



We Make a Difference

August 6, 2018

Mark Brodeur, Director

CITY OF PACIFIC GROVE, COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT

300 Forest Avenue

Pacific Grove, California 93950

RE: HOTEL DURELL FINAL EIR ADDENDUM

Dear Mr. Brodeur:

On August 31, 2017, the City published and distributed to interested parties a Notice of Availability for the Hotel Durell Draft EIR. The Draft EIR (DEIR) was posted on the City's website and available for public review and comment between September 11, 2017, and October 26, 2017. Comments received during the public review period were addressed in a Final EIR (FEIR), which was released for review in December 2017. A City Council Hearing was held for the project on July 11, 2018.

During the City Council Hearing, speakers expressed concern with the project's main Central Avenue entrance driveway that exited to Fountain Avenue. As a result of the concerns raised at the City Council Hearing, the project applicant chose to revise the project access to the hotel. The plans have been revised to eliminate the main entrance and driveway along Central Avenue. Instead, access to the parking garage and valet parking would be provided exclusively from Fountain Avenue with two exit driveways.

In addition to the site access changes, the project plan revisions propose a reduction in the number of hotel rooms and building gross area, minor changes to the square footage of other project components, and changes to parking. Table 1 shows a comparison of the September 2017 Hotel Durell Draft EIR (2017 project) and the revised project (2018 project) components.

TABLE 1: HOTEL DURELL DEIR AND REVISED PROJECT SPECIFICATIONS

Project Components		
	2017 DEIR Project	2018 (Revised) Project
Hotel	Ground Floor – Common: 1,685 sq. ft.	Ground Floor – Common: 1,363 sq. ft.
	Ground Floor – Maint: 2,230 sq. ft.	Ground Floor – Maint: 1,252sq. ft.
	Second Floor: 15,810 sq. ft.	Second Floor: 13,635 sq. ft.
	Third Floor: 22,341 sq. ft.	Third Floor: 22,250 sq. ft.
	Fourth Floor: 21,709 sq. ft.	Fourth Floor: 20,100 sq. ft.
	Total: 63,775 sq. ft.	Total: 58,600 sq. ft.
Restaurant	Ground Level: 4,625 sq. ft.	Ground Level: 3,815 sq. ft.
Parking	Ground Level: 55 spaces (15,590 sq. ft.)	Ground Level: 51 spaces (13,767sq. ft.)
	Dedicated Off-Site Lot: 28 spaces (8,427 sq. ft.)	Dedicated Off-Site Lot: 14 spaces (Holman), 48 (off-site valet with mechanical lifts)

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Project Components		
	2017 DEIR Project	2018 (Revised) Project
Unit Count	Second Floor: 31	Second Floor: 27
	Third Floor: 48	Third Floor: 47
	Fourth Floor: 46	Fourth Floor: 42
	Total: 125	Total: 116
Building Gross Area	82,936 sq. ft.	76,182 sq. ft.
Landscape Areas	Pavers: 3,270 sq. ft.	Pavers: 7,460 sq. ft.
	Landscaping: 4,803 sq. ft.	Landscaping: 6,526 sq. ft.
	Deck: 585 sq. ft.	Deck: 783 sq. ft.
	Total: 8,658 sq. ft.	Total: 14,769 sq. ft.
Site Coverage	Lot Area: 33,875 sq. ft.	Lot Area: 33,875 sq. ft.
	Building Footprint: 24,130 sq. ft.	Building Footprint: 21,800 sq. ft.
	Other Impervious Area: 1,087 sq. ft.	Other Impervious Area: 3,556 sq. ft.
	Total: 25,217 sq. ft.	Total: 25,356 sq. ft.
	Allowable Exclusions (drive/walkways) 460 sq. ft.	Allowable Exclusions (drive/walkways) 460 sq. ft.
Total Site Coverage	24,757 sq. ft.	24,896 sq. ft.

Source: RRM Design Group 2015 and 2018, Hotel Durell Architectural Drawings
Note: sq. ft. = square feet

Final EIR Addendum Purpose

The purpose of this FEIR Addendum is to describe the changes between the proposed 2017 project and the 2018 project and to analyze whether the 2018 project would result in any new significant impacts, change in severity of previously identified significant impacts, or require new or revised mitigation measures. This Addendum will be included in the project record, along with the DEIR and FEIR.

Aesthetics

The DEIR (pp. 3.1-8 – 3.1-14) concluded that the 2017 project would result in less than significant impacts on scenic resources within a state scenic highway, scenic vistas, visual character during operation, and light and glare. The DEIR found that the project would result in a potentially significant, but temporary, impact to visual character on the site during construction, which would be mitigated to less than significant by the installation of construction screening (mitigation measure MM 3.1.2).

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The 2018 project is the same height and of similar design as the 2017 project and would not result in any new significant impacts, change in severity of previously identified significant impacts, or require new or revised mitigation measures. Similar to the 2017 project, the 2018 project would require construction, which could result in temporary impacts on visual quality. The 2018 project would incorporate the same mitigation measure as required for the 2017 project (MM 3.1.2), and impacts would remain less than significant.

