Planning Commission Staff Report
Item # 1, June 19, 2025
Conditional Use Permit No. PA-1900085
Prepared by: Alisa Goulart

PROJECT SUMMARY

Applicant Information
Property Owner: Gurudwara Sahib Tracy, Inc.
Project Applicant: Michael D. Hakeem

Project Site Information
Project Address: 21356 South Naglee Road, Tracy, CA 95304
Project Location: On the southeast corner of South Naglee Road and West Larch Road, Tracy.

Parcel Number (APN):	212-050-01	**Water Supply:**	Private (Well)
General Plan Designation:	A/UR	**Sewage Disposal:**	Private (Septic)
Zoning Designation:	AL-10	**Storm Drainage:**	Private (On Site Retention Pond)
Project Size:	8.49 acres	**100-Year Flood:**	Yes, AE
Parcel Size:	8.49 acres	**Williamson Act:**	No
Community:	None	**Supervisorial District:**	5

Environmental Review Information
CEQA Determination: Notice of Exemption (Attachment C)

Project Description

This project is a Conditional Use Permit to establish the Gurudwara Sahib Temple, a religious assembly totaling 57,588 square feet in 2 phases over 5 years. (Use Type: Assembly- Religious) The project proposal includes construction of the following structures:

Phase 1

- Construction of a 47,407-square-foot multipurpose building to include:
  - 7,466 square foot assembly hall
  - 7,040 square foot dining hall
  - 2,175 square foot kitchen
  - 9,331 square foot covered courtyard
  - 6,235 square foot porch, hallway, and patio
  - 4,558 square foot hallway
  - 3,546 square foot lobby
  - 7,056 square feet for office, meeting rooms, restrooms, shoe room, storage rooms, and wedding rooms

Phase 2

- Construction of a 10,181-square-foot addition to the multipurpose building to include:
  - 4,856 square foot classroom
  - 2,170 square foot prayer hall
  - 1,765 square foot priest room
  - 1,390 square feet for offices and guest room

The proposed building height ranges from 28.6 feet to the main parapet to a maximum height of 52 feet to the dome.

The project will utilize a private, on-site well, septic system, and storm water retention pond. Three water tanks for fire suppression will be installed. Two, 2-way driveways are proposed – the main driveway off of South Naglee Road and another off of West Larch Road. On-site parking for 365 vehicles will be provided. An 8-foot-high solid wall is proposed for the south property line adjacent to Auto Plaza Drive. There will be no access from Auto Plaza Drive.

Four annual special events with a maximum attendance of 500 people are also proposed. These events are considered accessory to the main use and will begin in Phase 1.

Recommendation

1. Adopt the Findings for Conditional Use Permit and the Findings for CEQA §15183 Exemption Compliance (Attachment E); and,

2. Approve Conditional Use Permit No. PA-1900085 with the recommended Conditions of Approval (Attachment F).

NOTIFICATION & RESPONSES

(See Attachment B, Agency Response Letters)

Public Hearing Notices
Legal ad for the public hearing published in the Stockton Record: June 9, 2025.
Number of Public Hearing notices: 248
Date of Public Hearing notice mailing: June 6, 2025.

Referrals and Response
Early Referral Date: May 24, 2019
Early Re-Referral Date: December 27, 2023
Project Referral with Environmental Determination Date: December 4, 2024
Negative Declaration Posting Date: December 4, 2024 / January 15, 2025 (reposted)
OPR State Clearinghouse #: 2025010405

Agency Referrals	Early Referral	Re-Referral	Public Hearing
County Departments			
Ag Commissioner			
Assessor			
Community Development			
Building Division	5/29/2019		
Fire Prevention Bureau			
Public Works	6/24/2019	5/19/2022 3/22/2024 8/28/2024	
Environmental Health	6/26/2019	1/11/2024	12/9/2024
Sheriff's Office			
Supervisor: District 5			
State Agencies			
Fish & Wildlife, Division: 3			
Caltrans District 10	5/30/2019		
Native American Heritage Commission			
Federal Agencies			
US Fish & Wildlife			
F.E.M.A.	5/30/2019		
Local Agencies			
Tracy Rural Fire District	6/20/2019	1/10/2024	12/13/2024
Mosquito & Vector Control			
S.J.C.O.G.	5/30/2019	12/28/2023	12/5/2024
City of Tracy	6/18/2019	7/31/2023	
Tracy Unified School District			
San Joaquin Air Pollution Control District	6/6/2019		9/25/2024
Miscellaneous			
Airport Land Use Commission	6/20/2019		
Naglee-Burke Irrigation District			
1007 Pico & Naglee Reclamation District			
C.R.W.Q.C.B.	6/6/2019		12/31/2024
Haley Flying Service			
Precissi Flying Service			
CA Tribal TANF Partnership			
United Auburn Indian Community			

CA Valley Miwok Tribe			
CA North Valley Yokuts Tribe			
Buena Vista Tribe Rancheria		2/2/2024	
Builders Exchange			
Building Industry Association			
Carpenters Union			
Sierra Club			
Farm Bureau			
PG&E		12/5/2024	1/3/2025

ANALYSIS

Background

The project site is currently developed with a single-family residence and detached garage which are not a part of the proposed project and will remain on site.

On March 28, 2006, Use Permit PA-0600187 was submitted to construct a Neighborhood Religious Assembly. On August 25, 2006, the applicant withdrew the application because they were unable to complete the sale of the property.

On April 25, 2019, the current applicant filed the subject Use Permit to establish the Gurudwara Sahib Temple. After a delay while the applicant addressed issues and refined the project, a revised application and site plan was submitted by the applicant on November 11, 2023. Updating the project studies to reflect the revised project and performing the environmental review followed. The project was originally scheduled for the March 30, 2025, Planning Commission hearing but has been postponed to address opposition and to ensure a full Commission.

Compliance with CEQA and Section 15183 of the CEQA Guidelines

Staff initially prepared and circulated for comment an Initial Study and Notice of Intent to Adopt a Mitigated Negative Declaration. Thereafter, the applicant engaged CEQA counsel who noted because the Project is consistent with the General Plan for which an EIR was certified (and the implementing Development Title), the Project is subject to the CEQA exemption established by Pub. Res. Code §21083.3 and CEQA Guidelines §15083. CEQA Guidelines §15083 states that, if a project is consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified, no additional environmental review is required except as might be necessary to determine whether there are project-specific significant effects. To summarize, because the Project is consistent with the development density for the Rural Residential designation established by existing General Plan policies for which an EIR was certified on December 13, 2016, the Project is subject to the CEQA §15183 exemption. The project presents no project-specific significant effects that were not reviewed in the 2035 General Plan EIR. (See Attachment B)

If the project is approved, CDD will file a Notice of Exemption based on CEQA Guidelines section 15183(a).

Operations

The Gurudwara Sahib Temple is proposed to be open 7 days per week from 10:00 a.m. to 7:00 p.m. with the following estimated attendance:

- Monday – Thursday: 50 persons daily
- Friday – Saturday: 100-150 persons daily
- Sunday: 250 persons

On Saturdays and Sundays, the classrooms will be utilized to accommodate a maximum of 50 students. Four annual special events are proposed with an estimated attendance of 500. The site plan depicts 365 parking spaces which is adequate on-site parking to accommodate the estimated highest number of attendees which is 500.

City of Tracy

The City of Tracy submitted a letter dated June 18, 2019, in response to the original project referral that proposed access driveway from Auto Plaza Drive. Because Auto Plaza Drive is within the City of Tracy's jurisdiction, the letter stated that the project must pay for improvements to Auto Plaza Drive and contribute to future improvements at the Auto Plaza Drive and South Naglee Road intersection.

On November 11, 2023, the applicant submitted a revised site plan that relocated access from Auto Plaza Drive to West Larch Road with a secondary driveway from South Naglee Road. The applicant had previously discussed this access relocation plan with the City of Tracy, and the City of Tracy sent a letter dated July 31, 2023 to CDD, stating that the applicant and City had agreed on the following conditions:

- The primary driveway will be relocated to Larch Road instead of Auto Plaza Road;
- The applicant would record a relinquishment of their abutter's rights on Auto Plaza Road; and
- The applicant would record a relinquishment of their development rights for a depth of 100-ft from Auto Plaza Road.

The applicant will need an encroachment permit from the City of Tracy for the South Naglee Road driveway and this, in addition to the above conditions, is included in the project conditions.

Traffic Study

On June 24, 2019, the Department of Public Works submitted a letter stating that the project required a traffic study to determine project traffic impacts and mitigations. The Development Title requires a Traffic Study for a development project when traffic caused by the development project is expected to exceed 50 vehicles during any hour or violate a Level of Service (LOS) standard established in the General Plan (Development Title Section 9-608.050[a]). Advanced Mobility Group conducted a traffic study dated May 5, 2022, that reviewed the original project plan with the driveway from Auto Plaza Drive. The study concluded that all intersections would continue to operate within minimum standards and that the applicant would be responsible for the cost of road improvements requested by the City of Tracy.

On November 11, 2023, the applicant submitted the revised Site Plan. The revised Site Plan relocated the entrance to the project site from Auto Plaza Drive to West Larch Road with a secondary entrance from South Naglee Road. The revised project was re-referred on January 14, 2025, and on March 2, 2025, the Department of Public Works submitted a letter stating that an updated traffic study was required. Advanced Mobility Group submitted a revised traffic study dated August 12, 2024, that recommended the conditions listed below:

- An Irrevocable Offer to Dedicate Road to result in a 25-foot-wide right-of-way from the centerline of West Larch Road to the property line across the parcel's frontage.

- The property owner is to pay for implementation of an All Way Stop Intersection at South Naglee Road and West Larch Road prior to issuance of building permits. The payment amount is $5,200.

These items are included as Conditions of Approval 3.b. and c.

Vehicle Miles Travelled

A Vehicle Miles Travelled (VMT) assessment, dated March 29, 2023, was performed by KD Anderson and Associates to determine if the project's resulting traffic would create a significant environmental impact. Averaging daily vehicle trips for a weekday, including a weekend day and a special events day, resulted in values less than the 110 daily trips generally assumed to cause a significant impact. Moreover

General Plan Designation / Zoning Consistency

The project site has the General Plan designation of Agricultural / Urban Reserve (A/UR) and is zoned Limited Agriculture, 10-acre minimum (AL-10), which is not an implementing zone for the A/UR designation. Despite the discrepancy, staff was able to make the required findings, therefore the project is not impacted.

Public Comments

The Community Development Department received two letters in opposition to the project from neighbors citing concerns related to the increase in traffic resulting from the project, the Environmental Document/Initial Study, project notification, findings, and the project being inconsistent with the site. The Department's responses to those comments are as follows:

Traffic: Concerns about traffic included the traffic turning onto South Naglee Road from West Larch Road and increased traffic at the intersection of West Larch Road and South Corral Hollow Road. As discussed above, a traffic study was performed by Advanced Mobility Group to review potential project impacts. The traffic study considered existing traffic conditions and estimated traffic resulting from this project and other approved projects in the surrounding area. As a result of the study, the Department of Public Works is recommending that the Conditions of Approval include a requirement for an all-way stop control at the intersection of South Naglee Road and West Larch Road to mitigate for the increase in traffic and dedicate frontage for future roadway improvements. No additional conditions or mitigation measures are recommended as a result of the traffic study.

Initial Study: Challenges received to the adequacy of the Initial Study are now moot as the Initial Study has been repealed pursuant to CEQA guideline section 15183. Accordingly, no further response to comments on the adequacy of the Initial Study is required.

Project Notification: In the letter it is commented that the County did not properly notify residents of the project. However, property owners were notified of the project and the Initial Study posting first on December 4, 2024. Notice of the second, corrected posting of the Initial Study was sent January 14, 2025. These notices met the requirement for providing Notice at least 10 days prior to a public hearing. The notice was sent to all owners of property within 2,600 feet of the perimeter of the project property as is required for projects in agricultural areas.

Urban Use: The letter states that the project is an urban use. However, the religious assembly use type is permitted in all zones, with an approved land use application, with the exception of industrial zones. The project site is zoned AL-10 which permits a religious assembly with an approved Conditional Use Permit and allows for onsite well and septic system. For this reason, the project is consistent with the General Plan and rezoning is not required to approve this project.

Findings: The list of Required Findings proposed in the letter are not the Required Findings found in the San Joaquin County Development Title Section 9-804-050. The accurate findings, plus a finding that the project is exempt from CEQA pursuant to Section 15183, are included in the Staff Report and CDD staff recommends that the Findings can be made in the affirmative.

