodel Project **File Name:** Accident Rate Worksheet 3 Year
Project #: 24017
Analyst: GOM
Date: 4/8/2024

N/S Street: Miller Street
E/W Street: Church Street
Weekday:
PM Peak Hour Entering Volume: 1500
Peak Hour Factor: 10.95
----------OR----------
Total Approach ADT: N/A
Weekend:
PM Peak Hour Entering Volume OR ADT: 75% (as a percentage of Weekday PM Peak Hour Entering Volume OR ADT)

Period Analyzed (years): 3

Number of Accidents: 4

Million Entering Vehicle Miles: 16.7 million entering vehicle miles (mevm)

Accident Rate: **.24 accidents per million entering vehicle miles (mevm)**

Intersection Rate Group: I07
California State Average Collision Rate: 0.36

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

Reference 1 - Broadway/Main Street
Reference 2 - Town Center Drive/Main Street
Reference 3 - Miller Street/Main Street
Reference 4 - Elizabeth Street/Main Street
Reference 5 - Miller Street/Church Street
Reference 6 - Broadway/Cook Street
Reference 7 - Miller Street/Cook Street

#24017 - SEARS BUILDING REMODEL PROJECT **REF:** 01_AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***01/18/2023***

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

N/S STREET: ***BROADWAY***

E/W STREET: ***MAIN STREET***

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:	**101**	**456**	**123**	**136**	**594**	**106**	**81**	**455**	**78**	*	**165**	**434**	**133**
(B)	PROJECT-ADDED:	**0**	**0**	**0**	**24**	**-3**	**0**	**0**	**10**	**0**	*	**22**	**6**	**12**
(C)	CUMULATIVE:	**107**	**530**	**129**	**161**	**631**	**108**	**92**	**478**	**85**	*	**197**	**453**	**157**

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
SCENARIO 4 = SHORT-TERM 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	101	101	107	107	0.063 *	0.063 *	0.067	0.067
NBT	2	3200	456	456	530	530	0.143	0.143	0.166 *	0.166 *
NBR *(a)*	1	1600	98	98	103	103	0.061	0.061	0.064	0.064
SBL	1	1600	136	160	161	185	0.085	0.100	0.101 *	0.116 *
SBT	2	3200	594	591	631	628	0.186 *	0.185 *	0.197	0.196
SBR *(b)*	1	1600	90	90	92	92	0.056	0.056	0.058	0.058
EBL	2	3200	81	81	92	92	0.025	0.025	0.029	0.029
EBT	2	3200	455	465	478	488	0.142 *	0.145 *	0.149 *	0.153 *
EBR *(c)*	1	1600	62	62	68	68	0.039	0.039	0.043	0.043
WBL	2	3200	165	187	197	219	0.052 *	0.058 *	0.062 *	0.068 *
WBT	2	3200	434	440	453	459	0.136	0.138	0.142	0.143
WBR *(d)*	1	1600	106	116	126	135	0.066	0.073	0.079	0.084
					LOST TIME:		0.100 *	0.100 *	0.100 *	0.100 *
					TOTAL INTERSECTION CAPACITY UTILIZATION:		**0.543**	**0.551**	**0.578**	**0.603**
					SCENARIO LEVEL OF SERVICE:		**A**	**A**	**A**	**A**

NOTES:

RTOR: *(a) 20%*
(b) 15%
(c) 20%
(d) 20%

Printed: 03/27/24

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

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
SCENARIO 4 = SHORT-TERM CUMULATIVE + PROJECT VOLUMES (B+C)

#24017 - SEARS BUILDING REMODEL PROJECT **REF:** 01_PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***01/18/2023***

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

N/S STREET: ***BROADWAY***

E/W STREET: ***MAIN STREET***

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:	**200**	**808**	**149**	**204**	**599**	**141**	**173**	**528**	**119**	**248**	**566**	**193**
(B)	PROJECT-ADDED:	**0**	**0**	**0**	**64**	**-8**	**0**	**0**	**26**	**0**	**94**	**25**	**57**
(C)	CUMULATIVE:	**203**	**871**	**158**	**234**	**678**	**148**	**177**	**552**	**122**	**269**	**583**	**217**

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
SCENARIO 4 = SHORT-TERM 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	200	200	203	203	0.125	0.125	0.127	0.127
NBT	2	3200	808	808	871	871	0.253 *	0.253 *	0.272 *	0.272 *
NBR *(a)*	1	1600	104	104	111	111	0.065	0.065	0.069	0.069
SBL	1	1600	204	268	234	298	0.128 *	0.168 *	0.146 *	0.186 *
SBT	2	3200	599	591	678	670	0.187	0.185	0.212	0.209
SBR *(b)*	1	1600	113	113	118	118	0.071	0.071	0.074	0.074
EBL	2	3200	173	173	177	177	0.054	0.054	0.055	0.055
EBT	2	3200	528	554	552	578	0.165 *	0.173 *	0.173 *	0.181 *
EBR *(c)*	1	1600	83	83	85	85	0.052	0.052	0.053	0.053
WBL	2	3200	248	342	269	363	0.078 *	0.107 *	0.084 *	0.113 *
WBT	2	3200	566	591	583	608	0.177	0.185	0.182	0.190
WBR *(d)*	1	1600	135	175	152	192	0.084	0.109	0.095	0.120
					LOST TIME:		0.100 *	0.100 *	0.100 *	0.100 *
					TOTAL INTERSECTION CAPACITY UTILIZATION:		**0.724**	**0.801**	**0.775**	**0.852**
					SCENARIO LEVEL OF SERVICE:		**C**	**C**	**C**	**D**

NOTES:

RTOR: *(a) 30%*
(b) 20%
(c) 30%
(d) 30%

Printed: 03/27/24

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

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
SCENARIO 4 = SHORT-TERM CUMULATIVE + PROJECT VOLUMES (B+C)

#24017 - SEARS BUILDING REMODEL PROJECT **REF:** 02_AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***02/22/2023***

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

N/S STREET: ***TOWN CENTER DRIVE***

E/W STREET: ***MAIN STREET***

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:	**5**	**0**	**9**	**0**	**0**	**0**	**4**	**705**	**5**	**19**	**718**	**0**
(B)	PROJECT-ADDED:	**46**	**0**	**10**	**0**	**0**	**0**	**0**	**-6**	**40**	**16**	**-6**	**0**
(C)	CUMULATIVE:	**41**	**0**	**28**	**0**	**0**	**0**	**4**	**746**	**5**	**28**	**741**	**0**