Agriculture and Forestry Resources

The project site is not used for any type of agricultural or forestry use, nor is it zoned for agriculture or forestland, and the site is not subject to a Williamson Act contract. The DEIR (p. 3.0-1) concluded there would be no impact. The 2018 project would be located on the same site and would not result in any new significant impacts.

Air Quality

The DEIR (pp. 3.0-2 – 3.0-3) found that the 2017 project would result in less than significant impacts to air quality during construction and operation. Similar to the 2017 project, the 2018 project would generate construction and generate emissions from mobile sources during operation. The 2018 project would require a similar amount of construction as the 2017 project but would generate incrementally less traffic due to the reduction in hotel rooms. Therefore, the 2018 project would not result in any new significant impacts. Impacts would remain less than significant.

Biological Resources

The DEIR (pp. 3.0-4 - 3.0-5) found that the 2017 project would result in less than significant impacts to sensitive natural communities, trees, wetlands, or other jurisdictional waters on-site. The DEIR found that the 2017 project would result in a potentially significant impact to bats, including direct mortality due to building removal, which would be mitigated to less than significant by through pre-construction bat surveys and protective measures if bats are present (mitigation measure MM BIO-1).

The 2018 project would be located on the same site and would require the same demolition, grading, and excavation as the 2017 project. Similar to the 2017 project, no tree removal would be required. The 2018 project would not result in any new significant impacts, change in severity of previously identified significant impacts, or require new or revised mitigation measures. The 2018 project would incorporate the same mitigation measure as required for the 2017 project (MM BIO-1), and impacts would remain less than significant.

Cultural Resources and Tribal Cultural Resources

The DEIR (pp. 3.2-10 – 3.2-11) found that the 2017 project would not result in a substantial adverse change in the significance of a historical resource as defined in Public Resources Code Section 21084.1 and CEQA Guidelines Section 15064.5. The DEIR (p. 3.2-11 and p. 3.5-5) found that the 2017 project would result in a potentially significant impact related to the potential disturbance of undiscovered cultural resources/tribal cultural resources (i.e., prehistoric sites, historic sites, and isolated artifacts and features), paleontological resources (i.e., fossils and fossil formations), and unrecorded human remains during construction. This impact would be mitigated to less than significant through requirements to cease work and evaluate any found archaeological resources, paleontological resources, or human remains (mitigation measures MM 3.2.2a and MM 3.2.2b).

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Similar to the 2017 project, the 2018 project would require demolition, grading, and excavation. The records search for the 2017 project included the entire area that would be disturbed under the 2018 project. Therefore, there would be no increased potential for disturbance of undiscovered cultural resources than has what was analyzed in the DEIR. The 2018 project would not result in any new significant impacts, change in severity of previously significant identified impacts, or require new or revised mitigation measures. The 2018 project would incorporate the same mitigation measures as required for the 2017 project (MM 3.2.2a and MM 3.2.2b), and impacts would remain less than significant.

Geology and Soils

As analyzed in the DEIR (p. 3.0-6), the 2017 project would not result in significant impacts from strong seismic shaking, soil erosion, or unstable geologic units. No mitigation measures were required.

The 2018 project would be located on the same site and would require a similar amount of grading and excavation as the 2017 project. Additionally, similar to the 2017 project the 2018 project would not include any septic tanks or alternative wastewater disposal systems. Therefore, the 2018 project would not result in any new significant impacts. Impacts would remain less than significant.

Greenhouse Gases

The DEIR (pp. 3.0-7 – 3.0-8) found that the 2017 project would result in less than significant construction and operational greenhouse gas (GHG) impacts. Similar to the 2017 project, the 2018 project would require demolition, grading, and excavation. Additionally, the 2018 project would generate traffic and result in energy consumption on the site. Similar to the 2017 project, the 2018 project would involve equipment and vehicle use during construction that would generate GHG emissions, and GHG emissions would be generated from mobile sources during operation. The 2018 project would require a similar amount of construction as the 2017 project but would generate incrementally less traffic due to the reduction in hotel rooms. Therefore, construction and operation activities for the 2018 project would be similar to the 2017 project and would not result in any new significant impacts. Impacts would remain less than significant.

Hazards and Hazardous Materials

The DEIR (pp. 3.0-8 – 3.0-9) found that the 2017 project would result in less than significant impacts to emergency access, wildland fires, and use of hazardous materials within 0.25 miles of a school. The DEIR (p. 3.0-9) found that the 2017 project would result in a potentially significant impact from hazardous materials due to building demolition which would be mitigated to less than significant through protective measures during demolition to contain removed materials (mitigation measures MM HAZ-1, MM HAZ-2, MM HAZ-3, and MM HAZ-4).

The 2018 project would be located on the same site and would require the same demolition as the 2017 project. The 2018 project would incorporate the same mitigation measures as required for the 2017 project (MM HAZ-1 through MM HAZ-4), and impacts would remain less than significant. Therefore, the 2018 project would not result in any new significant impacts, change in severity of previously identified significant impacts, or require new or revised mitigation measures beyond what was found for the 2017 project.