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RECOMMENDATION

It is recommended that the Planning Commission:

1. Adopt the Findings for Conditional Use Permit and the Finding for CEQA §15183 Exemption Compliance (Attachment E);

2. Approve Conditional Use Permit No. PA-1900085 with the recommended Conditions of Approval (Attachment F).

Attachments:

Attachment A – Site Plan
Attachment B – Analysis of CEQA Exemption § 15183
Attachment C - Comment Letters
Attachment D – Environmental Document
Attachment E – Mitigation Monitoring and Reporting Program
Attachment F – Findings for Conditional Use Permit and for CEQA § 15183 Exemption Compliance
Attachment G – Conditions of Approval

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Attachment A
Site Plan

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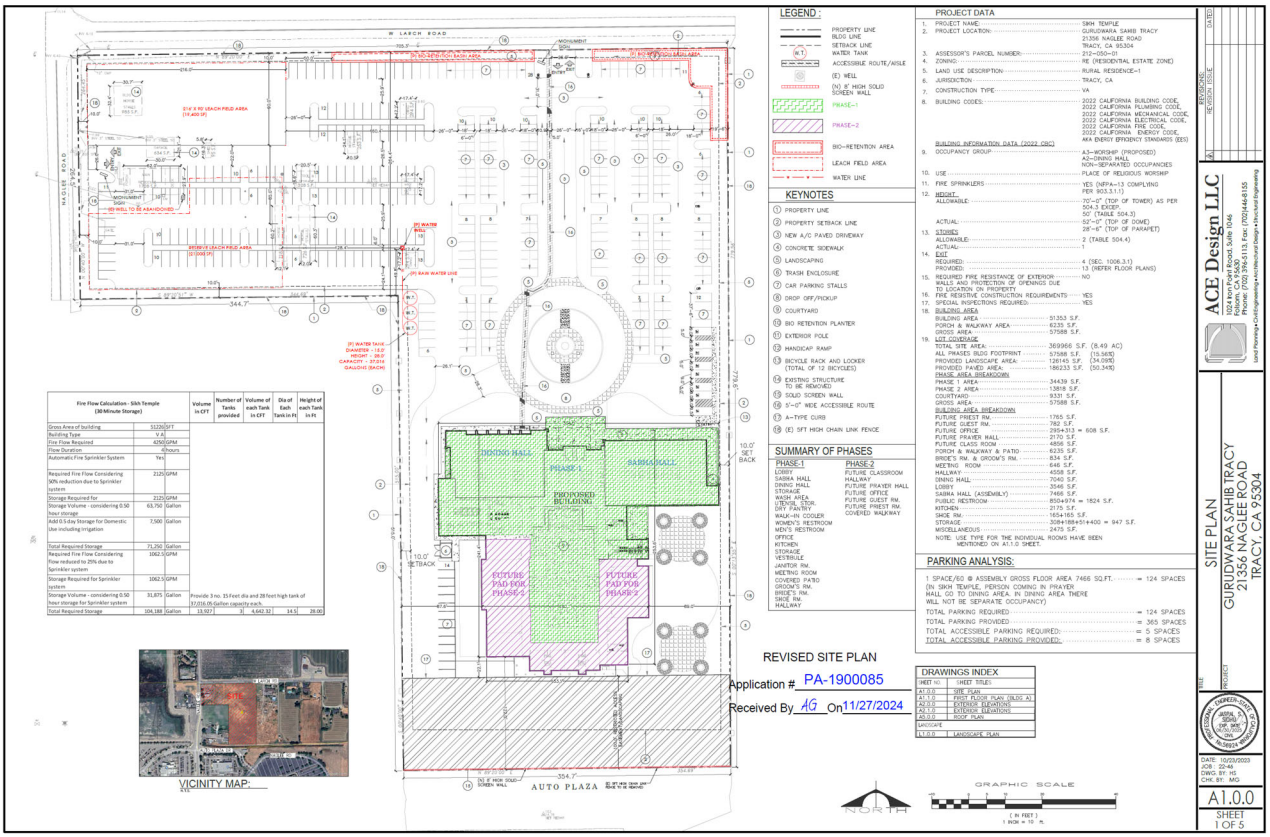
Site Plan


LEGEND :
KEYNOTES
SUMMARY OF PHASES
PROJECT DATA
PARKING ANALYSIS:
DRAWINGS INDEX
REVISED SITE PLAN
Application # PA-1900085
Received By AG On 11/27/2024
VICINITY MAP:
AUTO PLAZA
GRAPHIC SCALE
NORTH
ACE Design LLC
SITE PLAN
GURUDWARA SAHIB TRACY
21356 NAGLEE ROAD
TRACY, CA 95304
A1.0.0
SHEET 1 OF 5

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Attachment B
Analysis of CEQA Exemption § 15183

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Submitted by Brett Jolley, Attorney of Applicant

Compliance with CEQA and Section 15183 of the CEQA Guidelines

Staff initially prepared and circulated for comment an Initial Study and Notice of Intent to Adopt a Mitigated Negative Declaration. Thereafter, the applicant engaged CEQA counsel who noted because the Project is consistent with the General Plan for which an EIR was certified (and the implementing Development Title), the Project is subject to the CEQA exemption established by Pub. Res. Code §21083.3 and CEQA Guidelines §15083.

Because the Project is subject to these heightened standards, the "fair argument test" applicable to negative declarations prepared in the first instance does not apply, and instead the "substantial evidence" standard of review applies to challenges to an agency's determination that a project is subject to §15183. (*Lucas v. City of Pomona*, (2023) 92 Cal. App. 5th 508, 538–39, 309 ["[F]air argument is not the proper standard of review. Substantial evidence is the proper standard where ... an agency determines that a project consistent with a prior program EIR presents no significant, unstudied adverse effect."].) This is so "precisely because in-depth review has already occurred." (*Bowman v. City of Petaluma* (1986) 185 Cal.App.3d 1065, 1073.)

Public Resources Code § 20183.3 and its companion Guideline §15183 provide a CEQA exemption for projects that are consistent with a General Plan, Community Plan, or zoning ordinance where an EIR was prepared for such policy documents (true and correct copies of Pub. Resources Code, § 21083.3 and CEQA Guidelines §15183 are attached hereto as Exhibits A and B, for reference).

As summarized by the recent appellate court decision in *Hilltop Group, Inc. v. County of San Diego* (2024) 99 Cal.App.5th 890, 907–909 (overturning county board's decision to reject staff's reliance on §15183 exemption for an industrial project):

> If the activity qualifies as a project, the agency must then determine whether the project is exempt from the CEQA review process under a statutory exemption or a categorical exemption pursuant to the CEQA Guidelines. ([*Union of Medical Marijuana Patients, Inc. v. City of San Diego* (2019) 7 Cal.5th 1171, 1185, 250 Cal.Rptr.3d 818, 446 P.3d 317 (*Union*).)]) If the project is exempt from further CEQA review, the agency may file a notice of exemption and need not proceed to the next steps of the review process. ([*Lucas v. City of Pomona* (2023) 92 Cal.App.5th 508, 534, 309 Cal.Rptr.3d 605 (*Lucas*)].)
>
> One such exemption falls within Guidelines section 15183, subdivision (a), which requires no additional environmental review for projects "'consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified,' except as might be necessary to determine whether there are project-specific significant effects. Guidelines section 15183 was promulgated on the authority of ... section 21083.3, which provides a public agency need examine only those environmental effects that are peculiar to the project and were not addressed or were insufficiently analyzed as significant effects in the prior EIR." (*Lucas*, *supra*, 92 Cal.App.5th at p. 534, 309 Cal.Rptr.3d 605.)

In *Lucas v. City of Pomona* (2023) 92 Cal.App.5th 508, 536, a case decided the year prior to *Hilltop Group* and cited with authority in the *Hilltop Group* decision, the court upheld the city's use of §15183 exemption for a commercial cannabis overlay zoning district. The Court of Appeal also addressed the scope of the §15183 exemption, explaining:

> Section 15183 of the Guidelines is a statutory provision, not a categorical exemption—i.e., it is not among those exemptions set forth in Guidelines sections 15300 through 15333. Guidelines section 15183 provides that exempt classes of projects include, but are not limited to, qualifying projects "consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified," as was the case here. (Guidelines, § 15183, subd. (a).) Such projects "shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site." (Ibid.;

> see also id., § 15183.3, subd. (d)(2)(A).) "This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies." (Id., § 15183, subd. (a); see also id., § 15183.3, subd. (c).)
>
> In approving a project meeting the requirements of Guidelines section 15183, a public agency shall limit its examination of environmental effects/impacts to those which the agency, in its initial study or other analysis, determines: (1) are peculiar to the project or the parcel on which the project would be located; (2) were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan with which the project is consistent; (3) are potentially significant (whether off-site or cumulative) and were not discussed in the prior EIR prepared for the general plan, community plan or zoning action; or (4) are determined to have a more severe adverse impact than discussed in the prior EIR. (Guidelines, § 15183, subd. (b)(1)–(4); see also Pub. Resources Code, § 21083.3.)

(*Lucas v. City of Pomona* (2023) 92 Cal.App.5th 508, 536.)

Thus, where a project is consistent with the development density of a general plan, community plan, or zoning ordinance for which and EIR was certified, the project is exempt from environmental review, except in limited circumstances where the review is tiered and streamlined.

The San Joaquin County 2035 General Plan Environmental Impact Report ("GP EIR"), incorporated herein by reference, expressly provides for exempting and streamlining future projects pursuant to CEQA Guidelines §15183:

> The CEQA Guidelines identify several types of EIRs, each applicable to different circumstances. This EIR will function as a program EIR for the proposed 2035 General Plan.
>
> According to the CEQA Guidelines (Section 15168(a)), a public agency may prepare a program EIR that can be characterized as one large project or a series of actions that are linked geographically; logical parts of a chain of contemplated events; rules, regulations, or plans that govern the conduct of a continuing program; or individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects that can be mitigated in similar ways.
>
> Under CEQA, a program EIR can function as a first-tier environmental document that assesses and documents the broad environmental impacts of a program with the understanding that a more detailed site-specific review may be required to assess future projects implemented under the program. The analysis contained in this EIR may also be used as a reference for subsequent environmental review of development projects, infrastructure improvements, zoning amendments, impact fees, and other development plans and proposals within San Joaquin County.
>
> The series of actions analyzed in this Program EIR includes potential future development in the unincorporated County based on the horizon year of the General Plan update, 2035, as well as associated updates to plans, programs and policies that support the General Plan. While the Program EIR will identify potential impacts that would result from project implementation, the analysis is not detailed to the level of site specificity. The Program EIR will identify a range of potential impacts resulting from future development allowed under the 2035 General Plan and will identify mitigation measures that will guide future development and reduce identified potentially significant effects.
>
> With respect to the processing of subsequent projects, including more site-specific projects, the County in making optimal use of this EIR (once it is certified) intends to avail itself of at least two separate, but complementary processes authorized by CEQA that streamline the review of projects consistent with approved general plans. First, as noted above, this program EIR will be used for later activities related to the General Plan to determine whether an additional environmental document must be prepared, pursuant to

> CEQA Guidelines Section 15168. If a later activity would have effects that were not examined in this Program EIR, a new Initial Study would be prepared leading to either an EIR or a Negative Declaration. If no new effects would occur and no new mitigation measures would be required, the County may approve the later activity as being "within the scope" of the Program EIR, and no new environmental document would be required. Relevant feasible mitigation measures in this Program EIR would be incorporated into subsequent actions.
>
> (GP EIR at pp. 1-2 to 1-3.)

Importantly, the GP EIR goes on to expressly state:

> Second, future environmental review can also be streamlined pursuant to Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183. These provisions generally limit the scope of necessary environmental review for site-specific approvals following the preparation of an EIR for a general plan. For such site-specific approvals, CEQA generally applies only to impacts that are "peculiar to the parcel or to the project" and that have not been disclosed in the general plan EIR, except where "substantial new information" shows that previously identified impacts will be more significant than previously assumed. Notably, impacts are considered not to be "peculiar to the parcel or to the project" if they can be substantially mitigated pursuant to previously adopted "uniformly applied development policies or standards". The previous adoption must include a finding that these policies or standards will substantially mitigate these impacts when applied to future projects.
>
> (GP EIR at p. 1-3.)

Here, the Project qualifies for the §21083.3 and 15183.3 exemption. As set forth in the §15183 CEQA Checklist prepared for the Project (and attached to the Staff Report as Exhibit C), the 2035 General Plan, for which the GP EIR was certified in 2016, designated the Project site for agricultural uses and the proposed Project is consistent with the General Plan's policies on agricultural uses. Further, the Development Title, which implements the general plan, conditionally permits religious assembly uses in all agricultural zoning districts – including AL-10 which applies to the Project.

Further, the §15183 Checklist compares the Project's impacts against the GP EIR and explains in detail that the Project will not result in any "project-specific significant effects which are peculiar to the project or its site." Thus substantial evidence supports the Department's determination that the §15183 exemption is apt to the Project.