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND L	NORTH BOUND R	SOUTH BOUND	EAST BOUND L	EAST BOUND TTT	EAST BOUND R	WEST BOUND L	WEST BOUND TTT
	L	R		L	TTT	R	L	TTT

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
SCENARIO 4 = SHORT-TERM 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	1	1600	5	51	41	87	0.003	0.032 *	0.026 *	0.054 *
NBT	2	3200	0	0	0	0	0.000	0.000	0.000	0.000
NBR *(a)*	1	1600	7	15	22	30	0.004 *	0.009	0.014	0.019
SBL	1	1600	0	0	0	0	0.000 *	0.000	0.000 *	0.000
SBT	2	3200	0	0	0	0	0.000	0.000 *	0.000	0.000 *
SBR *(b)*	1	1600	0	0	0	0	0.000	0.000	0.000	0.000
EBL	2	3200	4	4	4	4	0.001	0.001	0.001	0.001
EBT	2	3200	705	699	746	740	0.220 *	0.218 *	0.233 *	0.231 *
EBR *(c)*	1	1600	4	36	4	36	0.003	0.023	0.003	0.023
WBL	2	3200	19	35	28	44	0.006 *	0.011 *	0.009 *	0.014 *
WBT	2	3200	718	712	741	735	0.224	0.223	0.232	0.230
WBR *(d)*	1	1600	0	0	0	0	0.000	0.000	0.000	0.000
					LOST TIME:		0.100 *	0.100 *	0.100 *	0.100 *
					TOTAL INTERSECTION CAPACITY UTILIZATION:		**0.330**	**0.361**	**0.368**	**0.399**
					SCENARIO LEVEL OF SERVICE:		**A**	**A**	**A**	**A**

NOTES:

Printed: 03/27/24

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

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
SCENARIO 4 = SHORT-TERM CUMULATIVE + PROJECT VOLUMES (B+C)

#24017 - SEARS BUILDING REMODEL PROJECT **REF:** 02_PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***02/22/2023***

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

N/S STREET: ***TOWN CENTER DRIVE***

E/W STREET: ***MAIN STREET***

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:	**48**	**0**	**41**	**0**	**0**	**0**	**31**	**821**	**24**	**57**	**959**	**0**
(B)	PROJECT-ADDED:	**191**	**0**	**40**	**0**	**0**	**0**	**0**	**-15**	**105**	**41**	**-15**	**0**
(C)	CUMULATIVE:	**70**	**0**	**53**	**0**	**0**	**0**	**31**	**867**	**24**	**73**	**999**	**0**

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND L	NORTH BOUND R	SOUTH BOUND	EAST BOUND L	EAST BOUND TTT	EAST BOUND R	WEST BOUND L	WEST BOUND TTT

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
SCENARIO 4 = SHORT-TERM 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	1	1600	48	239	70	261	0.030 *	0.149 *	0.044 *	0.163 *
NBT	2	3200	0	0	0	0	0.000	0.000	0.000	0.000
NBR *(a)*	1	1600	33	65	42	74	0.021	0.041	0.026	0.046
SBL	1	1600	0	0	0	0	0.000	0.000	0.000	0.000
SBT	2	3200	0	0	0	0	0.000 *	0.000 *	0.000 *	0.000 *
SBR *(b)*	1	1600	0	0	0	0	0.000	0.000	0.000	0.000
EBL	2	3200	31	31	31	31	0.010 *	0.010 *	0.010 *	0.010 *
EBT	2	3200	821	806	867	852	0.257	0.252	0.271	0.266
EBR *(c)*	1	1600	19	103	19	103	0.012	0.064	0.012	0.064
WBL	2	3200	57	98	73	114	0.018	0.031	0.023	0.036
WBT	2	3200	959	944	999	984	0.300 *	0.295 *	0.312 *	0.308 *
WBR *(d)*	1	1600	0	0	0	0	0.000	0.000	0.000	0.000
			LOST TIME:				0.100 *	0.100 *	0.100 *	0.100 *
			TOTAL INTERSECTION CAPACITY UTILIZATION:				**0.440**	**0.554**	**0.466**	**0.581**
			SCENARIO LEVEL OF SERVICE:				**A**	**A**	**A**	**A**

NOTES:

Printed: 03/27/24

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

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
SCENARIO 4 = SHORT-TERM CUMULATIVE + PROJECT VOLUMES (B+C)

#24017 - SEARS BUILDING REMODEL PROJECT **REF:** 03_AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***01/18/2023***

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

N/S STREET: ***MILLER STREET***

E/W STREET: ***MAIN STREET***

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:	**83**	**173**	**145**	**74**	**231**	**65**	**48**	**567**	**50**	**177**	**608**	**61**
(B)	PROJECT-ADDED:	**0**	**1**	**4**	**0**	**1**	**2**	**0**	**4**	**0**	**9**	**8**	**0**
(C)	CUMULATIVE:	**87**	**202**	**158**	**76**	**242**	**66**	**51**	**623**	**58**	**182**	**652**	**61**

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
SCENARIO 4 = SHORT-TERM 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	83	83	87	87	0.052	0.052	0.054	0.054
NBT		2	3200	173	174	202	203	0.099 *	0.101 *	0.113 *	0.114 *
NBR	*(a)*	0	0	145	149	158	162	-	-	-	-
SBL		1	1600	74	74	76	76	0.046 *	0.046 *	0.048 *	0.048 *
SBT		2	3200	231	232	242	243	0.093	0.093	0.096	0.097
SBR	*(b)*	0	0	65	67	66	68	-	-	-	-
EBL		1	1600	48	48	51	51	0.030	0.030	0.032	0.032
EBT		2	3200	567	571	623	627	0.177 *	0.178 *	0.195 *	0.196 *
EBR	*(c)*	1	1600	35	35	41	41	0.022	0.022	0.026	0.026
WBL		1	1600	177	186	182	191	0.111 *	0.116 *	0.114 *	0.119 *
WBT		2	3200	608	616	652	660	0.209	0.212	0.223	0.225
WBR	*(d)*	0	0	61	61	61	61	-	-	-	-
						LOST TIME:		0.100 *	0.100 *	0.100 *	0.100 *
						TOTAL INTERSECTION CAPACITY UTILIZATION:		**0.533**	**0.541**	**0.570**	**0.577**
						SCENARIO LEVEL OF SERVICE:		**A**	**A**	**A**	**A**