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Hydrology and Water Quality

As stated in the DEIR (p. 3.0-11), the 2017 project would comply with regulatory requirements related to construction and would not result in significant impacts from demolition, grading, and excavation, which could disturb and expose soils to erosion, potentially increasing the amount of silt and debris entering downstream waterways. Impacts from operation of the 2017 project would also be less than significant through compliance with the runoff requirements of the City's NPDES permit.

The 2018 project would be located on the same site and would involve the same construction activities as the 2017 project. Because the site coverage would be similar in size to the 2017 project, stormwater runoff characteristics would be similar. The 2018 project would be required to implement the same construction and operation regulatory requirements as the 2017 project. Therefore, the 2018 project would not result in any new significant impacts. Impacts would remain less than significant.

Land Use and Planning

The DEIR (p. 3.0-12) found that the 2017 project would not result in significant impacts to division of community or conflicts with applicable habitat conservation plan or natural community conservation plan. Additionally, the 2017 project would not result in any conflicts with the City's zoning regulations and General Plan policies.

Similar to the 2017 project, the 2018 project would be consistent with General Plan policies. The Floor Area Ratio (FAR) for the 2018 project would be a 2.24 FAR and would be consistent with zoning on the site. Therefore, the 2018 project would not result in any new significant impacts. Impacts would remain less than significant.

Minerals

The project site is not used for extraction of mineral resources, nor is it identified as a mineral resource. The DEIR (p. 3.0-13) concluded there would be no impact on mineral resources. The 2018 project would be located on the same site and therefore would not result in any new significant impacts.

Noise

As determined in the DEIR (3.3-8 – 3.3-11), the 2017 project would not expose people to noise levels in excess of local noise standards, generate excessive vibration, or create a substantial increase in ambient noise. Impacts from airport noise were found to have no impact due to the distance to any airports.

Similar to the 2017 project, the 2018 project would require demolition, grading, and excavation. The 2018 project would be located on the same site and not near any airports. Additionally, the 2018 project would generate less traffic and less activity on the site compared to the 2017 project. Construction and operation activities for the 2018 project would be similar to the 2017 project and would not result in any new significant impacts. Impact would remain less than significant.

Population and Housing

The DEIR (3.0-14) found that the 2017 project would not demolish existing housing, include the construction of any new homes, or increase the city's permanent population. Therefore, the 2017 project would not result in any impacts to population and housing.

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The 2018 project would be located on the same site and proposes the same uses. Therefore, the 2018 project would not result in any new significant impacts.

Public Services and Recreation

As determined in the DEIR (pp. 3.0-14 – 3.0-15), the 2017 project would incrementally increase the number of visitors to Pacific Grove, but that the project area is currently sufficiently served for fire and police services and the project would not increase the need for police and fire services. The 2017 project would only marginally increase the use of existing parks and recreational facilities. The 2017 project would not include any housing, would not increase the number of school-age children in the city, and would not increase the need for any other public facilities. Therefore, impacts to public services and recreation were less than significant.

The 2018 project would be located on the same site and proposes the same uses. Therefore, the 2018 project would not result in any new significant impacts.

Transportation and Traffic

The DEIR (p. 3.4-12 – 3.4-15) found that the 2017 project would result in less than significant impacts to intersection levels of service. The DEIR found that the 2017 project would result in a potentially significant impact during construction, which would be mitigated to less than significant by the use of Forest Avenue and Central Avenue for construction hauling and avoidance of residential streets in the project area (mitigation measure 3.4.1). The DEIR (p. 3.4-16 -3.4-17) found that although the 2017 project would result in an overall reduction in the number of trips from the existing uses on the site, it would increase motor vehicle traffic and congestion during the AM and PM peak traffic times on roadways used by transit, bicyclists, and pedestrians. This impact would be mitigated through the installation of new crosswalks and intersection improvements (mitigation measures MM 3.4.2a, MM 3.4.2b, and MM 3.4.2c).

The DEIR traffic study, dated June 1, 2017, analyzed the proposed 125-room hotel development. Access to the hotel was proposed via a main entrance driveway along Central Avenue with exit to Fountain Avenue. Access to a below-grade parking garage and valet parking was proposed along Fountain Avenue. The completed traffic study included peak hour intersection level of service (LOS) analysis at four intersections surrounding the project site (Grand Avenue/Central Avenue, Fountain Avenue/Central Avenue, Fountain Avenue/Lighthouse Avenue, and Grand Avenue/Lighthouse Avenue). Level of service analysis was based on existing and estimated project peak hour traffic volumes.

The 2018 project proposes elimination of the Central Avenue driveway and use of the Fountain Avenue access as the primary vehicular access. To evaluate traffic operations for the 2018 project, an evaluation of intersection LOS at each of the four intersections was completed for the 2018 project to determine whether the access adjustments would result in changes to LOS results reported for the 2017 project.