Importantly, CDD's initial preparation and circulation of an initial study and notice of intent to adopt a mitigated negative declaration does not change the fact that the Project is subject to review under §15183. The prior initial study does not affect §15183 applicability where the §15183 CEQA Checklist demonstrates that the Project is consistent with the General Plan and any potentially significant impacts peculiar to the Project have been adequately addressed in in the GP EIR. *Hilltop Group, Inc. v. County of San Diego* (2024) 99 Cal.App.5th 890, cited above, is instructive on this point.

There, Hilltop Group applied to develop an industrial waste recycling project on a parcel of land that was designated for industrial use by San Diego County as part of its General Plan Update (GPU) in 2011. The project faced significant opposition from community members, homeowners associations, and the nearby City of Escondido due to concerns over potential environmental impacts.

San Diego County staff initially required Hilltop Group to conduct environmental studies and proceeded with the preparation of a draft EIR, but staff subsequently determined, through preparing a Guidelines § 15183 exemption checklist, that "the project was consistent with the GPU and did not impose significant and peculiar environmental impacts not already contemplated by the environmental impact report prepared for the GPU." (Id. at p. 879) The decision to approve the project subject to this exemption was appealed to the San Diego County Board of Supervisors. County staff presented evidence and findings in support of the §15183 exemption and recommended denial of the appeal, but the board voted to grant the appeals, finding that the controversial project would result in peculiar environmental impacts that would not be

mitigated by uniform policies and procedures and therefore required preparation of a project EIR. Hilltop Group filed suit challenging the county board's determination that its project was not subject to review under §15183, and the Court of Appeal ruled in Hilltop's favor, finding that the board did not proceed in the manner required by law when it denied the §15183 exemption. Because substantial evidence showed the project was subject to the §15183 exemption, the court ordered the county to set aside its decision granting the administrative appeals and requiring the preparation of an EIR, and to proceed with the exemption.

In defense of the board's decision to reject staff's §15183 determination, the county asserted in court that the exemption was unavailable because the county had already prepared an initial study determining that an EIR would be required. The court rejected this argument noting that "the County's initial study did not indicate that it made findings regarding the [project's] potential environmental impacts in the context of Guidelines section 15183." (*Hilltop Group, supra*, at p. 915.) In explaining this distinction, the court noted:

> The [§15183] exemption permits streamlined environmental review not because a project does not have any potential environmental effects, or because those effects should not be analyzed—the exemption permits streamlined review because the project's effects were already sufficiently taken into account and addressed in a programmatic EIR. Upon findings in an initial study of a project's potential environmental effects, the Guidelines expressly authorize an agency to "[u]se a previously prepared EIR which the lead agency determines would adequately analyze the project at hand, or ... [d]etermine, pursuant to a program EIR, tiering, or another appropriate process, which of a project's effects were adequately examined by an earlier EIR or negative declaration."
>
> (*Hilltop Group, supra*, at p. 915.)

Applying *Hilltop Group* to the present situation, the County's prior preparation of an initial study and proposed MND outside of the context of §15183 does not affect the County's ability and legal obligation to correctly apply a §15183 analysis and exemption now.

Circulation of the CEQA Checklist or proposed NOE is not required. "Unlike a negative declaration or EIR, CEQA does not require public agencies to follow any specific procedures for approving activities that are exempt. An agency is not required to provide any notice to the public or other agencies that it is considering whether an activity is going to carry out or approve is exempt. The agency need not provide an opportunity to review or comment on the exemption…" (Kostka & Zischke, Practice Under the California Environmental Quality Act, §5.114, p. 5-120.) Thus, neither the proposed Notice of Exemption (Pub. Res. C. §21108, 21152) nor the CEQA §15183 Checklist itself must be circulated for public review.

Attachment C
Comment Letters

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DATE: May 29, 2019
PA- 1900085 (UP)
Property owner: Gurudwara Sahib
Applicant: Kartik Patel/Archevon
APN / Address: 212-050-01, 21356 S Naglee Rd.
Planner: Stephanie Alisa Goulart

Building Conditions By: Mark Fine Deputy Director Building Inspections (209) 468-3180

BUILDING CODE REQUIREMENTS: The following California Building Code (CBC) and San Joaquin County Ordinance requirements will be applicable to the proposed project. The following conditions shall be addressed prior to submittal of a building permit application to the Building Inspection Division:

1. A building permit for each separate structure or building is required. Submit plans, Specifications and supporting calculations, prepared by a Registered Design Professional (architect or engineer) for each structure or building, showing compliance with The 2016 California Building, Existing Building, Mechanical, Plumbing, Electrical, Energy and Fire Codes as may be applicable. Plans for the different buildings or structures may be combined into a single set of construction documents.

2. A grading permit will be required for this project. Submit plans and grading calculations, including a statement of the estimated quantities of excavation and fill, prepared by a Registered Design Professional. The grading plan shall show the existing grade and finished grade in contour intervals of sufficient clarity to indicate the nature and extent of the work and show in detail that it complies with the requirements of the code. The plans shall show the existing grade on adjoining properties in sufficient detail to identify how grade changes will conform to the requirements of the code.

3. The required plans must be complete at the time of submittal for a building permit. Plans must address building design and construction, fire and life safety requirements, accessibility and show compliance with the current California codes and San Joaquin County ordinances. A complete set of plans must include fire sprinkler plans, truss design submittals, metal building shop drawings, structural plans and calculations, plumbing, electrical and mechanical drawings and energy report.

4. A soils report is required pursuant to CBC § 1803 for foundations and CBC appendix § J104 for grading. All recommendations of the Soils Report shall be incorporated into the construction drawings.

5. For each proposed new buildings, provide the following information on the plans:

    a. Description of proposed use
    b. Existing and proposed occupancy Groups
    c. Type of construction
    d. Sprinklers (Yes or No
    e. Number of stories
    f. Building height

g. Allowable floor area
h. Proposed floor area
i. Occupant load based on the CBC
j. Occupant load based on the CPC

Depending on the type of construction, a fire wall may be required where the proposed building is only 10' from the property line.

6. Accessible routes shall be provided per CBC § 11B-206. At least one accessible route shall be provided within the site from accessible parking spaces and accessible passenger loading zones; public streets and sidewalks; and public transportation stops to the accessible building or facility entrance they serve. Where more than one route is provided, all routes must be accessible. §11B- 206.2.1

7. At least one accessible route shall connect accessible buildings, accessible facilities, accessible elements and accessible spaces that are on the same site. §11B-206.2.2

8. At least one accessible route shall connect accessible building or facility entrances with all accessible spaces and elements within the building or facility, including mezzanines, which are otherwise connected by a circulation path. §11B-206.2.4

9. Parking spaces will be required to accommodate persons with disabilities in compliance with Chapter 11B of the California Building Code. Note that accessible parking spaces are required for each phase of the project. These parking space(s) shall be located as close as possible to the primary entrance to the building.

10. Adequate sanitary facilities shall be provided for the facility, per the requirements of Chapter 4 of the California Plumbing Code.

11. This project will be required to comply with the Model Water Efficient Landscape Ordinance requirements of the California Code of Regulations, Title 22, Division 2, Chapter 2.7

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Kris Balaji, Director of Public Works

Fritz Buchman, *Deputy Director/Development*
Alex Chetley, *Interim Deputy Director/Engineering*
Jim Stone, *Deputy Director/Operations*
Kristi Rhea, *Manager of Strategic Initiatives*

June 24, 2019

RECEIVED
JUN 25 2019
San Joaquin County
Community Development

MEMORANDUM

TO: Community Development Department
CONTACT PERSON: Alisa Goulart

FROM: Awni Taha, Interim Engineering Services Manager AT
Development Services Division

SUBJECT: PA-1900085; A Use Permit application for a religious assembly for a maximum of 300 people to be completed in two (2) phases over four (4) years. Phase One to be completed in eighteen (18) months includes the construction of a 27,185 square foot building to be used for religious assembly, dining hall, a kitchen, an office, guest rooms and meeting rooms. Phase Two to be completed in four (4) years includes the construction of a 13,911 square foot addition to the original building to be used for classrooms, guest rooms and residence rooms for priests. The religious assembly also proposed to have four (4) events per year with an average of 700 attendees; located on the southeast corner of South Naglee Road and West larch Road, Tracy. (Supervisorial District 5)

PROPERTY OWNER: Gurudwara Sahib Tracy

APPLICANT: Kartik Patel/Archevon

ADDRESS: 21356 S. Naglee Road, Tracy

APN: 212-050-01

INFORMATION:

The site is currently located within a Federal Emergency Management Agency Designated Flood Hazard Area designated as Zone AE. The 100-Year Flood Elevation is approximately 13 feet NAVD 1988.

The site is within the Phase 2 area of the National Pollutant Discharge Elimination System (NPDES).

West Larch Road has an existing right-of-way width of 45 feet and a planned right-of-way width of 50 feet.

South Naglee Road has an existing and planned right-of-way per City of Tracy.

Auto Plaza Drive has an existing and planned right-of-way per City of Tracy.

REQUIREMENTS:

The applicant shall complete the following requirements before the Department of Public Works can support or deem complete the application for this project:

1. A traffic study shall be required to determine the impacts and mitigation of the proposed project. The developer shall deposit funds with the County for all costs, as estimated by the Department of Public Works Transportation Engineering Division, prior of Department of Public Works preparing or contracting for the required study. (Development Title Section 9-1150.4)

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Upon satisfaction of the above requirements, the following Conditions of Approval shall apply. Additional and/or revised Conditions of Approval may be necessary based upon the completed application.

RECOMMENDATIONS:

1. The developer shall provide drainage facilities in accordance with the San Joaquin County Development Standards. Retention basins shall be fenced with six (6) foot high chain link fence or equal when the maximum design depth is 18 inches or more. Required retention basin capacity shall be calculated and submitted along with a drainage plan for review and approval, prior to release of building permit. (Development Title Section 9-1135)

2. A copy of the Final Site Plan shall be submitted prior to release of building permit.

3. An encroachment permit shall be required for all work within road right-of-way. (Note: Driveway encroachment permits are for flatwork only – all vertical features, including but not limited to fences, walls, private light standards, rocks, landscaping and cobbles are not allowed in the right-of-way.) (Development Title Sections 9-1145.4 and 9-1145.5)

4. The driveway approach shall be improved in accordance with the requirements of San Joaquin County Improvement Standards Drawing No. R-17 prior to issuance of the occupancy permit. (Development Title Section 9-1145.5)

5. The Traffic Impact Mitigation Fee shall be required for this application. The fee is due and payable at the time of building permit application. The fee will be based on the current schedule at the time of payment. The fee shall be automatically adjusted July 1 of each year by the Engineering Construction Cost Index as published by the Engineering News Record. (Resolutions R-00-433)

6. The Regional Transportation Impact Fee shall be required for this application. The fee is due and payable at the time of building permit application. The fee will be based on the current schedule at the time of payment. (Resolution R-06-38)

7. This project falls within the definition of a Priority Project as defined in either the County "Storm Water Quality Control Criteria Plan" (SWQCCP) or the County Phase II National Pollutant Discharge Elimination System (NPDES) permit and shall comply with the following conditions:

    a) A registered professional engineer shall design a system or combination of systems to infiltrate, treat and/or filter the 85th percentile storm drainage as defined in the 2015 "Multi-Agency Post-Construction Stormwater Standards Manual" or in the "California Association of Storm Water Quality Agencies" (CASQA) publications and comply with the conditions of the County Phase II National Pollutant Discharge Elimination System (NPDES) permit. Standard "Best management Practices" for the type of development proposed shall be incorporated into the system design. CASQA documents are available at http://www.casqa.org. Plans and/or calculations of the proposed system shall be submitted to the County for review and approval prior to clearance for plan check.

    b) Applicant shall submit a "Storm Water Pollution Prevention Plan" (SWPPP) to Public Works for review. A SWPPP preparation guide is available at the Department of Public Works. A copy of the

approved SWPPP and all required records, updates, test results and inspection reports shall be maintained on the construction site and be available for review upon request. The post construction chapter of the SWPPP must identify expected pollutants and how they will be prevented from entering the storm system. The chapter shall also contain a maintenance plan, a spill plan, and a training plan for all employees on proper use, handling and disposal of potential pollutants. The example plans are available in the SWQCCP and CASQA handbooks.

c) Permit Registration Documents (PRD's) shall be filed with the State Water Resources Control Board (SWRCB) to comply with the State "General Permit for Storm Water Discharges Associated with Construction Activity". The Waste Discharge Identification (WDID) Number issued by SWRCB shall be submitted to the Department of Public Works for the file. Contact SWRCB at (916) 341-5537 for further information. Coverage under the SWRCB General Construction Permit Order 2009-0009-DWQ shall be maintained throughout the duration of all phases of the project.

d) Applicant shall develop a hydromodification management plan to ensure the post-project stormwater runoff flow rate shall not exceed estimated pre-project flow rate for the 2-year, 24-hour storm. The hydromodification management plan shall be incorporated into the Project Stormwater Plan prior to clearance for plan check.

e) Owner shall be responsible for providing the County with an annual report of operation and maintenance of any system. The property owner shall also be responsible for the payment to the County of an annual system inspection fee established by Resolution of the Board of Supervisors.

f) A Maintenance Plan shall be submitted and the execution of a Maintenance Agreement with San Joaquin County will be required for the owner/operator of stormwater controls prior to the release of the building permit.

g) Standard Best Management Practices for the type of development proposed shall be incorporated into the site storm drainage design.

h) Wastewater shall NOT be allowed into the storm drainage system.

i) All new construction and the substantial improvement of any structure, including conversion of existing structures, in the area of a special flood hazard shall be elevated or floodproofed in accordance to San Joaquin County Ordinance Code Section 9-1605.12 (a) b, (b) and (c).