NOTES:

RTOR: *(a) 0%*
(b) 0%
(c) 30%
(d) 0%

Printed: 03/27/24

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

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
SCENARIO 4 = SHORT-TERM CUMULATIVE + PROJECT VOLUMES (B+C)

#24017 - SEARS BUILDING REMODEL PROJECT **REF:** 03_PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***01/18/2023***

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

N/S STREET: ***MILLER STREET***

E/W STREET: ***MAIN STREET***

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:	**144**	**358**	**230**	**93**	**320**	**74**	**114**	**617**	**122**	**176**	**759**	**81**
(B)	PROJECT-ADDED:	**0**	**4**	**22**	**0**	**4**	**4**	**3**	**22**	**0**	**22**	**22**	**0**
(C)	CUMULATIVE:	**146**	**375**	**236**	**93**	**346**	**77**	**117**	**663**	**127**	**184**	**806**	**81**

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
SCENARIO 4 = SHORT-TERM 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	144	144	146	146	0.090	0.090	0.091	0.091
NBT		2	3200	358	362	375	379	0.184 *	0.192 *	0.191 *	0.199 *
NBR	*(a)*	0	0	230	252	236	258	-	-	-	-
SBL		1	1600	93	93	93	93	0.058 *	0.058 *	0.058 *	0.058 *
SBT		2	3200	320	324	346	350	0.123	0.126	0.132	0.135
SBR	*(b)*	0	0	74	78	77	81	-	-	-	-
EBL		1	1600	114	117	117	120	0.071 *	0.073 *	0.073 *	0.075 *
EBT		2	3200	617	639	663	685	0.193	0.200	0.207	0.214
EBR	*(c)*	1	1600	85	85	89	89	0.053	0.053	0.056	0.056
WBL		1	1600	176	198	184	206	0.110	0.124	0.115	0.129
WBT		2	3200	759	781	806	828	0.263 *	0.269 *	0.277 *	0.284 *
WBR	*(d)*	0	0	81	81	81	81	-	-	-	-
							LOST TIME:	0.100 *	0.100 *	0.100 *	0.100 *
							TOTAL INTERSECTION CAPACITY UTILIZATION:	**0.676**	**0.692**	**0.699**	**0.716**
							SCENARIO LEVEL OF SERVICE:	**B**	**B**	**B**	**C**

NOTES:

RTOR: *(a) 0%*
(b) 0%
(c) 30%
(d) 0%

Printed: 03/27/24

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

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
SCENARIO 4 = SHORT-TERM CUMULATIVE + PROJECT VOLUMES (B+C)

HCS Two-Way Stop-Control Report

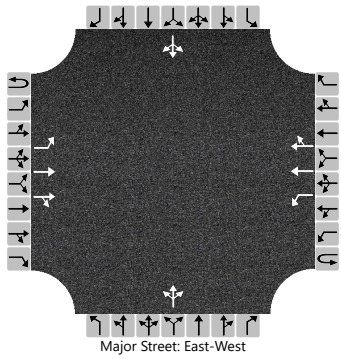
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	04/02/2024
Analysis Year	2024
Time Analyzed	AM PEAK HOUR
Intersection Orientation	East-West
Project Description	EXISTING

Site Information

Intersection	ELIZABETH ST/MAIN ST
Jurisdiction	SANTA MARIA
East/West Street	MAIN ST
North/South Street	ELIZABETH ST
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	14	683	3	0	14	769	20		4	1	17		9	3	23
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left Only								2						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		15				15					24				38	
Capacity, c (veh/h)		772				852					421				329	
v/c Ratio		0.02				0.02					0.06				0.12	
95% Queue Length, Q_{95} (veh)		0.1				0.1					0.2				0.4	
Control Delay (s/veh)		9.8				9.3					14.1				17.4	
Level of Service (LOS)		A				A					B				C	
Approach Delay (s/veh)	0.2				0.2				14.1				17.4			
Approach LOS	A				A				B				C			

AWD = 14.0 sec. (LOS B)

HCS Two-Way Stop-Control Report

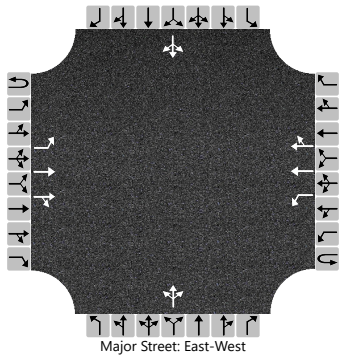
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	04/02/2024
Analysis Year	2024
Time Analyzed	AM PEAK HOUR
Intersection Orientation	East-West
Project Description	EXISTING + PROJECT

Site Information

Intersection	ELIZABETH ST/MAIN ST
Jurisdiction	SANTA MARIA
East/West Street	MAIN ST
North/South Street	ELIZABETH ST
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	15	690	3	0	14	784	20		4	1	17		9	3	25
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left Only								2						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		16				15					24				40	
Capacity, c (veh/h)		762				846					415				329	
v/c Ratio		0.02				0.02					0.06				0.12	
95% Queue Length, Q_{95} (veh)		0.1				0.1					0.2				0.4	
Control Delay (s/veh)		9.8				9.3					14.2				17.5	
Level of Service (LOS)		A				A					B				C	
Approach Delay (s/veh)		0.2				0.2				14.2				17.5		
Approach LOS		A				A				B				C		

AWD = 14.1 sec. (LOS B)

HCS Two-Way Stop-Control Report

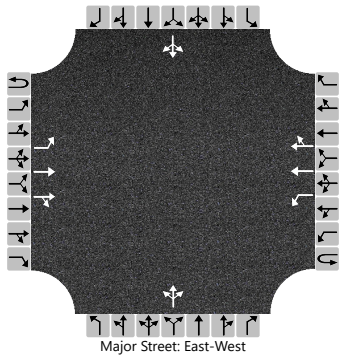
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	04/02/2024
Analysis Year	2024
Time Analyzed	AM PEAK HOUR
Intersection Orientation	East-West
Project Description	CUMULATIVE