As shown in Table 2, only one of the four intersections, Central Avenue and Fountain Avenue, would experience a LOS that differs from the results of the 2017 project. However, all of the study intersections would still operate at LOS B conditions during both peak hours under either access alternative. Therefore, the 2018 project would have minimal effect on traffic patterns or level of service, and the

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potential access adjustments would not result in a substantial change to the intersection operations that were reported in the DEIR for the 2017 project.

Additionally, a supplemental evaluation of consistency with the 2017 project trip generation was conducted. The 2017 project 125-room development plan also included supporting restaurant and meeting space. The 2018 project proposes 116 rooms and 2,000 square feet (sq. ft.) of meeting space.

The magnitude of traffic generated by the 2018 project change was estimated by applying the size of the development to the applicable trip generation rates published in the Institute of Transportation Engineers (ITE) manual entitled Trip Generation, Ninth Edition. It should be noted that the ITE trip rates for hotel uses presume supporting facilities such as small restaurants, cafes, and meeting space. The proposed 2,000 sq. ft. of meeting space is small and its use would be limited to primarily that of hotel guests. The trip generation comparison indicates that the 2018 project would result in a reduction in estimated trips resulting from the proposed project. The project trip generation estimates are presented in Table 3. The reduction in proposed number of rooms would result in a reduction of 81 daily trips and 5 trips during each of the peak hours. Therefore, the 2018 project would not result in a change to the results that were reported in the DEIR for the proposed hotel.

Overall, the 2018 project would not result in any new significant impacts, change in severity of previously identified impacts, or require new or revised mitigation measures. The 2018 project would incorporate the same mitigation measures as required for the 2017 project (MM 3.4.1, MM 3.4.2a, MM 3.4.2b, and MM 3.4.2c), and impacts would remain less than significant.

Utilities

As analyzed in the DEIR (p. 3.6-5), the 2017 project would result in less than significant impacts to wastewater facilities, stormwater facilities, and solid waste disposal. The DEIR (pp. 3-6-5 – 3.6-8) found that the 2017 project would result in a potentially significant project impact but less than cumulatively considerable impact related to water supply. This impact would be mitigated to less than significant through requirements that the project applicant complete required steps and demonstrate compliance with the City's water allocation system, as outlined in Chapter 11.68 of the Pacific Grove Municipal Code, as required under mitigation measure MM 3.6.1).

Similar to the 2017 project, the 2018 project would generate wastewater, stormwater, and solid waste. The 2018 project proposes fewer hotel rooms and would therefore generate incrementally less wastewater and solid waste. Stormwater would remain the same. Therefore, these impacts would remain the same. Additionally, the 2018 project would require water supply, but at a slightly reduced amount due to the reduction in hotel rooms and restaurant square footage, and elimination of the pool and spa. Impacts from the 2018 project would remain similar to the 2017 project, and the 2018 project would incorporate the same mitigation measure as required for the 2017 project (MM 3.6.1). Therefore, the 2018 project would not result in any new significant impacts, change in severity of previously identified significant impacts, or require new or revised mitigation measures.

Conclusion

The 2018 project proposes site plan changes, including access changes, a reduction in the number of hotel rooms and building gross area, minor changes to the square footage of other project components, and changes to parking.

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As shown in the above analysis, the 2018 project would not result in any new significant impacts, change in severity of previously identified significant impacts, or the need for any new or revised mitigation measures beyond what was found for the 2017 project. The development footprint, type of project, and operational characteristics of the 2018 project are similar the project as analyzed in the DEIR, and there is no new information, changes in circumstances, or changes to the project that arise to a level of significance. Therefore, the analysis and mitigation measures required in the 2017 DEIR adequately address the impacts of the project, and no further review is required.

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TABLE 2: INTERSECTION LEVEL OF SERVICE COMPARISON

ID	Intersection	Peak Hour	Existing + Project (Central Avenue Driveway)				Existing + Project (Fountain Avenue Driveway)			
			Avg. Delay ¹	LOS	Inc. in Delay	Warrant Met?	Avg. Delay ¹	LOS	Inc. in Delay	Warrant Met?
1	Grand Avenue and Central Avenue	AM	10.5	B	0.0	No	(no change)			
		PM	10.5	B	0.0	No	(no change)			
2	Fountain Avenue and Central Avenue	AM	12.2	B	0.3	No	12.2	B	0.2	No
		PM	12.6	B	0.1	No	12.6	B	0.1	No
3	Fountain Avenue and Lighthouse Avenue	AM	11.1	B	0.3	No	(no change)			
		PM	13.1	B	0.1	No	(no change)			
4	Grand Avenue and Lighthouse Avenue	AM	10.6	B	0.0	No	(no change)			
		PM	11.1	B	0.0	No	(no change)			

Source: Hexagon 2018

Notes:

1. The stop-controlled approach with the highest delay (seconds per vehicle) is reported for minor street stop-controlled intersections.
2. Delay increase (seconds per vehicle) compared to existing conditions.