8. The owner shall execute an Irrevocable Offer to Dedicate Road to result in a twenty five (25) foot wide right-of-way from the centerline of West larch Road to the property line across the parcel's frontage. (A fee based on the current fee schedule is required for processing per Development Title Table 9-240.2 in addition to a copy of the Grant Deed and a legal description of the parcel to be offered for dedication.) (Development Title Section 9-1150.5)

AT:CH

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Department of Public Works

Kris Balaji, Director of Public Works

Fritz Buchman, *Deputy Director/Development*
David Tolliver, *Deputy Director/Operations*
Najee Zarif, *Deputy Director/Engineering*
Kristi Rhea, *Business Administrator*

May 9, 2022

M E M O R A N D U M

TO: Community Development Department
CONTACT PERSON: Alisa Goulart

FROM: Alex Chetley, Engineering Services Manager AC
Development Services Division

SUBJECT: PA-1900085; A Use Permit application for a religious assembly for a maximum of 300 people to be completed in two (2) phases over four (4) years. Phase One to be completed in eighteen (18) months includes the construction of a 27,185 square foot building to be used for religious assembly, dining hall, a kitchen, an office, guest rooms and meeting rooms. Phase Two to be completed in four (4) years includes the construction of a 13,911 square foot addition to the original building to be used for classrooms, guest rooms and residence rooms for priests. The religious assembly also proposed to have four (4) events per year with an average of 700 attendees; located on the southeast corner of South Naglee Road and West larch Road, Tracy. (Supervisorial District 5)

PROPERTY OWNER: Gurudwara Sahib Tracy

APPLICANT: Kartik Patel/Archevon

ADDRESS: 21356 S. Naglee Road, Tracy

APN: 212-050-01

INFORMATION:

The site is currently located within a Federal Emergency Management Agency Designated Flood Hazard Area designated as Zone AE. The 100-Year Flood Elevation is approximately 13 feet NAVD 1988.

The site is within the Phase 2 area of the National Pollutant Discharge Elimination System (NPDES).

West Larch Road has an existing right-of-way width of 45 feet and a planned right-of-way width of 50 feet.

South Naglee Road has an existing and planned right-of-way per City of Tracy.

Auto Plaza Drive has an existing and planned right-of-way per City of Tracy.

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~~REQUIREMENTS:~~

~~The applicant shall complete the following requirements before the Department of Public Works can support or deem complete the application for this project:~~

~~1) A traffic study shall be required to determine the impacts and mitigation of the proposed project. The developer shall deposit funds with the County for all costs, as estimated by the Department of Public Works Transportation Engineering Division, prior of Department of Public Works preparing or contracting for the required study. (Development Title Section 9-1150.4)~~

~~Upon satisfaction of the above requirements, the following Conditions of Approval shall apply. Additional and/or revised Conditions of Approval may be necessary based upon the completed application.~~

RECOMMENDATIONS:

1) The developer shall provide drainage facilities in accordance with the San Joaquin County Development Standards. Retention basins shall be fenced with six (6) foot high chain link fence or equal when the maximum design depth is 18 inches or more. Required retention basin capacity shall be calculated and submitted along with a drainage plan for review and approval, prior to release of building permit. (Development Title Section 9-1135)

2) A copy of the Final Site Plan shall be submitted prior to release of building permit.

3) An encroachment permit shall be required for all work within road right-of-way along Larch Road. (Note: Driveway encroachment permits are for flatwork only – all vertical features, including but not limited to fences, walls, private light standards, rocks, landscaping and cobbles are not allowed in the right-of-way.) (Development Title Sections 9-1145.4 and 9-1145.5)

4) The driveway approach on Larch Road shall be improved in accordance with the requirements of San Joaquin County Improvement Standards Drawing No. R-17 prior to issuance of the occupancy permit. (Development Title Section 9-1145.5)

5) A City of Tracy encroachment permit shall be required for all work within the City road right-of-way.

6) The driveway approach on Auto Plaza Drive shall be improved in accordance with the requirements of City of Tracy prior to issuance of the occupancy permit.

7) The frontage and roadway improvements for Auto Plaza Drive shall be constructed in conformance with the City of Tracy standards for one-half of a Four Lane Major Arterial with Median. Improvement plans, specifications and engineer's estimate prepared by a registered civil engineer shall be submitted for review and are subject to plan check, field inspection fees and must be approved by the City of Tracy and submitted to the County of San Joaquin Department of Public Works prior to issuance of the building permit.

8) The frontage improvements for Naglee Road shall be constructed in conformance with the City of Tracy standards for one additional travel lane plus shoulder, curb, gutter and sidewalk across the parcels frontage. The construction of the frontage improvements will be deferred upon execution

by the owner of a Secured Deferred Frontage and Roadway Improvement Agreement with the City of Tracy with a deposit equivalent to their estimated construction costs and provide documentation from the City of Tracy that this condition has been satisfied prior to issuance of the occupancy permit.

9) The Traffic Impact Mitigation Fee shall be required for this application. The fee is due and payable at the time of building permit application. The fee will be based on the current schedule at the time of payment. The fee shall be automatically adjusted July 1 of each year by the Engineering Construction Cost Index as published by the Engineering News Record. (Resolutions R-00-433)

10) The Regional Transportation Impact Fee shall be required for this application. The fee is due and payable at the time of building permit application. The fee will be based on the current schedule at the time of payment. (Resolution R-06-38)

11) This project is subject to the NPDES Region-Wide Permit requirements and shall comply with the following conditions. Prior to release of the building permit, plans and calculations shall be submitted and approved by the Public Works Department – Water Resources Division (209-468-3605):

    a) Treatment: A registered professional engineer shall design the site to treat the 85th percentile storm as defined in the County's 2021 Storm Water Quality Control Criteria Plan (SWQCCP).

    b) Hydromodification: A registered professional engineer shall design the site to comply with the volume reduction requirement outlined in the County's 2021 SWQCCP.

12) Prior to release of the building permit the applicant shall submit the Storm Water Pollution Prevention Plan (SWPPP) to Public Works. A copy of the approved SWPPP and all required records, updates, test results and inspection reports shall be maintained on the construction site and be available for review upon request.

13) Prior to release of the building permit, the owner shall enter into an agreement with San Joaquin County for post-construction maintenance of stormwater quality facilities.

14) Applicant shall file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and comply with the State "General Permit for Storm Water Discharges Associated with Construction Activity". The Waste Discharge Identification Number (WDID), issued by SWRCB, shall be submitted to Public Works prior to release of the building permit. Contact the SWRCB at (916) 341-5537 for further information.

15) All new construction and the substantial improvement of any structure, including conversion of existing structures, in the area of a special flood hazard shall be elevated or floodproofed in accordance to San Joaquin County Ordinance Code Section 9-1605.12 (a) b, (b) and (c).

16) The owner shall execute an Irrevocable Offer to Dedicate Road to result in a twenty five (25) foot wide right-of-way from the centerline of West larch Road to the property line across the parcel's frontage. (A fee based on the current fee schedule is required for processing per Development Title Table 9-240.2 in addition to a copy of the Grant Deed and a legal description of the parcel to be offered for dedication.) (Development Title Section 9-1150.5)

17) Prior to issuance of a building permit for this project, the applicant shall pay their fair share contribution toward the cost of a future traffic signal improvement at the intersection of Auto Plaza Drive and Naglee Road as identified in the Final Transportation Impact Analysis Report dated May 5, 2022. The fair share amount is $106,076.

AC:CH

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Fritz Buchman, Director

Alex Chetley, *Deputy Director – Development*
Kristi Rhea, *Deputy Director - Administration*
David Tolliver, *Deputy Director - Operations*
Najee Zarif, *Deputy Director - Engineering*

March 22, 2024

M E M O R A N D U M

TO: Community Development Department
CONTACT PERSON: Alisa Goulart

FROM: Christopher Heylin, Development Services Engineer
Development Services Division

SUBJECT: PA-1900085; A Conditional Use Permit application for a religious assembly to be constructed in (2) phases over 5 years. Phase 1 to include construction of a single-story, 34,439-square-foot building containing an assembly hall, dining hall, kitchen, office, meeting room, restrooms, shoe room, storage rooms, lobby, and wedding rooms. Phase 2 to include construction of a 13,818-square-foot addition containing a classroom, prayer hall, office, guest room, and priest room. The building height is 28.6 feet. The structure will have a dome with a maximum height of 52 feet.

Maximum attendance is (250) with the exception of (4) annual special events with a maximum attendance of (500). These events are considered accessory to the main use which is religious assembly. Operating hours will be 10:00 a.m. to 7:00 p.m., seven (7) days per week, with a maximum of (10) employees.

The facility has 2 points of ingress/egress - one each from Larch Road and Naglee Road. An 8-foot solid screen wall is proposed along the property's south border at Auto Plaza Drive; located on the southeast corner of South Naglee Road and West Larch Road, Tracy. (Supervisorial District 5)

PROPERTY OWNER: Gurudwara Sahib Tracy

APPLICANT: Santokh Judge

ADDRESS: 21356 S. Naglee Road, Tracy

APN: 212-050-01

INFORMATION:

The site is currently located within a Federal Emergency Management Agency Designated Flood Hazard Area designated as Zone AE. The 100-Year Flood Elevation is approximately 13 feet NAVD 1988.

West Larch Road has an existing right-of-way width of 45 feet and a planned right-of-way width of 50 feet.

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South Naglee Road has an existing and planned right-of-way per City of Tracy.

Auto Plaza Drive has an existing and planned right-of-way per City of Tracy.

REQUIREMENTS:

The applicant shall complete the following requirements before the Department of Public Works can support or deem complete the application for this project:

1) An updated traffic study shall be required to determine the impacts and mitigation of the proposed project. The developer shall deposit funds with the County for all costs, as estimated by the Department of Public Works Transportation Engineering Division, prior of Department of Public Works preparing or contracting for the required study. (Development Title Section 9-608.050)

Upon satisfaction of the above requirements, the following Conditions of Approval shall apply. Additional and/or revised Conditions of Approval may be necessary based upon the completed application.

RECOMMENDATIONS:

1) An encroachment permit shall be required for all work within road right-of-way along Larch Road. (Note: Driveway encroachment permits are for flatwork only – all vertical features, including but not limited to fences, walls, private light standards, rocks, landscaping and cobbles are not allowed in the right-of-way.) (Development Title Sections 9-607.020 and 9-607.040)

2) The driveway approach on Larch Road shall be improved in accordance with the requirements of San Joaquin County Improvement Standards Drawing No. R-17 prior to issuance of the occupancy permit. (Development Title Section 9-607.040)

3) A City of Tracy encroachment permit shall be required for all work within the City road right-of-way.

4) The driveway approach on Naglee Drive shall be improved in accordance with the requirements of City of Tracy prior to issuance of the occupancy permit.

5) The owner shall execute an Irrevocable Offer to Dedicate Road to result in a twenty-five (25) foot wide right-of-way from the centerline of West Larch Road to the property line across the parcel's frontage. (A fee based on the current fee schedule is required for processing in addition to a copy of the Grant Deed and a legal description of the parcel to be offered for dedication.) (Development Title Section 9-608.060)

6) The Traffic Impact Mitigation Fee shall be required for this application. The fee is due and payable at the time of building permit application. The fee will be based on the current schedule at the time of payment. The fee shall be automatically adjusted July 1 of each year by the Engineering Construction Cost Index as published by the Engineering News Record. (Resolutions R-00-433)

7) The Regional Transportation Impact Fee shall be required for this application. The fee is due and payable at the time of building permit application. The fee will be based on the current schedule at the time of payment. (Resolution R-06-38)

8) The developer shall provide drainage facilities in accordance with the San Joaquin County Development Standards. Retention basins shall be fenced with six (6) foot high chain link fence or equal when the maximum design depth is 18 inches or more. Required retention basin capacity shall be calculated and submitted along with a drainage plan for review and approval, prior to release of building permit. (Development Title Section 9-606)

9) A copy of the Final Site Plan shall be submitted prior to release of building permit.