Site Information

Intersection	ELIZABETH ST/MAIN ST
Jurisdiction	SANTA MARIA
East/West Street	MAIN ST
North/South Street	ELIZABETH ST
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	14	754	3	0	14	818	20		4	1	17		9	3	23
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left Only								2						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		15				15					24				38	
Capacity, c (veh/h)		737				796					382				297	
v/c Ratio		0.02				0.02					0.06				0.13	
95% Queue Length, Q_{95} (veh)		0.1				0.1					0.2				0.4	
Control Delay (s/veh)		10.0				9.6					15.1				18.9	
Level of Service (LOS)		A				A					C				C	
Approach Delay (s/veh)	0.2				0.2				15.1				18.9			
Approach LOS	A				A				C				C			

AWD = 14.9 sec. (LOS B)

HCS Two-Way Stop-Control Report

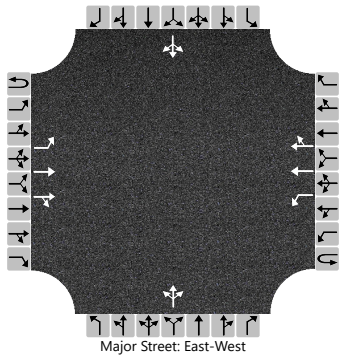
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	04/02/2024
Analysis Year	2024
Time Analyzed	AM PEAK HOUR
Intersection Orientation	East-West
Project Description	CUMULATIVE + PROJECT

Site Information

Intersection	ELIZABETH ST/MAIN ST
Jurisdiction	SANTA MARIA
East/West Street	MAIN ST
North/South Street	ELIZABETH ST
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	15	761	3	0	14	833	20		4	1	17		9	3	25
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left Only								2						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		16				15					24				40	
Capacity, c (veh/h)		727				791					375				298	
v/c Ratio		0.02				0.02					0.06				0.14	
95% Queue Length, Q_{95} (veh)		0.1				0.1					0.2				0.5	
Control Delay (s/veh)		10.1				9.6					15.2				19.0	
Level of Service (LOS)		B				A					C				C	
Approach Delay (s/veh)	0.2				0.2				15.2				19.0			
Approach LOS	A				A				C				C			

AWD = 15.1 sec. (LOS C)

HCS Two-Way Stop-Control Report

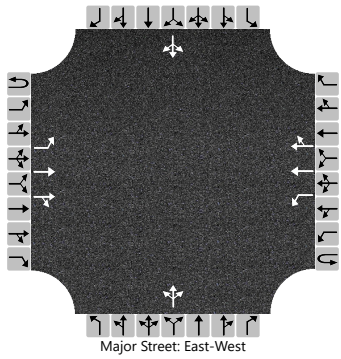
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	04/02/2024
Analysis Year	2024
Time Analyzed	PM PEAK HOUR
Intersection Orientation	East-West
Project Description	EXISTING

Site Information

Intersection	ELIZABETH ST/MAIN ST
Jurisdiction	SANTA MARIA
East/West Street	MAIN ST
North/South Street	ELIZABETH ST
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	29	1048	7	0	13	954	34		9	3	43		10	2	51
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left Only								2						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		31				14					59				67	
Capacity, c (veh/h)		652				612					242				300	
v/c Ratio		0.05				0.02					0.24				0.22	
95% Queue Length, Q_{95} (veh)		0.1				0.1					0.9				0.8	
Control Delay (s/veh)		10.8				11.0					24.6				20.4	
Level of Service (LOS)		B				B					C				C	
Approach Delay (s/veh)		0.3				0.1				24.6				20.4		
Approach LOS		A				A				C				C		

AWD = 19.3 sec. (LOS C)

HCS Two-Way Stop-Control Report

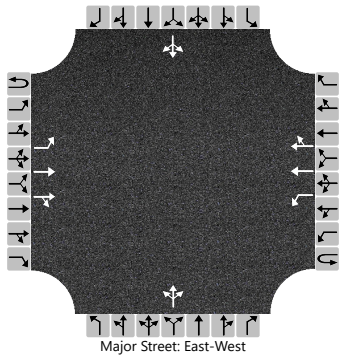
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	04/02/2024
Analysis Year	2024
Time Analyzed	PM PEAK HOUR
Intersection Orientation	East-West
Project Description	EXISTING + PROJECT

Site Information

Intersection	ELIZABETH ST/MAIN ST
Jurisdiction	SANTA MARIA
East/West Street	MAIN ST
North/South Street	ELIZABETH ST
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	35	1086	7	0	13	992	34		9	3	43		10	2	57
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left Only								2						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		37				14					59				73	
Capacity, c (veh/h)		629				591					221				289	
v/c Ratio		0.06				0.02					0.26				0.25	
95% Queue Length, Q_{95} (veh)		0.2				0.1					1.0				1.0	
Control Delay (s/veh)		11.1				11.2					27.0				21.6	
Level of Service (LOS)		B				B					D				C	
Approach Delay (s/veh)	0.3				0.1				27.0				21.6			
Approach LOS	A				A				D				C			

AWD = 20.4 sec. (LOS C)

HCS Two-Way Stop-Control Report

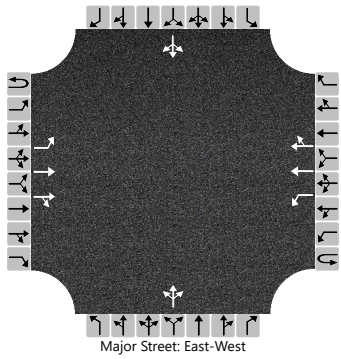
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	04/02/2024
Analysis Year	2024
Time Analyzed	PM PEAK HOUR
Intersection Orientation	East-West
Project Description	CUMULATIVE