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TABLE 3: TRIP GENERATION COMPARISON

Land Use	Size	Unit	Daily		AM Peak Hour						PM Peak Hour					
			Rate	Trips	Rate	In	Out	In	Out	Total	Rate	In	Out	In	Out	Total
2017 Project																
Hotel ¹	125	room	5.97	746	0.53	59%	41%	39	27	66	0.60	51%	49%	38	37	75
2018 Project																
Hotel ¹	125	room	5.97	665	0.53	59%	41%	36	25	61	0.60	51%	49%	36	34	70
Net Project Trips				-81				-3	-2	-5				-2	-3	-5

Source: Hexagon 2018

Notes: All rates are from Institute of Transportation Engineers, Trip Generation, 9th edition. ksf = thousand square feet

1. Trips were calculated based on the hotel (Land Use 310) trip rates. Fitted curve equation was used for daily trips; average rates were used for AM and PM peak-hour trips because fitted curve equation is not available.

Appendix A:
Traffic Study Consistency Review for the Hotel Durell Site Driveway Adjustments



HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum

Date: July 19, 2018
To: Mark Brodeur, City of Pacific Grove
From: Robert Del Rio, T.E.
Subject: Traffic Study Consistency Review for the Hotel Durell Site Driveway Adjustments

This memo presents a supplemental evaluation of consistency with the completed traffic study for the proposed Hotel Durell development for site access alternatives that are being considered to address citizen concerns. A traffic study report dated June 1, 2017 was completed for the proposed 125-room hotel development. Access to the hotel is proposed to be provided via a main entrance driveway along Central Avenue with exit to Fountain Avenue. Access to a below-grade parking garage and valet parking is proposed along Fountain Avenue. An alternative access plan that eliminates the project driveway along Central Avenue is now being considered to address concerns of residents with the project's effects along its frontage on Central Avenue. The site access being considered includes the following:

Proposed Central Avenue Access – The access as considered within the completed traffic study. Access to the main hotel entrance will be provided via one driveway along Central Avenue with exit out to Fountain Avenue. Access to the below grade parking lot and on-site valet parking would be provided via one inbound/outbound driveway along Fountain Avenue (see Figure 1).

Alternative Fountain Avenue Access – The main entrance and driveway along Central Avenue would be eliminated. Instead access to the parking garage and valet parking would be provided exclusively from Fountain Avenue with two exit driveways (see Figure 2).

Alternative Central Avenue Exit – This access alternative consists of reversing the proposed access plan. Under this alternative, access to the main entrance would be provided from a driveway along Fountain Avenue with exit via one driveway along Central Avenue.

Note that the City has deemed the Central Avenue exit alternative to be undesirable due to its conflict with pedestrians/bicyclists along Central Avenue. Therefore, only the Fountain Avenue access alternative is evaluated within this analysis.