10) This project is subject to the NPDES Region-Wide Permit requirements and shall comply with the following conditions. Prior to release of the building permit, plans and calculations shall be submitted and approved by the Public Works Department – Water Resources Division (209-468-3605):

    a) Treatment: A registered professional engineer shall design the site to treat the 85th percentile storm as defined in the County's 2023 Storm Water Quality Control Criteria Plan (SWQCCP).

    b) Hydromodification: A registered professional engineer shall design the site to comply with the volume reduction requirement outlined in the County's 2023 SWQCCP.

    c) Trash: A registered professional engineer shall design the site to comply with the trash control requirement outlined in the County's 2023 SWQCCP

11) Prior to release of the building permit the applicant shall submit the Storm Water Pollution Prevention Plan (SWPPP) to Public Works. A copy of the approved SWPPP and all required records, updates, test results and inspection reports shall be maintained on the construction site and be available for review upon request.

12) Prior to release of the building permit, the owner shall enter into an agreement with San Joaquin County for post-construction maintenance of stormwater quality facilities.

13) Applicant shall file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and comply with the State "General Permit for Storm Water Discharges Associated with Construction Activity". The Waste Discharge Identification Number (WDID), issued by SWRCB, shall be submitted to Public Works prior to release of the building permit. Contact the SWRCB at 1-866-563-3107 for further information.

14) Prior to release of the building permit all new construction and the substantial improvement of any structure or tanks in the area of special flood hazard shall be elevated or floodproofed in accordance with San Joaquin County Ordinance Code Section 9-1605.12 (a), (b) and (c). Plans and calculations shall be submitted and approved by the Public Works Department – Water Resources Division (209-468-9596).

CH:GM

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Fritz Buchman, Director

Alex Chetley, *Deputy Director - Development*
Kristi Rhea, *Deputy Director - Administration*
David Tolliver, *Deputy Director - Operations*
Najee Zarif, *Deputy Director - Engineering*

August 28, 2024

M E M O R A N D U M

TO: Community Development Department
CONTACT PERSON: Alisa Goulart

FROM: Shayan Rehman, Engineering Services Manager SR
Development Services Division

SUBJECT: PA-1900085; A Conditional Use Permit application for a religious assembly to be constructed in (2) phases over 5 years. Phase 1 to include construction of a single-story, 34,439-square-foot building containing an assembly hall, dining hall, kitchen, office, meeting room, restrooms, shoe room, storage rooms, lobby, and wedding rooms. Phase 2 to include construction of a 13,818-square-foot addition containing a classroom, prayer hall, office, guest room, and priest room. The building height is 28.6 feet. The structure will have a dome with a maximum height of 52 feet.

Maximum attendance is (250) with the exception of (4) annual special events with a maximum attendance of (500). These events are considered accessory to the main use which is religious assembly. Operating hours will be 10:00 a.m. to 7:00 p.m., seven (7) days per week, with a maximum of (10) employees.

The facility has 2 points of ingress/egress - one each from Larch Road and Naglee Road. An 8-foot solid screen wall is proposed along the property's south border at Auto Plaza Drive; located on the southeast corner of South Naglee Road and West Larch Road, Tracy. (Supervisorial District 5)

PROPERTY OWNER: Gurudwara Sahib Tracy

APPLICANT: Santokh Judge

ADDRESS: 21356 S. Naglee Road, Tracy

APN: 212-050-01

INFORMATION:

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West Larch Road has an existing right-of-way width of 45 feet and a planned right-of-way width of 50 feet.

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PA-1900085 (C)

South Naglee Road has an existing and planned right-of-way per City of Tracy.

Auto Plaza Drive has an existing and planned right-of-way per City of Tracy.

~~REQUIREMENTS:~~

~~The applicant shall complete the following requirements before the Department of Public Works can support or deem complete the application for this project:~~

~~1) An updated traffic study shall be required to determine the impacts and mitigation of the proposed project. The developer shall deposit funds with the County for all costs, as estimated by the Department of Public Works Transportation Engineering Division, prior of Department of Public Works preparing or contracting for the required study. (Development Title Section 9-608.050)~~

~~Upon satisfaction of the above requirements, the following Conditions of Approval shall apply. Additional and/or revised Conditions of Approval may be necessary based upon the completed application.~~

RECOMMENDATIONS:

1) An encroachment permit shall be required for all work within road right-of-way along Larch Road. (Note: Driveway encroachment permits are for flatwork only – all vertical features, including but not limited to fences, walls, private light standards, rocks, landscaping and cobbles are not allowed in the right-of-way.) (Development Title Sections 9-607.020 and 9-607.040)

2) The driveway approach on Larch Road shall be improved in accordance with the requirements of San Joaquin County Improvement Standards Drawing No. R-17 prior to issuance of the occupancy permit. (Development Title Section 9-607.040)

3) A City of Tracy encroachment permit shall be required for all work within the City road right-of-way.

4) The driveway approach on Naglee Drive shall be improved in accordance with the requirements of City of Tracy prior to issuance of the occupancy permit.

5) The owner shall execute an Irrevocable Offer to Dedicate Road to result in a twenty-five (25) foot wide right-of-way from the centerline of West Larch Road to the property line across the parcel's frontage. (A fee based on the current fee schedule is required for processing in addition to a copy of the Grant Deed and a legal description of the parcel to be offered for dedication.) (Development Title Section 9-608.060)

6) The Traffic Impact Mitigation Fee shall be required for this application. The fee is due and payable at the time of building permit application. The fee will be based on the current schedule at the time of payment. The fee shall be automatically adjusted July 1 of each year by the Engineering Construction Cost Index as published by the Engineering News Record. (Resolutions R-00-433)

7) The Regional Transportation Impact Fee shall be required for this application. The fee is due and payable at the time of building permit application. The fee will be based on the current schedule at the time of payment. (Resolution R-06-38)

8) The developer shall provide drainage facilities in accordance with the San Joaquin County Development Standards. Retention basins shall be fenced with six (6) foot high chain link fence or equal when the maximum design depth is 18 inches or more. Required retention basin capacity shall be calculated and submitted along with a drainage plan for review and approval, prior to release of building permit. (Development Title Section 9-606)

9) A copy of the Final Site Plan shall be submitted prior to release of building permit.

10) This project is subject to the NPDES Region-Wide Permit requirements and shall comply with the following conditions. Prior to release of the building permit, plans and calculations shall be submitted and approved by the Public Works Department – Water Resources Division (209-468-9360):

    a) Treatment: A registered professional engineer shall design the site to treat the 85th percentile storm as defined in the County's 2023 Storm Water Quality Control Criteria Plan (SWQCCP).

    b) Hydromodification: A registered professional engineer shall design the site to comply with the volume reduction requirement outlined in the County's 2023 SWQCCP.

    c) Trash: A registered professional engineer shall design the site to comply with the trash control requirement outlined in the County's 2023 SWQCCP

11) Prior to release of the building permit the applicant shall submit the Storm Water Pollution Prevention Plan (SWPPP) to Public Works. A copy of the approved SWPPP and all required records, updates, test results and inspection reports shall be maintained on the construction site and be available for review upon request.

12) Prior to release of the building permit, the owner shall enter into an agreement with San Joaquin County for post-construction maintenance of stormwater quality facilities.

13) Applicant shall file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and comply with the State "General Permit for Storm Water Discharges Associated with Construction Activity". The Waste Discharge Identification Number (WDID), issued by SWRCB, shall be submitted to Public Works prior to release of the building permit. Contact the SWRCB at 1-866-563-3107 for further information.

14) Prior to release of the building permit all new construction and the substantial improvement of any structure or tanks in the area of special flood hazard shall be elevated or floodproofed in accordance with San Joaquin County Ordinance Code Section 9-1605.12 (a), (b) and (c). Plans and calculations shall be submitted and approved by the Public Works Department – Water Resources Division (209-953-7948).

15) Prior to issuance of a building permit for this project, the applicant shall pay for the

implementation of an All Way Stop Intersection at Naglee Road and West Larch Road as identified in the Supplemental Transportation Impact Analysis Report dated August 12, 2024. The payment amount is $5,200.

SR:GM

SAN JOAQUIN COUNTY
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Environmental Health Department
Linda Turkatte, REHS, Director
Kasey Foley, REHS, *Assistant Director*

PROGRAM COORDINATORS
Robert McClellon, REHS
Jeff Carruesco, REHS, RDI
Willy Ng, REHS
Muniappa Naidu, REHS
Michael Kith, REHS

MEMORANDUM

June 26, 2019

To: San Joaquin County Community Development Department
Attention: Alisa Goulart

From: Michael Kith, (209) 468-3444
Program Coordinator

RE: **PA-1900085 (UP), SU0012347**
21356 South Naglee Road, Tracy

The applicant proposes an intensive onsite wastewater treatment system (OWTS) use on an 8.49 acres parcel. The intensive OWTS usage may have a potential significant impact on ground water quality. A soil suitability study with nitrate loading analysis (SSNL) shall be performed and submitted to Environmental Health Department (EHD) to determine potential impact and any mitigation needed. The SSNL shall address the maximum number of people listed in the application.

The EHD also has the following concerns that should be addressed:

1. The existing well does not meet the setback requirement of 100 feet from the proposed OWTS replacement area.
2. The proposed well may be a small public water system (SPWS) and may be required to consolidate. If the well is allowed to be a SPWS it may not meet the setback requirement of 150 feet from all OWTS.

1868 E. Hazelton Avenue | Stockton, California 95205 | **T** 209 468-3420 | **F** 209 464-0138 | www.sjcehd.com

SAN JOAQUIN COUNTY
Greatness grows here.

Environmental Health Department
Jasjit Kang, REHS, Director
Muniappa Naidu, REHS, Assistant Director
PROGRAM COORDINATORS
Jeff Carruesco, REHS, RDI
Willy Ng, REHS
Steven Shih, REHS
Elena Manzo, REHS
Natalia Subbotnikova, REHS

January 11, 2024

To: San Joaquin County Community Development Department
Attention: Alisa Goulart

From: Naseem Ahmed; (209) 616-3018
Senior Registered Environmental Health Specialist

RE: **PA-1900085 (C), Early Consultation (Revised Application & Site Plan), SU0012347**
21356 S. Naglee Rd., Tracy

The following requirements have been identified as pertinent to this project. Other requirements may also apply. These requirements cannot be modified.

1. A soil suitability and nitrate loading study incorporating proposed staff and customer use shall be submitted to the Environmental Health Department, indicating that the area is suitable for septic system usage. The studies must be approved by the Environmental Health Department prior to issuance of building permit(s). (San Joaquin County Development Title, Section 9-604.010(d)). The fee will be based on the current schedule at the time of payment.

   The sewage disposal system shall comply with the onsite wastewater treatment systems standards of San Joaquin County prior to approval. A percolation test conducted in accordance with the E.P.A. Design Manual - Onsite Wastewater and Disposal Systems is required for each parcel. The fee will be based on the current schedule at the time of payment.

2. Construction of an individual sewage disposal system(s) under permit and inspection by the Environmental Health Department is required at the time of development based on the **Soil Suitability/ Nitrate Loading Study findings** (San Joaquin County Development Title, Section 9-605.010).

3. Prior to issuance of building permit, submit to the Environmental Health Department revised site plans showing the location and configuration of any existing and proposed sewage disposal systems, along with the area required to be reserved for future sewage disposal repair/replacement (area for 100% sewage disposal replacement).

   The plans shall include the design calculations, including the maximum number of persons the sewage disposal system is proposed to serve. In addition, show on revised plans that the disposal field area will be barricaded so it cannot be driven over, parked on, or used as a storage area. This disposal field area must be used for that specific purpose only, and it cannot contain any underground utility lines (San Joaquin County Development Title, Section 9-605.010(c)(3)(5)).

4. Applicant shall contact Natalia Subbotnikova, Program Coordinator, Small Public Water System Program, at (209) 468-0338, to determine if the existing well can be permitted as a public water system prior to issuance of building permits. If a public water system is required, applicant shall submit a Small Public Water System preliminary technical report to the California State Water Resources Control Board, Division of Drinking Water (Water Board) at least six months before initiating construction of any water related improvement, as defined. The issuance of a permit to

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operate a small public water system by the local primacy agency (EHD) is prohibited without the concurrence of the Water Board. Please contact Gena Farley with the SWRCB Division of Drinking Water at Gena.Farley@waterboards.ca.gov or 209-948-7488, concerning the requirements for preliminary technical report submittal prior to issuance of building permits.