Site Information

Intersection	ELIZABETH ST/MAIN ST
Jurisdiction	SANTA MARIA
East/West Street	MAIN ST
North/South Street	ELIZABETH ST
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	29	1100	7	0	13	1009	34		9	3	43		10	2	51
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left Only								2						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		31				14					59				67	
Capacity, c (veh/h)		619				583					219				275	
v/c Ratio		0.05				0.02					0.27				0.24	
95% Queue Length, Q_{95} (veh)		0.2				0.1					1.0				0.9	
Control Delay (s/veh)		11.1				11.3					27.3				22.3	
Level of Service (LOS)		B				B					D				C	
Approach Delay (s/veh)	0.3				0.1				27.3				22.3			
Approach LOS	A				A				D				C			

AWD = 21.1 sec. (LOS C)

HCS Two-Way Stop-Control Report

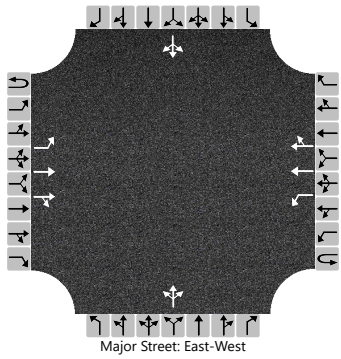
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	04/02/2024
Analysis Year	2024
Time Analyzed	PM PEAK HOUR
Intersection Orientation	East-West
Project Description	CUMULATIVE + PROJECT

Site Information

Intersection	ELIZABETH ST/MAIN ST
Jurisdiction	SANTA MARIA
East/West Street	MAIN ST
North/South Street	ELIZABETH ST
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	35	1138	7	0	13	1047	34		9	3	43		10	2	57
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left Only								2						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		37				14					59				73	
Capacity, c (veh/h)		598				563					199				265	
v/c Ratio		0.06				0.02					0.29				0.28	
95% Queue Length, Q_{95} (veh)		0.2				0.1					1.2				1.1	
Control Delay (s/veh)		11.4				11.6					30.4				23.7	
Level of Service (LOS)		B				B					D				C	
Approach Delay (s/veh)		0.3				0.1				30.4				23.7		
Approach LOS		A				A				D				C		

AWD = 22.4 sec. (LOS C)

HCS Two-Way Stop-Control Report

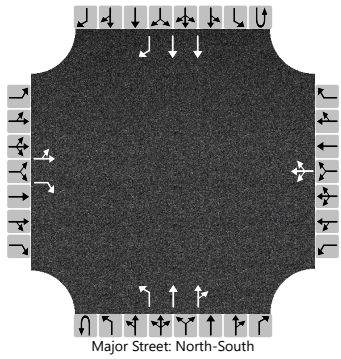
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	04/02/2024
Analysis Year	2024
Time Analyzed	AM PEAK HOUR
Intersection Orientation	North-South
Project Description	EXISTING

Site Information

Intersection	MILLER ST/CHURCH ST
Jurisdiction	SANTA MARIA
East/West Street	CHURCH ST
North/South Street	MILLER ST
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	1	0	0	1	2	0	0	0	2	1
Configuration		LT		R			LTR			L	T	TR			T	R
Volume (veh/h)		7	0	5		14	1	23	0	44	346	54			421	32
Percent Heavy Vehicles (%)		3	3	3		3	3	3	3	3						
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No												No		
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1						
Critical Headway (sec)		7.56	6.56	6.96		7.56	6.56	6.96		4.16						
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2						
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		8		6			44			51						
Capacity, c (veh/h)		363		753			720			1029						
v/c Ratio		0.02		0.01			0.06			0.05						
95% Queue Length, Q_{95} (veh)		0.1		0.0			0.2			0.2						
Control Delay (s/veh)		15.1		9.8			10.3			8.7						
Level of Service (LOS)		C		A			B			A						
Approach Delay (s/veh)		12.9				10.3				0.9						
Approach LOS		B				B				A						

AWD = 9.9 sec. (LOS A)

HCS Two-Way Stop-Control Report

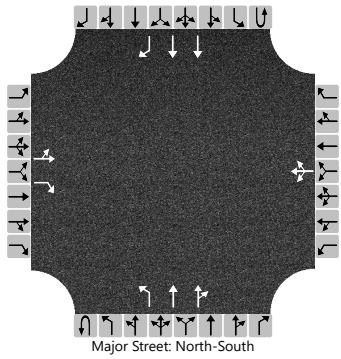
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	04/02/2024
Analysis Year	2024
Time Analyzed	AM PEAK HOUR
Intersection Orientation	North-South
Project Description	EXISTING + PROJECT

Site Information

Intersection	MILLER ST/CHURCH ST
Jurisdiction	SANTA MARIA
East/West Street	CHURCH ST
North/South Street	MILLER ST
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	1	0	0	1	2	0	0	0	2	1
Configuration		LT		R			LTR			L	T	TR			T	R
Volume (veh/h)		16	1	16		14	3	23	0	61	342	54			417	46
Percent Heavy Vehicles (%)		3	3	3		3	3	3	3	3						
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No												No		
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1						
Critical Headway (sec)		7.56	6.56	6.96		7.56	6.56	6.96		4.16						
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2						
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		20		19			47			71						
Capacity, c (veh/h)		331		755			617			1019						
v/c Ratio		0.06		0.02			0.08			0.07						
95% Queue Length, Q_{95} (veh)		0.2		0.1			0.2			0.2						
Control Delay (s/veh)		16.6		9.9			11.3			8.8						
Level of Service (LOS)		C		A			B			A						
Approach Delay (s/veh)		13.3				11.3				1.2						
Approach LOS		B				B				A						

AWD = 10.7 sec. (LOS B)

HCS Two-Way Stop-Control Report

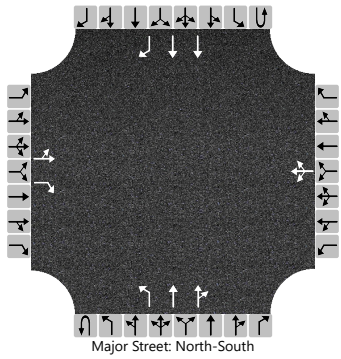
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	04/02/2024
Analysis Year	2024
Time Analyzed	AM PEAK HOUR
Intersection Orientation	North-South
Project Description	CUMULATIVE