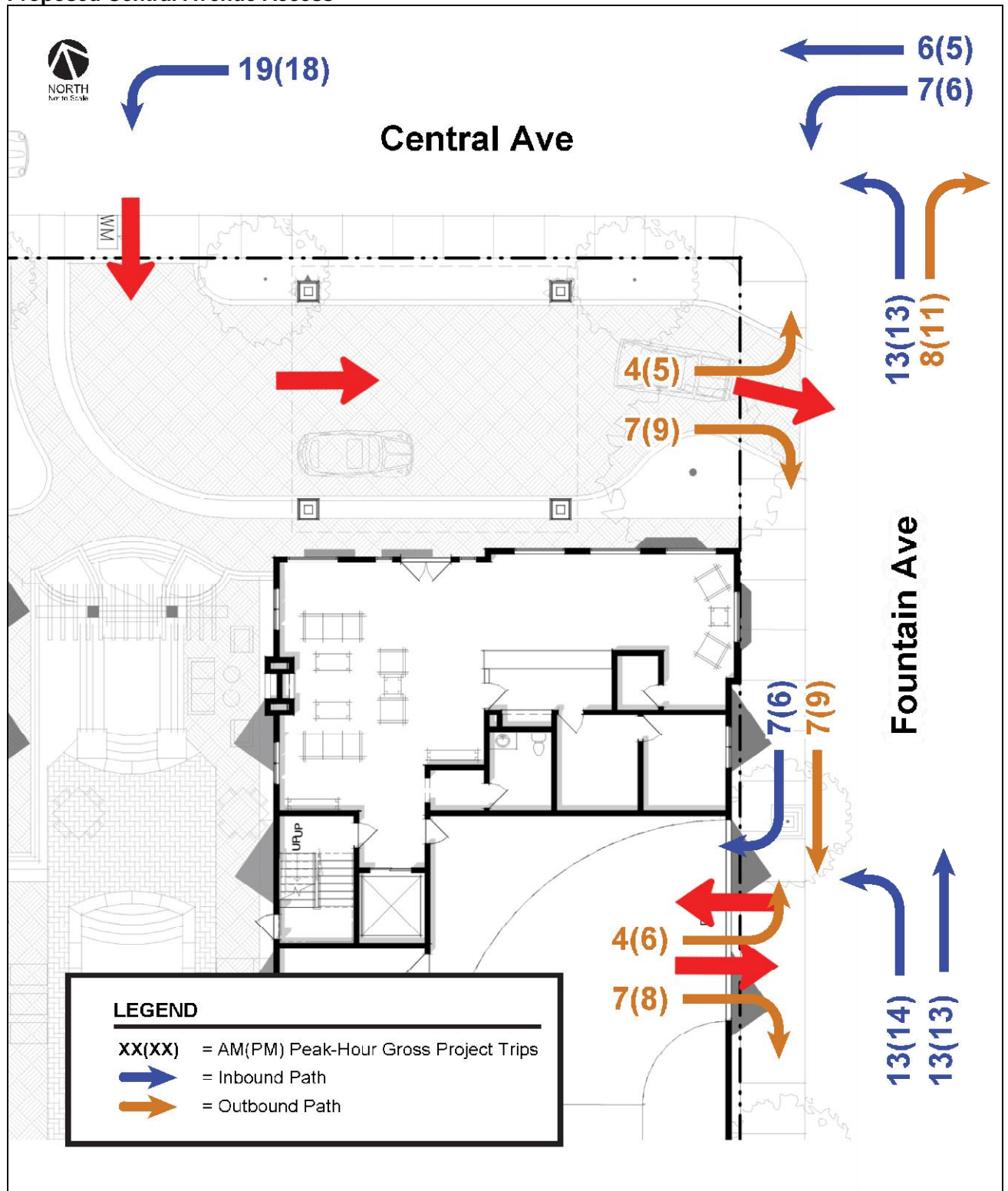
The completed traffic study included peak hour intersection level of service analysis at four intersections surrounding the project site. The level of service analysis is based on existing and estimated project peak hour traffic volumes. The elimination of the Central Avenue driveway associated with the Fountain Avenue access alternative will have minimal effect on traffic patterns of the proposed hotel. In fact, the adjusted access would result in changes to only one of the four intersections included in the traffic study, Central Avenue and Fountain Avenue. A comparison of peak hour intersection turn-movements for the proposed Central Avenue access and Fountain Avenue access alternative is shown in Figure 3.

An evaluation of intersection level of service at each of the intersections studied in the completed traffic study was completed for the Fountain Avenue access alternative to determine whether the access adjustments would result in changes to results reported in the completed traffic study. The level of service analysis results indicate that the access adjustments would have minimal effect on the results reported in the completed traffic study. Each of the study intersections are projected to operate at LOS B conditions during both peak hours under either access alternative (see Table 2).

Therefore, it can be concluded that the potential access adjustments of would not result in a significant change to the intersection operations that were reported in the completed traffic study for the proposed hotel.

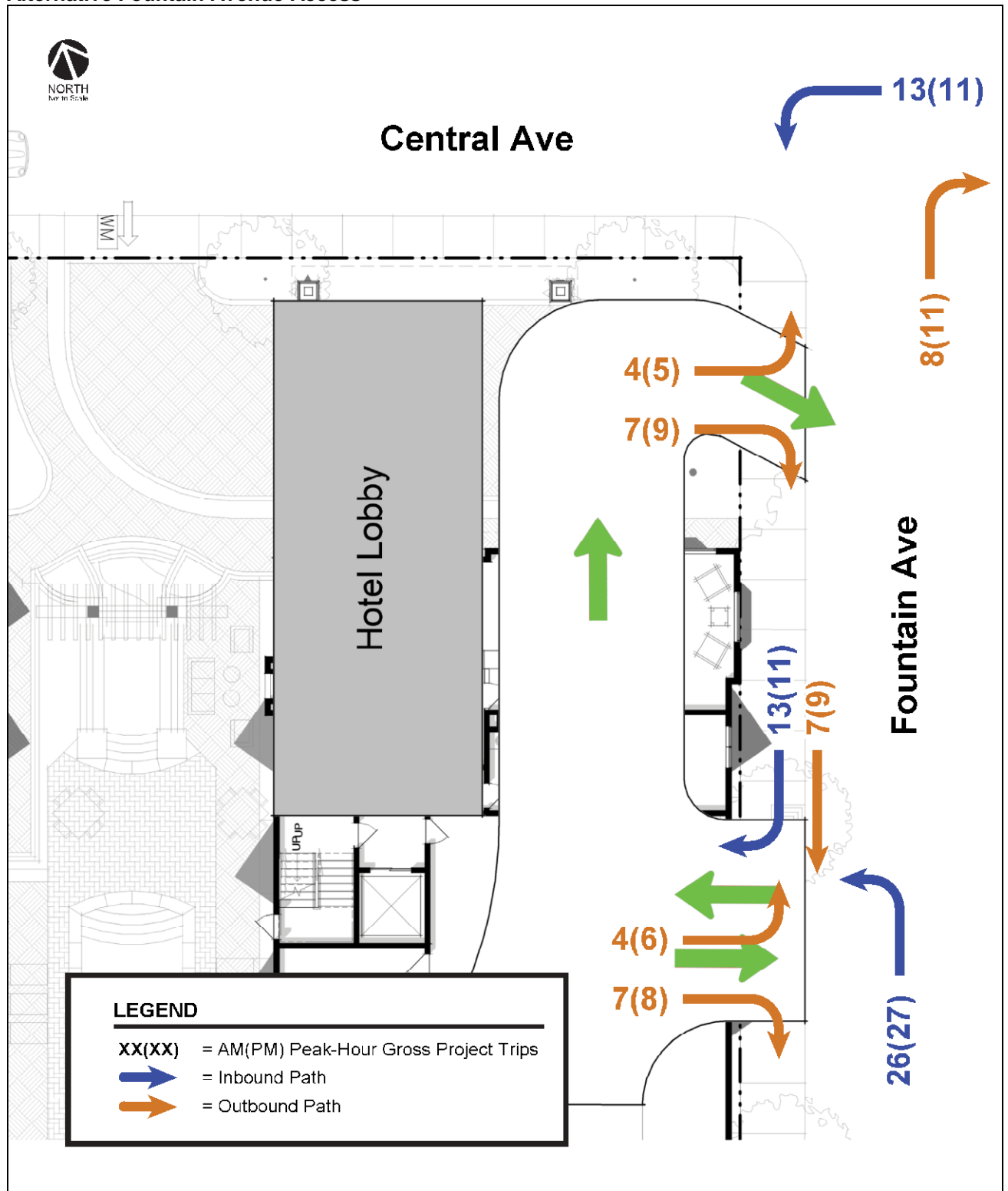
Hotel Durell Supplemental Traffic Evaluation