If the Water Board determines that an onsite well shall be used as the potable water source, a permit application to operate Small Public Water System shall be submitted to the EHD for approval prior to issuance of building permits. To issue a permit to operate, concurrence from the Water Board is required. A yearly permit to operate a public water system will be required by the EHD prior to sign off of the certificate of final occupancy (San Joaquin County Development Title, Section 9-602.010 and 9-601.030.).

The supplier must possess adequate financial, managerial, and technical capability to assure delivery of pure, wholesome, and potable drinking water in accordance with San Joaquin County Development Title, Sections 9-602.010 and 9-601.030 and C.C.R., Title 22, and Health and Safety Code, Section 116525 116570.

Note: The minimum setback from public water well to any septic tank and leach field is 150'. If the existing domestic well becomes a public water well then it shall meet minimum setback requirement from septic tank & leach field area.

5. The existing private water wells shall be tested for the chemical Dibromochloropropane (DBCP) and nitrates with the results submitted to the Environmental Health Department prior to issuance of building permit(s). Samples are to be taken and analyzed by a State-approved laboratory (San Joaquin County Development Title, Section 9-601.020(j)).

6. Construction of an individual domestic water well under permit and inspection by the Environmental Health Department is required at the time of development (San Joaquin County Development Title, Section 9-601.010 (b)).

7. Any existing wells or septic systems to be abandoned shall be destroyed under permit and inspection by the EHD (San Joaquin County Development Title, Section 9-605.010 & 9-601.020)

8. Any geotechnical drilling shall be conducted under permit and inspection by The Environmental Health Department (San Joaquin County Development Title, Section 9-601.010(b) and 9-601.020(i)).

SAN JOAQUIN COUNTY
Greatness grows here.

Environmental Health Department
Jasjit Kang, REHS, Director
Muniappa Naidu, REHS, *Assistant Director*
PROGRAM COORDINATORS
Jeff Carruesco, REHS, RDI
Willy Ng, REHS
Steven Shih, REHS
Elena Manzo, REHS
Natalia Subbotnikova. REHS

December 9, 2024

To: San Joaquin County Community Development Department
Attention: Alisa Goulart

From: Sastina Thammavongsa; (209) 616-3068
Environmental Health Specialist

RE: **PA-1900085 (C), Referral, SU0012347**
21356 S. Naglee Road, Tracy APN: 212-050-01

The following requirements have been identified as pertinent to this project. Other requirements may also apply. These requirements cannot be modified.

1) A soil suitability and nitrate loading study incorporating proposed staff and customer use shall be submitted to the Environmental Health Department, indicating that the area is suitable for septic system usage. The studies must be approved by the Environmental Health Department prior to issuance of building permit(s). (San Joaquin County Development Title, Section 9-604.010(d)). The fee will be based on the current schedule at the time of payment.

   The sewage disposal system shall comply with the onsite wastewater treatment systems standards of San Joaquin County prior to approval. A percolation test conducted in accordance with the E.P.A. Design Manual - Onsite Wastewater and Disposal Systems is required for each parcel. The fee will be based on the current schedule at the time of payment.

2) Construction of an individual sewage disposal system(s) under permit and inspection by the Environmental Health Department is required at the time of development based on the **Soil Suitability/ Nitrate Loading Study findings** (San Joaquin County Development Title, Section 9-605.010).

3) The site plan depicts the 100% sewage disposal replacement area located in the paved parking area for the proposed development.

   Prior to issuance of building permit, submit to the Environmental Health Department revised site plans showing the location and configuration of any existing and proposed sewage disposal systems, along with the area required to be reserved for future sewage disposal repair/replacement (area for 100% sewage disposal replacement). The plans shall include the design calculations, including the maximum number of persons the sewage disposal system is proposed to serve. In addition, show on revised plans that the disposal field area will be barricaded so it cannot be driven over, parked on, or used as a storage area. This disposal field area must be used for that specific purpose only, and it cannot contain any

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underground utility lines (San Joaquin County Development Title, Section 9-605.010(c)(3)(5)).

The disposal field area of the sewage disposal system shall be barricaded such that it cannot be driven over, parked on, or used as a storage area. This disposal field area must be used for that specific purpose only, and it cannot contain any underground utility lines (San Joaquin County Development Title, Section 9-605.010(c)(3)(5))

4) Submit Water Provision Declaration form to the Environmental Health Department for review.

5) Applicant shall contact Natalia Subbotnikova, Program Coordinator, Small Public Water System Program, at (209) 468-0338, to determine if the existing well can be permitted as a public water system prior to issuance of building permits. If a public water system is required, applicant shall submit a Small Public Water System preliminary technical report to the California State Water Resources Control Board, Division of Drinking Water (Water Board) at least six months before initiating construction of any water related improvement, as defined. The issuance of a permit to operate a small public water system by the local primacy agency (EHD) is prohibited without the concurrence of the Water Board. Please contact Gena Farley with the SWRCB Division of Drinking Water at Gena.Farley@waterboards.ca.gov or 209-948-7488, concerning the requirements for preliminary technical report submittal prior to issuance of building permits.
If the Water Board determines that an onsite well shall be used as the potable water source, a permit application to operate Small Public Water System shall be submitted to the EHD for approval prior to issuance of building permits. To issue a permit to operate, concurrence from the Water Board is required. A yearly permit to operate a public water system will be required by the EHD prior to sign off of the certificate of final occupancy (San Joaquin County Development Title, Section 9-602.010 and 9-601.030.).

   The supplier must possess adequate financial, managerial, and technical capability to assure delivery of pure, wholesome, and potable drinking water in accordance with San Joaquin County Development Title, Sections 9-602.010 and 9-601.030 and C.C.R., Title 22, and Health and Safety Code, Section 116525 116570.

   Note: The minimum setback from public water well to any septic tank and leach field is 150'. If the existing domestic well becomes a public water well then it shall meet minimum setback requirement from septic tank & leach field area.

6) The existing private water wells shall be tested for the chemical Dibromochloropropane (DBCP) and nitrates with the results submitted to the Environmental Health Department prior to issuance of building permit(s). Samples are to be taken and analyzed by a State-approved laboratory (San Joaquin County Development Title, Section 9-601.020(j)).

7) Construction of an individual domestic water well under permit and inspection by the Environmental Health Department is required at the time of development (San Joaquin County Development Title, Section 9-601.010 (b)).

8) Any existing wells or septic systems to be abandoned shall be destroyed under permit and inspection by the EHD (San Joaquin County Development Title, Section 9-605.010 & 9-601.020)

9) Any geotechnical drilling shall be conducted under permit and inspection by The Environmental Health Department (San Joaquin County Development Title, Section 9-601.010(b) and 9-601.020(i)).

DEPARTMENT OF TRANSPORTATION
P.O. BOX 2048 STOCKTON, CA 95201
(1976 E. CHARTER WAY/1976 E. DR. MARTIN
LUTHER KING JR. BLVD. 95205)
TTY: California Relay Service (800) 735-2929
PHONE (209) 941-1921
FAX (209) 948-7194

Making Conservation a California Way of Life.

May 31, 2019

10-SJ-205-PM R005.701
Gurudwara Sahib Tracy
Kartik Patel/Archevon
PA-1900085 (UP)

Alisa Goulart
San Joaquin County
Community Development Department
1810 E. Hazelton Avenue
Manteca, CA 95337

Dear Ms. Goulart:

The California Department of Transportation appreciates the opportunity to have reviewed the proposed religious assembly at 21356 South Naglee Road, Tracy. At completion, the assembly will have a maximum of 300 people as well as four events per year with a maximum of 700 attendees. During regular hours, the assembly will have fifteen employees. The Department has the following comments:

- The Department recommends a Complete Streets approach to planning transportation in this development. This includes nearby bus stops, bicycle lanes, and pedestrian facilities to provide connectivity between the project site and nearby homes and businesses.

If you have any questions or would like to discuss our comments in more detail, please contact Nicholas Fung at (209) 948-7190 or myself at (209) 941-1921.

Sincerely,

TOM DUMAS, CHIEF
OFFICE OF METROPOLITAN PLANNING

"Caltrans improves mobility across California"

U.S. Department of Homeland Security
FEMA Region IX
1111 Broadway, Suite 1200
Oakland, CA. 94607-4052

FEMA

May 30, 2019

Alisa Goulart, Project Manager
San Joaquin County
Community Development Department
Development Services Division
1810 East Hazelton Avenue
Stockton, California 95205

Dear Ms. Goulart:

This is in response to your request for comments regarding an Application Referral Early Consultation Application Number PA 1900085) (UP), Use Permit application, (APN/Address: 212-050-01/21356 South Naglee Road, Tracy) (Supervisorial District 5).

Please review the current effective Flood Insurance Rate Maps (FIRMs) for the County of San Joaquin (Community Number 060299), Maps revised October 20, 2016 and City of Tracy (Community Number 060303), Maps revised October 16, 2009. Please note that the City of Tracy, San Joaquin County, California is a participant in the National Flood Insurance Program (NFIP). The minimum, basic NFIP floodplain management building requirements are described in Vol. 44 Code of Federal Regulations (44 CFR), Sections 59 through 65.

A summary of these NFIP floodplain management building requirements are as follows:

- All buildings constructed within a riverine floodplain, (i.e., Flood Zones A, AO, AH, AE, and A1 through A30 as delineated on the FIRM), must be elevated so that the lowest floor is at or above the Base Flood Elevation level in accordance with the effective Flood Insurance Rate Map.

- If the area of construction is located within a Regulatory Floodway as delineated on the FIRM, any ***development*** must not increase base flood elevation levels. **The term *development* means any man-made change to improved or unimproved real estate, including but not limited to buildings, other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of equipment or materials.** A hydrologic and hydraulic analysis must be performed *prior* to the start of development, and must demonstrate that the development would not cause any rise in base flood levels. No rise is permitted within regulatory floodways.

- Upon completion of any development that changes existing Special Flood Hazard Areas, the NFIP directs all participating communities to submit the appropriate hydrologic and hydraulic data to FEMA for a FIRM revision. In accordance with 44 CFR, Section 65.3, as soon as practicable, but not later than six months after such data becomes available, a community shall notify FEMA of the changes by submitting technical data for a flood map revision. To obtain copies of FEMA's Flood Map Revision Application Packages, please refer to the FEMA website at http://www.fema.gov/business/nfip/forms.shtm.

Please Note:

Many NFIP participating communities have adopted floodplain management building requirements which are more restrictive than the minimum federal standards described in 44 CFR. Please contact the local community's floodplain manager for more information on local floodplain management building requirements. The Tracy floodplain manager can be reached by calling Kevin Jorgensen, Chief Building Official, at (209) 831-6415. The San Joaquin County floodplain manager can be reached by calling John Maguire, Engineering Services Manager, Flood Management Division, Public Works Department, at (209) 953-7617.

If you have any questions or concerns, please do not hesitate to call Brian Trushinski of the Mitigation staff at (510) 627-7183.

Sincerely,

Gregor Blackburn, CFM, Branch Chief
Floodplain Management and Insurance Branch

cc:
Kevin Jorgensen, Chief Building Official, City of Tracy
John Maguire, Engineering Services Director, San Joaquin County
Ray Lee, WREA, State of California, Department of Water Resources, North Central Region Office
Brian Trushinski, NFIP Planner, DHS/FEMA Region IX
Alessandro Amaglio, Environmental Officer, DHS/FEMA Region IX

South County Fire Authority
Community Risk Reduction Division

835 Central Avenue
Tracy, CA 95376
PH: (209) 831-6707
FAX: (209) 831-6703
fire.prevention@cityoftracy.org

Date: 6/20/2019

Project #: PA-19000085
Project Description: Use Permit for Religious Assembly
Project Address: 21356 S. Naglee Rd.

This project has been reviewed based on the California Fire Code and Tracy Municipal Code.

At this time, project is conditionally approved subject to satisfying the following requirements:

1. Prior to construction, applicant shall provide plans for grading and/or site improvement and construction to the South San Joaquin County Fire Authority for review and approval demonstrating compliance with 2016 California Fire Code and San Joaquin County Municipal Codes.
2. Prior to construction, applicant shall provide plans demonstrating fire apparatus access in accordance with 2016 CFC Section 503, San Joaquin County Fire Chief and San Joaquin County Requirements for fire department access.
3. Prior to building commissioning, applicant shall submit construction documents for fire sprinkler and fire alarm, in accordance with 2016 CFC Chapter 9.
4. Prior to permit issuance, applicant shall provide construction documents showing the fire department connection on the building located at the fire control room or located at the fire pump room.
5. Prior to building permit issuance, applicant shall demonstrate that all gates shall be equipped with traffic preempting optical signal receivers compatible with the emitters used by the Fire Department, which will activate the gates and override all command functions of the gate controller. Electric gate operators shall be listed in accordance with UL 325 and ASTM F2200. Knox switches shall be provided on both sides of the gates unless an exit loop is provided at automatic gates. The automatic gates shall have a battery back-up or a manual mechanical disconnect readily accessible to emergency personnel in case of power failure.
6. Prior to building permit issuance, applicant shall provide sources of water for the fire service lines. If municipal water is available, connection shall be made to the municipal water. If municipal water is not available, applicant shall provide an alternative water source in accordance with NFPA 1142.