Site Information

Intersection	MILLER ST/CHURCH ST
Jurisdiction	SANTA MARIA
East/West Street	CHURCH ST
North/South Street	MILLER ST
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	1	0	0	1	2	0	0	0	2	1
Configuration		LT		R			LTR			L	T	TR			T	R
Volume (veh/h)		7	0	5		14	1	23	0	44	392	54			445	32
Percent Heavy Vehicles (%)		3	3	3		3	3	3	3	3						
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No												No		
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1						
Critical Headway (sec)		7.56	6.56	6.96		7.56	6.56	6.96		4.16						
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2						
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		8		6			44			51						
Capacity, c (veh/h)		344		737			673			1005						
v/c Ratio		0.02		0.01			0.07			0.05						
95% Queue Length, Q_{95} (veh)		0.1		0.0			0.2			0.2						
Control Delay (s/veh)		15.7		9.9			10.7			8.8						
Level of Service (LOS)		C		A			B			A						
Approach Delay (s/veh)		13.3				10.7				0.8						
Approach LOS		B				B				A						

AWD = 10.1 sec. (LOS B)

HCS Two-Way Stop-Control Report

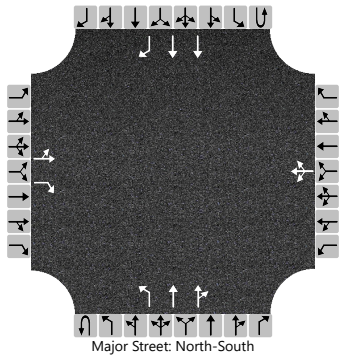
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	04/02/2024
Analysis Year	2024
Time Analyzed	AM PEAK HOUR
Intersection Orientation	North-South
Project Description	CUMULATIVE + PROJECT

Site Information

Intersection	MILLER ST/CHURCH ST
Jurisdiction	SANTA MARIA
East/West Street	CHURCH ST
North/South Street	MILLER ST
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	1	0	0	1	2	0	0	0	2	1
Configuration		LT		R			LTR			L	T	TR			T	R
Volume (veh/h)		16	1	16		14	3	23	0	61	388	54			441	46
Percent Heavy Vehicles (%)		3	3	3		3	3	3	3	3						
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No												No		
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1						
Critical Headway (sec)		7.56	6.56	6.96		7.56	6.56	6.96		4.16						
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2						
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		20		19			47			71						
Capacity, c (veh/h)		311		740			571			995						
v/c Ratio		0.06		0.03			0.08			0.07						
95% Queue Length, Q_{95} (veh)		0.2		0.1			0.3			0.2						
Control Delay (s/veh)		17.4		10.0			11.9			8.9						
Level of Service (LOS)		C		A			B			A						
Approach Delay (s/veh)		13.8				11.9				1.1						
Approach LOS		B				B				A						

AWD = 11.0 sec. (LOS B)

HCS Two-Way Stop-Control Report

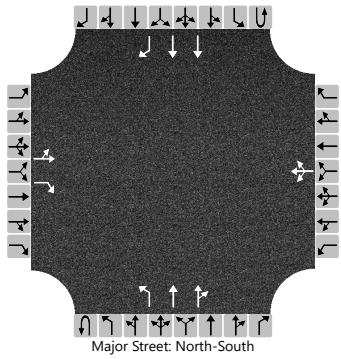
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	04/02/2024
Analysis Year	2024
Time Analyzed	PM PEAK HOUR
Intersection Orientation	North-South
Project Description	EXISTING

Site Information

Intersection	MILLER ST/CHURCH ST
Jurisdiction	SANTA MARIA
East/West Street	CHURCH ST
North/South Street	MILLER ST
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	1	0	0	1	2	0	0	0	2	1
Configuration		LT		R			LTR			L	T	TR			T	R
Volume (veh/h)		34	11	29		9	6	51	0	34	733	32			455	105
Percent Heavy Vehicles (%)		3	3	3		3	3	3	3	3						
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No												No		
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1						
Critical Headway (sec)		7.56	6.56	6.96		7.56	6.56	6.96		4.16						
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2						
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		48		31			71			37						
Capacity, c (veh/h)		228		753			525			964						
v/c Ratio		0.21		0.04			0.14			0.04						
95% Queue Length, Q_{95} (veh)		0.8		0.1			0.5			0.1						
Control Delay (s/veh)		25.0		10.0			12.9			8.9						
Level of Service (LOS)		C		A			B			A						
Approach Delay (s/veh)		19.1				12.9				0.4						
Approach LOS		C				B				A						

AWD = 14.7 sec. (LOS B)

HCS Two-Way Stop-Control Report

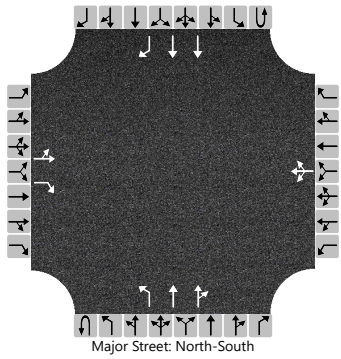
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	04/02/2024
Analysis Year	2024
Time Analyzed	PM PEAK HOUR
Intersection Orientation	North-South
Project Description	EXISTING + PROJECT

Site Information

Intersection	MILLER ST/CHURCH ST
Jurisdiction	SANTA MARIA
East/West Street	CHURCH ST
North/South Street	MILLER ST
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	1	0	0	1	2	0	0	0	2	1
Configuration		LT		R			LTR			L	T	TR			T	R
Volume (veh/h)		71	17	72		9	12	51	0	78	722	32			444	142
Percent Heavy Vehicles (%)		3	3	3		3	3	3	3	3						
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No												No		
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1						
Critical Headway (sec)		7.56	6.56	6.96		7.56	6.56	6.96		4.16						
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2						
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		95		77			77			84						
Capacity, c (veh/h)		200		759			368			941						
v/c Ratio		0.47		0.10			0.21			0.09						
95% Queue Length, Q_{95} (veh)		2.3		0.3			0.8			0.3						
Control Delay (s/veh)		38.2		10.3			17.4			9.2						
Level of Service (LOS)		E		B			C			A						
Approach Delay (s/veh)		25.7				17.4				0.9						
Approach LOS		D				C				A						

AWD = 19.6 sec. (LOS C)