Figure 1
Proposed Central Avenue Access



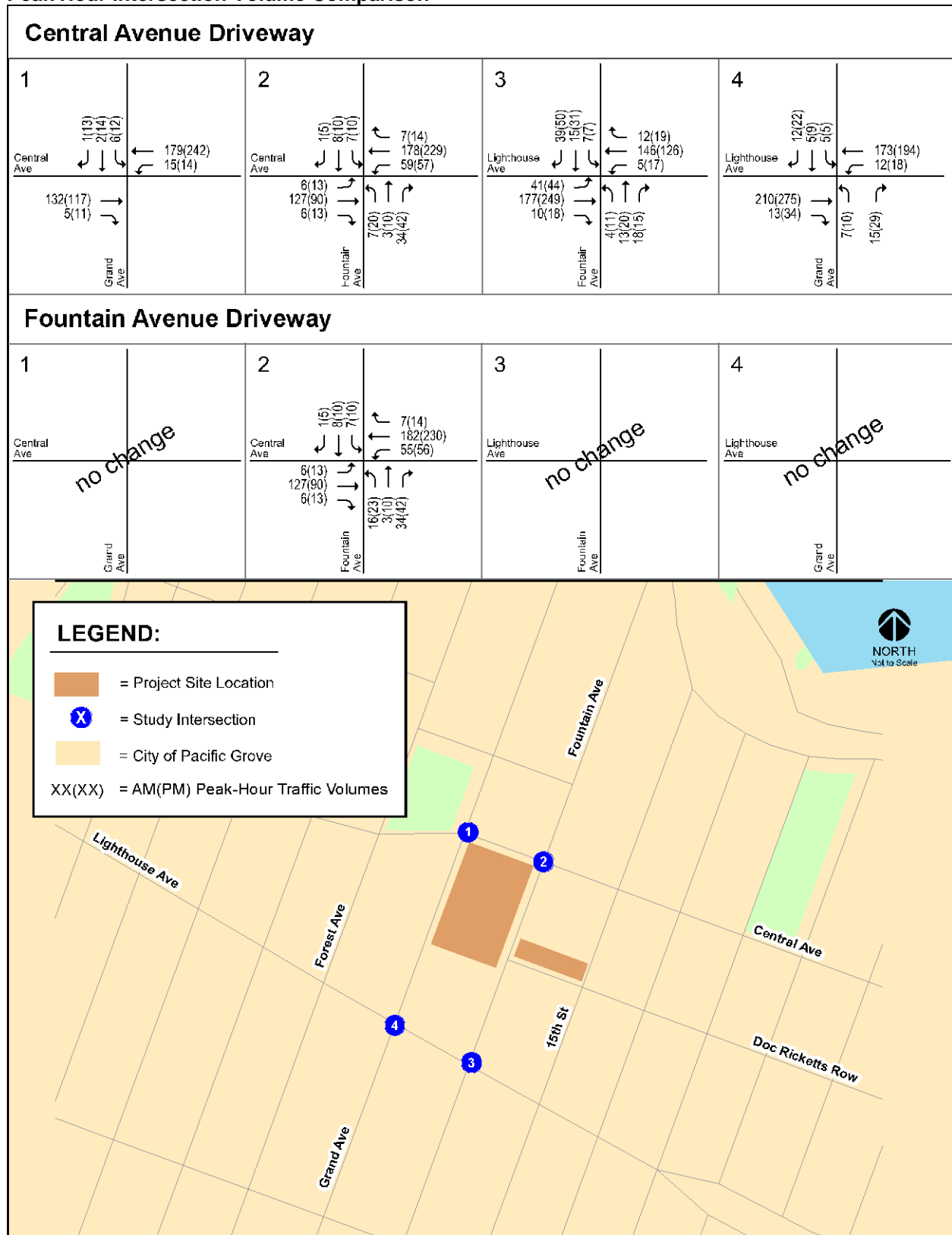
Hotel Durell Supplemental Traffic Evaluation