Please note, additional comments may occur upon resubmittal.

Plans Reviewed by:
Courtney Wood, Plans Examiner
(209) 831-6707
courtney.wood@cityoftracy.org

- End -

South San Joaquin County Fire Authority
Community Risk Reduction Division

835 Central Avenue
Tracy, CA 95376
PH: (209) 831-6707
FAX: (209) 831-6703
fire.plancheck@sjcfire.org

Date: 1/10/2024

Project #: FC23-0123 PC-1 / PA-1900085
Project Description: CONDITIONAL USE PERMIT: AGENCY RE-REFERRAL
Project Address: 21356 NAGLEE RD TRACY CA 95304
Jurisdiction: San Joaquin County

At this time, project is conditionally accepted by SSJCFA Fire. The following requirements are required to be met prior to any construction or demolition on the property:

1. Prior to construction, applicant shall submit construction documents to the South San Joaquin County Fire Authority for review and approval.
    a. Construction documents shall be designed to the current edition of the California Code of Regulations, Title 24, as amended by the City of Tracy Municipal Code.
    b. Deferred submittals for fire sprinkler system, fire protection water supply, and fire alarm system shall be listed on the coversheet. Each deferred submittal shall be submitted, reviewed and approved by SSJCFA prior to installation.
    c. Fire protection water supply application must be submitted separately from construction permit. All piping and installation shall be in accordance with CFC §507 & NFPA standards. Approval of grading and/or on-site improvements does not grant installation of underground fire service.
    d. Fire sprinklers shall be designed by a licensed fire protection contractor or engineer. Hydraulic calculations, specifications and plans shall be submitted prior to issuance of building permit.
    e. Fire department connections shall be installed in accordance with CFC §912 and NFPA standards. A hydrant shall be placed within 100' of the FDC. FDC locations shall be approved by the fire code official prior to issuance of construction permit.
    f. Fire control room locations shall be approved the fire code official prior to the issuance of construction permit.
    g. Provide a truck turning template which clearly shows the truck turning radius of 30' inside and 50' outside. Truck turning template shall show all ingress and egress paths available.

2. Engineering and building permit applications received by our offices are subject to the current fee schedule for South San Joaquin County Fire Authority. Contact our offices for additional information.
    a. Application processing fees and minimum plan review fees are due at time of submittal of construction documents.
    b. Additional plan review fees, minimum inspection fees and administrative fees are calculated on approval of project and shall be paid prior to issuance of permit.

c. Permit holder is responsible for any additional inspection fees incurred, and shall be paid prior to final inspection.

3. Knox boxes shall be required for this project. The tenant of the property shall have keys placed in the key box. The operator of the building shall immediately notify the Fire Authority and provide the new key where a lock is changed or rekeyed. The key to such building shall be secured in the Knox Box.

4. Building shall be provided with approved address identification that is illuminated in accordance with CFC §505 as amended by the South San Joaquin County Fire Authority.

5. Prior to final inspection, emergency radio responder coverage shall be tested to confirm coverage areas. It is beneficial for the applicant to conduct testing at foundation as retrofitting for the conduit is costly. If coverage is inadequate, a separate permit for emergency radio responder coverage shall be submitted to SSJCFA for review and approval prior to installation.
   a. Additional improvements may warrant additional testing to be performed. Testing shall be the determination of the fire code official.

6. Prior to construction, an address must be posted at the construction site entrance. Address must be a minimum of 4 inches high by ½ inch numerals. Address must be provided so that emergency service personnel can locate the construction site in the event of an emergency.

7. Prior to construction, all-weather fire apparatus access roads shall be installed. Fire apparatus access roads during construction shall have a minimum 20' unobstructed width in accordance with CFC §503.

8. Prior to construction, fire protection water supply shall be provided and operational for construction site. It shall be installed, inspected and tested prior to bringing combustible materials onsite, including storage.

9. Additional comments may occur upon submittal of construction documents.

Feel free to contact our offices, should you have any questions.

Daniel Stowe
Fire Plans Examiner
(209) 831-6707 Main Line
daniel.stowe@sjcfire.org

cc: fire.plancheck@sjcfire.org, permit file

- End -

South San Joaquin County Fire Authority
Community Risk Reduction Division

835 Central Avenue
Tracy, CA 95376
PH: (209) 831-6707
FAX: (209) 831-6703
fire.plancheck@sjcfire.org

Date: 12/13/2024

Project #: FC23-0123 PC-2 / PA-1900085 (C)
Project Description: CONDITIONAL USE PERMIT: AGENCY RE-REFERRAL
Project Address: 21356 NAGLEE RD TRACY CA 95304
Jurisdiction: San Joaquin County

At this time, project is conditionally accepted by SSJCFA Fire. The following requirements are required to be met prior to any construction or demolition on the property:

1. Prior to construction, applicant shall submit construction documents to the South San Joaquin County Fire Authority for review and approval.
    a. Construction documents shall be designed to the current edition of the California Code of Regulations, Title 24, as amended by the City of Tracy Municipal Code.
    b. Deferred submittals for fire sprinkler system, fire protection water supply, and fire alarm system shall be listed on the coversheet. Each deferred submittal shall be submitted, reviewed and approved by SSJCFA prior to installation.
    c. Fire protection water supply application must be submitted separately from construction permit. All piping and installation shall be in accordance with CFC §507 & NFPA standards. Approval of grading and/or on-site improvements does not grant installation of underground fire service.
    d. Fire sprinklers shall be designed by a licensed fire protection contractor or engineer. Hydraulic calculations, specifications and plans shall be submitted prior to issuance of building permit.
    e. Fire department connections shall be installed in accordance with CFC §912 and NFPA standards. A hydrant shall be placed within 100' of the FDC. FDC locations shall be approved by the fire code official prior to issuance of construction permit.
    f. Fire control room locations shall be approved the fire code official prior to the issuance of construction permit.
    g. Provide a truck turning template which clearly shows the truck turning radius of 30' inside and 50' outside. Truck turning template shall show all ingress and egress paths available.

2. Engineering and building permit applications received by our offices are subject to the current fee schedule for South San Joaquin County Fire Authority. Contact our offices for additional information.
    a. Application processing fees and minimum plan review fees are due at time of submittal of construction documents.
    b. Additional plan review fees, minimum inspection fees and administrative fees are calculated on approval of project and shall be paid prior to issuance of permit.
    c. Permit holder is responsible for any additional inspection fees incurred, and shall be paid prior to final inspection.

3. Knox boxes shall be required for this project. The tenant of the property shall have keys placed in the key box. The operator of the building shall immediately notify the Fire Authority and provide the new key where a lock is changed or rekeyed. The key to such building shall be secured in the Knox Box.

4. Building shall be provided with approved address identification that is illuminated in accordance with CFC §505 as amended by the South San Joaquin County Fire Authority.

5. Prior to final inspection, emergency radio responder coverage shall be tested to confirm coverage areas. It is beneficial for the applicant to conduct testing at foundation as retrofitting for the conduit is costly. If coverage is inadequate, a separate permit for emergency radio responder coverage shall be submitted to SSJCFA for review and approval prior to installation.
    a. Additional improvements may warrant additional testing to be performed. Testing shall be the determination of the fire code official.

6. Prior to construction, an address must be posted at the construction site entrance. Address must be a minimum of 4 inches high by ½ inch numerals. Address must be provided so that emergency service personnel can locate the construction site in the event of an emergency.

7. Prior to construction, all-weather fire apparatus access roads shall be installed. Fire apparatus access roads during construction shall have a minimum 20' unobstructed width in accordance with CFC §503.

8. Prior to construction, fire protection water supply shall be provided and operational for construction site. It shall be installed, inspected and tested prior to bringing combustible materials onsite, including storage.

9. Additional comments may occur upon submittal of construction documents.

Feel free to contact our offices, should you have any questions.

Daniel Stowe
Fire Plans Examiner
(209) 831-6707 Main Line
daniel.stowe@sjcfire.org

cc: fire.plancheck@sjcfire.org, permit file

- End -

S J C O G, Inc.

555 East Weber Avenue • Stockton, CA 95202 • (209) 235-0600 • FAX (209) 235-0438

San Joaquin County Multi-Species Habitat Conservation & Open Space Plan (SJMSCP)

SJMSCP RESPONSE TO LOCAL JURISDICTION (RTLJ)
ADVISORY AGENCY NOTICE TO SJCOG, Inc.

To: Alisa Goulart, San Joaquin County, Community Development Department

From: Laurel Boyd, SJCOG, Inc.

Date: May 30, 2019

-Local Jurisdiction Project Title: PA-1900085 (UP)

Assessor Parcel Number(s): 212-050-01

Local Jurisdiction Project Number: PA-1900085 (UP)

Total Acres to be converted from Open Space Use: Unknown

Habitat Types to be Disturbed: Agricultural Habitat Land

Species Impact Findings: Findings to be determined by SJMSCP biologist.

Dear Ms. Goulart:

SJCOG, Inc. has reviewed the project referral for PA-1900085 (UP). This project consists of a Use Permit application for a religious assembly for a maximum of 300 people to be completed in two (2) phases over four (4) years. Phase One, to be completed in eighteen (18) months, includes the construction of a 27,185 square foot building to be used for religious assembly, a dining hall, a kitchen, an office, guest rooms, and meeting rooms. Phase Two, to be completed in four (4) years, includes the construction of a 13,911 square foot addition to the original building to be used for classrooms, guest rooms, and residence rooms for priests. The religious assembly also proposes to have four (4) events per year with an average of 700 attendees. These events are considered accessory to the main use, which is religious assembly. The operating hours for this project will be 10:00 am to 7:00 pm, seven (7) days per week, with a maximum of fifteen (15) employees. The project proposes an onsite well and onsite septic system. A pavement-based stormwater management system utilizing the proposed parking lot is proposed for stormwater management. Access to the project will be from Larch Road and Auto Plaza Drive. The project site is on the southeast corner of South Naglee Road, and West Larch Road, Tracy (APN/Address: 212-050-01/21356 South Naglee Road, Tracy).

San Joaquin County is a signatory to San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). Participation in the SJMSCP satisfies requirements of both the state and federal endangered species acts, and ensures that the impacts are mitigated below a level of significance in compliance with the California Environmental Quality Act (CEQA). The LOCAL JURISDICTION retains responsibility for ensuring that the appropriate Incidental Take Minimization Measure are properly implemented and monitored and that appropriate fees are paid in compliance with the SJMSCP. Although participation in the SJMSCP is voluntary, Local Jurisdiction/Lead Agencies should be aware that if project applicants choose against participating in the SJMSCP, they will be required to provide alternative mitigation in an amount and kind equal to that provided in the SJMSCP.

This Project is subject to the SJMSCP. This can be up to a 30 day process and it is recommended that the project applicant contact SJMSCP staff as early as possible. It is also recommended that the project applicant obtain an information package. http://www.sjcog.org

Please contact SJMSCP staff regarding completing the following steps to satisfy SJMSCP requirements:

- Schedule a SJMSCP Biologist to perform a pre-construction survey ***prior to any ground disturbance***
- SJMSCP Incidental take Minimization Measures and mitigation requirement:

1. Incidental Take Minimization Measures (ITMMs) will be issued to the project and must be signed by the project applicant prior to any ground disturbance but no later than six (6) months from receipt of the ITMMs. If ITMMs are not signed within six months, the applicant must reapply for SJMSCP Coverage. Upon receipt of signed ITMMs from project applicant, SJCOG, Inc. staff will sign the ITMMs. This is the effective date of the ITMMs.
2. Under no circumstance shall ground disturbance occur without compliance and satisfaction of the ITMMs.
3. Upon issuance of fully executed ITMMs and prior to any ground disturbance, the project applicant must:

a. Post a bond for payment of the applicable SJMSCP fee covering the entirety of the project acreage being covered (the bond should be valid for no longer than a 6 month period); or
b. Pay the appropriate SJMSCP fee for the entirety of the project acreage being covered; or
c. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
d. Purchase approved mitigation bank credits.

4. Within 6 months from the effective date of the ITMMs or issuance of a building permit, whichever occurs first, the project applicant must:
   a. Pay the appropriate SJMSCP for the entirety of the project acreage being covered; or
   b. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
   c. Purchase approved mitigation bank credits.

Failure to satisfy the obligations of the mitigation fee shall subject the bond to be called.