HCS Two-Way Stop-Control Report

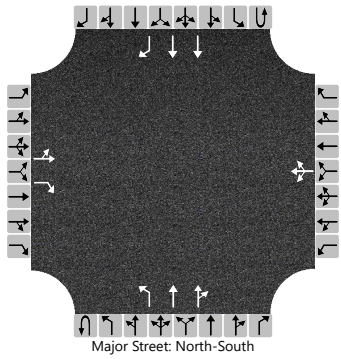
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	04/02/2024
Analysis Year	2024
Time Analyzed	PM PEAK HOUR
Intersection Orientation	North-South
Project Description	CUMULATIVE

Site Information

Intersection	MILLER ST/CHURCH ST
Jurisdiction	SANTA MARIA
East/West Street	CHURCH ST
North/South Street	MILLER ST
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	1	0	0	1	2	0	0	0	2	1
Configuration		LT		R			LTR			L	T	TR			T	R
Volume (veh/h)		34	11	29		9	6	51	0	34	758	32			494	105
Percent Heavy Vehicles (%)		3	3	3		3	3	3	3	3						
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No												No		
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1						
Critical Headway (sec)		7.56	6.56	6.96		7.56	6.56	6.96		4.16						
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2						
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		48		31			71			37						
Capacity, c (veh/h)		212		730			499			930						
v/c Ratio		0.23		0.04			0.14			0.04						
95% Queue Length, Q_{95} (veh)		0.9		0.1			0.5			0.1						
Control Delay (s/veh)		26.9		10.2			13.4			9.0						
Level of Service (LOS)		D		B			B			A						
Approach Delay (s/veh)		20.3				13.4				0.4						
Approach LOS		C				B				A						

AWD = 15.5 sec. (LOS C)

HCS Two-Way Stop-Control Report

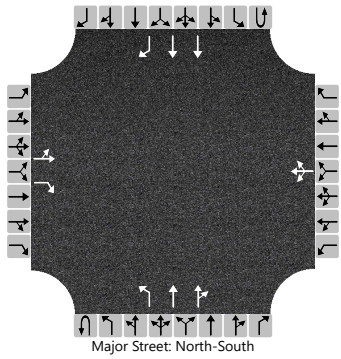
General Information

Analyst	JH
Agency/Co.	ATE
Date Performed	04/02/2024
Analysis Year	2024
Time Analyzed	PM PEAK HOUR
Intersection Orientation	North-South
Project Description	CUMULATIVE + PROJECT

Site Information

Intersection	MILLER ST/CHURCH ST
Jurisdiction	SANTA MARIA
East/West Street	CHURCH ST
North/South Street	MILLER ST
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	1		0	1	0	0	1	2	0	0	0	2	1
Configuration		LT		R			LTR			L	T	TR			T	R
Volume (veh/h)		71	17	72		9	12	51	0	78	747	32			483	142
Percent Heavy Vehicles (%)		3	3	3		3	3	3	3	3						
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No												No		
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1						
Critical Headway (sec)		7.56	6.56	6.96		7.56	6.56	6.96		4.16						
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2						
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		95		77			77			84						
Capacity, c (veh/h)		186		736			340			908						
v/c Ratio		0.51		0.11			0.23			0.09						
95% Queue Length, Q_{95} (veh)		2.5		0.4			0.9			0.3						
Control Delay (s/veh)		43.0		10.5			18.7			9.4						
Level of Service (LOS)		E		B			C			A						
Approach Delay (s/veh)		28.4				18.7				0.9						
Approach LOS		D				C				A						

AWD = 21.4 sec. (LOS C)

#24017 - SEARS BUILDING REMODEL PROJECT **REF:** 06_AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***01/18/2023***

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

N/S STREET: ***BROADWAY***

E/W STREET: ***COOK STREET***

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:	**67**	**552**	**79**	**44**	**697**	**64**	**92**	**135**	**66**	**52**	**84**	**24**
(B)	PROJECT-ADDED:	**0**	**27**	**0**	**0**	**16**	**3**	**5**	**0**	**0**	**0**	**0**	**0**
(C)	CUMULATIVE:	**67**	**634**	**83**	**55**	**765**	**68**	**94**	**136**	**66**	**60**	**86**	**39**

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
SCENARIO 4 = SHORT-TERM 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	67	67	67	67	0.042 *	0.042 *	0.042 *	0.042 *
NBT		2	3200	552	579	634	661	0.173	0.181	0.198	0.207
NBR	*(a)*	1	1600	63	63	66	66	0.039	0.039	0.041	0.041
SBL		1	1600	44	44	55	55	0.028	0.028	0.034	0.034
SBT		2	3200	697	713	765	781	0.218 *	0.223 *	0.239 *	0.244 *
SBR	*(b)*	1	1600	58	60	61	64	0.036	0.038	0.038	0.040
EBL		1	1600	92	97	94	99	0.058	0.061	0.059	0.062
EBT		2	3200	135	135	136	136	0.063 *	0.063 *	0.063 *	0.063 *
EBR	*(c)*	0	0	66	66	66	66	-	-	-	-
WBL		1	1600	52	52	60	60	0.033 *	0.033 *	0.038 *	0.038 *
WBT		2	3200	84	84	86	86	0.034	0.034	0.039	0.039
WBR	*(d)*	0	0	24	24	39	39	-	-	-	-
							LOST TIME:	0.100 *	0.100 *	0.100 *	0.100 *
							TOTAL INTERSECTION CAPACITY UTILIZATION:	**0.456**	**0.461**	**0.482**	**0.487**
							SCENARIO LEVEL OF SERVICE:	**A**	**A**	**A**	**A**

NOTES:

RTOR: (a) 20%
(b) 10%
(c) 0%
(d) 0%

Printed: 03/27/24

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

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
SCENARIO 4 = SHORT-TERM CUMULATIVE + PROJECT VOLUMES (B+C)

#24017 - SEARS BUILDING REMODEL PROJECT **REF:** 06_PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***01/18/2023***

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

N/S STREET: ***BROADWAY***

E/W STREET: ***COOK STREET***

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:	**125**	**913**	**57**	**74**	**765**	**100**	**142**	**198**	**99**	**140**	**256**	**111**
(B)	PROJECT-ADDED:	**0**	**73**	**0**	**0**	**73**	**13**	**13**	**0**	**0**	**0**	**0**	**0**
(C)	CUMULATIVE:	**125**	**995**	**64**	**85**	**858**	**103**	**145**	**200**	**99**	**145**	**257**	**126**