Figure 2
Alternative Fountain Avenue Access



Hotel Durell Supplemental Traffic Evaluation

Figure 3
Peak Hour Intersection Volume Comparison



Hotel Durell Supplemental Traffic Evaluation

Table 2
Intersection Level of Service Comparison

Study Number	Intersection	LOS Standard	Peak Hour	Existing		Existing Plus Project (Central Avenue Driveway)				Existing Plus Project (Fountain Avenue Driveway)			
				Avg. Delay ¹	LOS	Avg. Delay ¹	LOS	Inc. in Delay ²	Warrant Met?	Avg. Delay ¹	LOS	Inc. in Delay ²	Warrant Met?
1	Grand Avenue and Central Avenue	C	AM	10.5	B	10.5	B	0.0	No	(no change)			
			PM	10.5	B	10.5	B	0.0	No	(no change)			
2	Fountain Avenue and Central Avenue	C	AM	11.9	B	12.2	B	0.3	No	12.1	B	0.2	No
			PM	12.5	B	12.6	B	0.1	No	12.6	B	0.1	No
3	Fountain Avenue and Lighthouse Avenue	C	AM	10.8	B	11.1	B	0.3	No	(no change)			
			PM	13.0	B	13.1	B	0.1	No	(no change)			
4	Grand Avenue and Lighthouse Avenue	C	AM	10.6	B	10.6	B	0.0	No	(no change)			
			PM	11.1	B	11.1	B	0.0	No	(no change)			

Notes:

1. The stop-controlled approach with the highest delay (seconds per vehicle) is reported for minor street stop-controlled intersections.
2. Delay increase (seconds per vehicle) compared to existing conditions.

Appendix B:
Traffic Study Consistency Review for the Hotel Durell Project Description Adjustments



HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum

Date: August 6, 2018
To: Katrina Hardt-Holoch, Michael Baker International
From: Robert Del Rio, T.E.
Subject: Traffic Study Consistency Review for the Hotel Durell Project Description Adjustments

This memo presents a supplemental evaluation of consistency with the completed traffic study for the proposed Hotel Durell development project description adjustments. A traffic study report dated June 1, 2017 was completed for a proposed 125-room hotel development. The original 125-room development plan also included supporting restaurant and meeting space. The project description has now been redefined to consist of 116 rooms and 2,000 square feet (s.f.) of meeting space. The supplemental evaluation consists of a comparison of trip generation for the current project description against that of the previous project description for which the traffic study was completed.

The magnitude of traffic generated by the proposed project change was estimated by applying to the size of the development the applicable trip generation rates published in the Institute of Transportation Engineers (ITE) manual entitled Trip Generation, Ninth Edition. It should be noted that the ITE trip rates for hotel uses presume supporting facilities such as small restaurants, cafes, and meeting space. The proposed 2,000 s.f. of meeting space is small and will limit its use to primarily that of hotel guests. The trip generation comparison indicates that the proposed change in project description will result in a reduction in estimated trips to be generated by the proposed hotel. The project trip generation estimates are presented in Table 1. The reduction in proposed number of rooms will result in a reduction of 81 daily trips and 5 trips during each of the peak hours. Therefore, it can be concluded that the revised project description would not result in a change to the results that were reported in the completed traffic study for the proposed hotel.

Hotel Durell Supplemental Traffic Evaluation

Table 1
Trip Generation Comparison

Land Use	ITE Land Use	Size	Unit	Daily		AM Peak Hour						PM Peak Hour							
				Rate	Trips	Pk-Hr Rate	Split		In	Out	Total	Pk-Hr Rate	Split		In	Out	Total		
							In	Out					In	Out					
Originally Proposed 125-room Hotel Development																			
Hotel ¹	310 - Hotel	125	room	5.97	746	0.53	59%	41%	39	27	66	0.60	51%	49%	38	37	75		
Originally Proposed 116-room Hotel Development																			
Hotel ¹	310 - Hotel	116	room	5.73	665	0.53	59%	41%	36	25	61	0.60	51%	49%	36	34	70		
Net Change in Project Trips				-81						-3	-2	-5					-2	-3	-5
Notes:																			
All rates are from: Institute of Transportation Engineers, Trip Generation, 9th Edition																			
1. Fitted curve equation was used for daily trips; average rates were used for AM and PM peak-hour trips because fitted curve equation is not available.																			