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
SCENARIO 4 = SHORT-TERM 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	125	125	125	125	0.078	0.078	0.078	0.078
NBT		2	3200	913	986	995	1068	0.285 *	0.308 *	0.311 *	0.334 *
NBR	*(a)*	1	1600	40	40	45	45	0.025	0.025	0.028	0.028
SBL		1	1600	74	74	85	85	0.046 *	0.046 *	0.053 *	0.053 *
SBT		2	3200	765	838	858	931	0.239	0.262	0.268	0.291
SBR	*(b)*	1	1600	70	79	72	81	0.044	0.049	0.045	0.051
EBL		1	1600	142	155	145	158	0.089 *	0.097 *	0.091 *	0.099 *
EBT		2	3200	198	198	200	200	0.093	0.093	0.093	0.093
EBR	*(c)*	0	0	99	99	99	99	-	-	-	-
WBL		1	1600	140	140	145	145	0.088	0.088	0.091	0.091
WBT		2	3200	256	256	257	257	0.115 *	0.115 *	0.120 *	0.120 *
WBR	*(d)*	0	0	111	111	126	126	-	-	-	-
							LOST TIME:	0.100 *	0.100 *	0.100 *	0.100 *
							TOTAL INTERSECTION CAPACITY UTILIZATION:	**0.635**	**0.666**	**0.675**	**0.706**
							SCENARIO LEVEL OF SERVICE:	**B**	**B**	**B**	**C**

NOTES:

RTOR: *(a) 30%*
(b) 30%
(c) 0%
(d) 0%

Printed: 03/27/24

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

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
SCENARIO 4 = SHORT-TERM CUMULATIVE + PROJECT VOLUMES (B+C)

#24017 - SEARS BUILDING REMODEL PROJECT **REF:** 07_AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***01/18/2023***

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

N/S STREET: ***MILLER STREET***

E/W STREET: ***COOK STREET***

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:	**77**	**298**	**24**	**8**	**341**	**97**	**82**	**51**	**76**	**49**	**62**	**12**
(B)	PROJECT-ADDED:	**0**	**10**	**0**	**1**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
(C)	CUMULATIVE:	**84**	**321**	**24**	**10**	**357**	**103**	**94**	**55**	**84**	**49**	**64**	**12**

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
SCENARIO 4 = SHORT-TERM 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	77	77	84	84	0.048 *	0.048 *	0.053 *	0.053 *
NBT		2	3200	298	308	321	331	0.101	0.104	0.108	0.111
NBR	*(a)*	0	0	24	24	24	24	-	-	-	-
SBL		1	1600	8	9	10	11	0.005	0.006	0.006	0.007
SBT		1	1600	341	347	357	363	0.213 *	0.217 *	0.223 *	0.227 *
SBR	*(b)*	1	1600	87	87	93	93	0.054	0.054	0.058	0.058
EBL		1	1600	82	82	94	94	0.051 *	0.051 *	0.059 *	0.059 *
EBT		1	1600	51	51	55	55	0.032	0.032	0.034	0.034
EBR	*(c)*	1	1600	68	68	76	76	0.043	0.043	0.048	0.048
WBL		0	0	49	49	49	49	-	-	-	-
WBT		1	1600	62	62	64	64	0.074 *	0.076 *	0.076 *	0.078 *
WBR	*(d)*	0	0	8	11	8	11	-	-	-	-
						LOST TIME:		0.100 *	0.100 *	0.100 *	0.100 *
						TOTAL INTERSECTION CAPACITY UTILIZATION:		**0.486**	**0.492**	**0.511**	**0.517**
						SCENARIO LEVEL OF SERVICE:		**A**	**A**	**A**	**A**

NOTES:

RTOR: (a) 0%
(b) 10%
(c) 10%
(d) 0%

Printed: 03/27/24

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

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
SCENARIO 4 = SHORT-TERM CUMULATIVE + PROJECT VOLUMES (B+C)

#24017 - SEARS BUILDING REMODEL PROJECT **REF:** 07_PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***01/18/2023***

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

N/S STREET: ***MILLER STREET***

E/W STREET: ***COOK STREET***

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:	**170**	**486**	**22**	**19**	**422**	**149**	**173**	**67**	**179**	**28**	**141**	**8**
(B)	PROJECT-ADDED:	**0**	**25**	**0**	**7**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**8**
(C)	CUMULATIVE:	**181**	**504**	**22**	**21**	**449**	**159**	**180**	**68**	**182**	**28**	**145**	**8**

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
SCENARIO 4 = SHORT-TERM 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	170	170	181	181	0.106 *	0.106 *	0.113 *	0.113 *
NBT		2	3200	486	511	504	529	0.159	0.167	0.164	0.172
NBR	*(a)*	0	0	22	22	22	22	-	-	-	-
SBL		1	1600	19	26	21	28	0.012	0.016	0.013	0.018
SBT		1	1600	422	447	449	474	0.264 *	0.279 *	0.281 *	0.296 *
SBR	*(b)*	1	1600	104	104	111	111	0.065	0.065	0.069	0.069
EBL		1	1600	173	173	180	180	0.108 *	0.108 *	0.113 *	0.113 *
EBT		1	1600	67	67	68	68	0.042	0.042	0.043	0.043
EBR	*(c)*	1	1600	125	125	127	127	0.078	0.078	0.079	0.079
WBL		0	0	28	28	28	28	-	-	-	-
WBT		1	1600	141	141	145	145	0.111 *	0.116 *	0.113 *	0.118 *
WBR	*(d)*	0	0	8	16	8	16	-	-	-	-
						LOST TIME:		0.100 *	0.100 *	0.100 *	0.100 *
						TOTAL INTERSECTION CAPACITY UTILIZATION:		**0.689**	**0.709**	**0.720**	**0.740**
						SCENARIO LEVEL OF SERVICE:		**B**	**C**	**C**	**C**

NOTES:

RTOR: (a) 0%
(b) 30%
(c) 30%
(d) 0%

Printed: 03/27/24

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

SCENARIO 1 = EXISTING VOLUMES (A)
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