- Receive your Certificate of Payment and release the required permit

It should be noted that if this project has any potential impacts to waters of the United States [pursuant to Section 404 Clean Water Act], it would require the project to seek voluntary coverage through the unmapped process under the SJMSCP which could take up to 90 days. It may be prudent to obtain a preliminary wetlands map from a qualified consultant. If waters of the United States are confirmed on the project site, the Corps and the Regional Water Quality Control Board (RWQCB) would have regulatory authority over those mapped areas [pursuant to Section 404 and 401 of the Clean Water Act respectively] and permits would be required from each of these resource agencies prior to grading the project site.

If you have any questions, please call (209) 235-0600.

S J C O G, Inc.

San Joaquin County Multi-Species Habitat Conservation & Open Space Plan

555 East Weber Avenue • Stockton, CA 95202 • (209) 235-0600 • FAX (209) 235-0438

SJMSCP HOLD

TO: Local Jurisdiction: Community Development Department, Planning Department, Building Department, Engineering Department, Survey Department, Transportation Department, Other: _____

FROM: Laurel Boyd, SJCOG, Inc.

DO NOT AUTHORIZE SITE DISTURBANCE
DO NOT ISSUE A BUILDING PERMIT
DO NOT ISSUE _____ FOR THIS PROJECT

The landowner/developer for this site has requested coverage pursuant to the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). In accordance with that agreement, the Applicant has agreed to:

1) SJMSCP Incidental Take Minimization Measures and mitigation requirement:

1. Incidental Take Minimization Measures (ITMMs) will be issued to the project and must be signed by the project applicant prior to any ground disturbance but no later than six (6) months from receipt of the ITMMs. If ITMMs are not signed within six months, the applicant must reapply for SJMSCP Coverage. Upon receipt of signed ITMMs from project applicant, SJCOG, Inc. staff will sign the ITMMs. This is the effective date of the ITMMs.
2. Under no circumstance shall ground disturbance occur without compliance and satisfaction of the ITMMs.
3. Upon issuance of fully executed ITMMs and prior to any ground disturbance, the project applicant must:
   a. Post a bond for payment of the applicable SJMSCP fee covering the entirety of the project acreage being covered (the bond should be valid for no longer than a 6 month period); or
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   b. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
   c. Purchase approved mitigation bank credits.

   Failure to satisfy the obligations of the mitigation fee shall subject the bond to be called.

Project Title: PA-1900085 (UP)

Landowner: Gurudwara Sahib Tracy Applicant: Kartik Patel/Archevon

Assessor Parcel #s: 212-050-01

T _____, R_____, Section(s): _____

Local Jurisdiction Contact: Alisa Goulart

The LOCAL JURISDICTION retains responsibility for ensuring that the appropriate Incidental Take Minimization Measures are properly implemented and monitored and that appropriate fees are paid in compliance with the SJMSCP.

S J C O G, Inc.

555 East Weber Avenue • Stockton, CA 95202 • (209) 235-0600 • FAX (209) 235-0438

San Joaquin County Multi-Species Habitat Conservation & Open Space Plan (SJMSCP)

SJMSCP RESPONSE TO LOCAL JURISDICTION (RTLJ)
ADVISORY AGENCY NOTICE TO SJCOG, Inc.

To: Alisa Goulart, San Joaquin County, Community Development Department

From: Laurel Boyd, SJCOG, Inc.

Date: December 28, 2023

Local Jurisdiction Project Title: PA-1900085 (UP) Re-Referral

Assessor Parcel Number(s): 212-050-01

Local Jurisdiction Project Number: PA-1900085 (UP)

Total Acres to be converted from Open Space Use: Unknown

Habitat Types to be Disturbed: Agricultural Habitat Land

Species Impact Findings: Findings to be determined by SJMSCP biologist.

Dear Ms. Goulart:

SJCOG, Inc. has reviewed the project referral for PA-1900085 (UP). This project consists of a Conditional Use Permit application for a religious assembly to be constructed in 2 phases over 5 years. Phase 1 includes the construction of a single-story 34,439 square foot building containing an assembly hall, dining hall, kitchen, office, meeting room, restrooms, shoe room, storage rooms, lobby, and wedding rooms. Phase 2 to include the construction of a 13,818 square foot addition containing a classroom, prayer hall, office, guest room, and priest room. The building's height is 28.6 feet. The structure will have a dome with a maximum height of 52 feet.

Maximum attendance is 250 with the exception of 4 annual special events with a maximum attendance of 500. These events are considered accessory to the main use which is religious assembly. Operating hours will be 10:00 am to 7:00 pm, seven (7) days per week, with a maximum of 10 employees.

The facility has 2 points of ingress/egress – one each from Larch Road and Naglee Road. An 8-foot solid screen wall is proposed along the property's south border at Auto Plaza Drive. Onsite well, septic, and retention pond are proposed. The project site is on the southeast corner of South Naglee Road, and West Larch Road, Tracy (APN/Address: 212-050-01/21356 South Naglee Road, Tracy).

San Joaquin County is a signatory to San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). Participation in the SJMSCP satisfies requirements of both the state and federal endangered species acts, and ensures that the impacts are mitigated below a level of significance in compliance with the California Environmental Quality Act (CEQA). The LOCAL JURISDICTION retains responsibility for ensuring that the appropriate Incidental Take Minimization Measure are properly implemented and monitored and that appropriate fees are paid in compliance with the SJMSCP. Although participation in the SJMSCP is voluntary, Local Jurisdiction/Lead Agencies should be aware that if project applicants choose against participating in the SJMSCP, they will be required to provide alternative mitigation in an amount and kind equal to that provided in the SJMSCP.

This Project is subject to the SJMSCP. This can be up to a 30 day process and it is recommended that the project applicant contact SJMSCP staff as early as possible. It is also recommended that the project applicant obtain an information package. http://www.sjcog.org

Please contact SJMSCP staff regarding completing the following steps to satisfy SJMSCP requirements:

- Schedule a SJMSCP Biologist to perform a pre-construction survey ***prior to any ground disturbance***
- SJMSCP Incidental take Minimization Measures and mitigation requirement:

1. Incidental Take Minimization Measures (ITMMs) will be issued to the project and must be signed by the project applicant prior to any ground disturbance but no later than six (6) months from receipt of the ITMMs. If ITMMs are not signed within six months, the applicant

must reapply for SJMSCP Coverage. Upon receipt of signed ITMMs from project applicant, SJCOG, Inc. staff will sign the ITMMs. This is the effective date of the ITMMs.

2. Under no circumstance shall ground disturbance occur without compliance and satisfaction of the ITMMs.
3. Upon issuance of fully executed ITMMs and prior to any ground disturbance, the project applicant must:
    a. Post a bond for payment of the applicable SJMSCP fee covering the entirety of the project acreage being covered (the bond should be valid for no longer than a 6 month period); or
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    b. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
    c. Purchase approved mitigation bank credits.

Failure to satisfy the obligations of the mitigation fee shall subject the bond to be called.

- Receive your Certificate of Payment and release the required permit

It should be noted that if this project has any potential impacts to waters of the United States [pursuant to Section 404 Clean Water Act], it would require the project to seek voluntary coverage through the unmapped process under the SJMSCP which could take up to 90 days. It may be prudent to obtain a preliminary wetlands map from a qualified consultant. If waters of the United States are confirmed on the project site, the Corps and the Regional Water Quality Control Board (RWQCB) would have regulatory authority over those mapped areas [pursuant to Section 404 and 401 of the Clean Water Act respectively] and permits would be required from each of these resource agencies prior to grading the project site.

If you have any questions, please call (209) 235-0600.

S J C O G, Inc.

San Joaquin County Multi-Species Habitat Conservation & Open Space Plan

555 East Weber Avenue • Stockton, CA 95202 • (209) 235-0600 • FAX (209) 235-0438

SJMSCP HOLD

TO: Local Jurisdiction: Community Development Department, Planning Department, Building Department, Engineering Department, Survey Department, Transportation Department, Other: _____

FROM: Laurel Boyd, SJCOG, Inc.

DO NOT AUTHORIZE SITE DISTURBANCE
DO NOT ISSUE A BUILDING PERMIT
DO NOT ISSUE _____ FOR THIS PROJECT

The landowner/developer for this site has requested coverage pursuant to the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). In accordance with that agreement, the Applicant has agreed to:

1) SJMSCP Incidental Take Minimization Measures and mitigation requirement:

1. Incidental Take Minimization Measures (ITMMs) will be issued to the project and must be signed by the project applicant prior to any ground disturbance but no later than six (6) months from receipt of the ITMMs. If ITMMs are not signed within six months, the applicant must reapply for SJMSCP Coverage. Upon receipt of signed ITMMs from project applicant, SJCOG, Inc. staff will sign the ITMMs. This is the effective date of the ITMMs.
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   b. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
   c. Purchase approved mitigation bank credits.

   Failure to satisfy the obligations of the mitigation fee shall subject the bond to be called.

Project Title: PA-1900085 (UP)

Landowner: Gurudwara Sahib Tracy Applicant: Santokh Judge

Assessor Parcel #s: 212-050-01

T _____, R_____, Section(s): _____

Local Jurisdiction Contact: Alisa Goulart

The LOCAL JURISDICTION retains responsibility for ensuring that the appropriate Incidental Take Minimization Measures are properly implemented and monitored and that appropriate fees are paid in compliance with the SJMSCP.

S J C O G, Inc.

555 East Weber Avenue • Stockton, CA 95202 • (209) 235-0574 • Email: boyd@sjcog.org

San Joaquin County Multi-Species Habitat Conservation & Open Space Plan (SJMSCP)

SJMSCP RESPONSE TO LOCAL JURISDICTION (RTLJ)
ADVISORY AGENCY NOTICE TO SJCOG, Inc.

To: Alisa Goulart, San Joaquin County, Community Development Department

From: Laurel Boyd, SJCOG, Inc. Phone: (209) 235-0574 Email: boyd@sjcog.org

Date: December 5, 2024

Local Jurisdiction Project Title: PA-1900085 (C)

Assessor Parcel Number(s): 212-050-01

Local Jurisdiction Project Number: PA-1900085 (C)

Total Acres to be converted from Open Space Use: Unknown

Habitat Types to be Disturbed: Agricultural Habitat Land

Species Impact Findings: Findings to be determined by SJMSCP biologist.

Dear Ms. Goulart:

SJCOG, Inc. has reviewed the project referral for PA-1900085 (C). This project consists of a Conditional Use Permit application for religious assembly to be constructed in 2 phases over 5 years. Phase 1 of the project is to include construction of a single story 43,770 square foot multipurpose building to include an assembly hall, covered courtyard, a dining hall and kitchen, an office, meeting rooms, restrooms, shoe room storage rooms, lobby and wedding rooms. Phase 2 includes the construction of a 13,818 square foot addition to the multipurpose building to contain classroom, prayer hall, office, quest room, and a priest room. The building height is 28.6 feet. The structure will have a dome with a maximum height of 52 feet.

The project will utilize private, onsite services: Well, septic system, and storm water retention pond. Three water tanks for fire will be installed. On site parking for 365 vehicles will be provided. Two, 2-way driveways are proposed – one off of Naglee Road and one off of Larch Road. An 8-foot high solid wall is proposed for the south property line adjacent to Auto Plaza Drive. There will be no access from Auto Plaza Drive.

The operating hours for the assembly will be 10:00 am to 7:00 pm, 7 days per week with a maximum of 15 employees. The classrooms will be utilized on Sundays only and will accommodate a maximum of 50 students. Also proposed are 4 annual special events with a maximum attendance of 700 people. These events are considered accessory to the main use (Use Type: Assembly-Religious).

The project site is on the southeast corner of W. Larch Road and S. Naglee Road, Tracy (APN/Address: 212-050-01 / 21356 S. Naglee Road, Tracy).

San Joaquin County is a signatory to San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). Participation in the SJMSCP satisfies requirements of both the state and federal endangered species acts, and ensures that the impacts are mitigated below a level of significance in compliance with the California Environmental Quality Act (CEQA). The LOCAL JURISDICTION retains responsibility for ensuring that the appropriate Incidental Take Minimization Measure are properly implemented and monitored and that appropriate fees are paid in compliance with the SJMSCP. Although participation in the SJMSCP is voluntary, Local Jurisdiction/Lead Agencies should be aware that if project applicants choose against participating in the SJMSCP, they will be required to provide alternative mitigation in an amount and kind equal to that provided in the SJMSCP.

This Project is subject to the SJMSCP. This can be up to a 30 day process and it is recommended that the project applicant contact SJMSCP staff as early as possible. It is also recommended that the project applicant obtain an information package. http://www.sjcog.org

Please contact SJMSCP staff regarding completing the following steps to satisfy SJMSCP requirements:

- Schedule a SJMSCP Biologist to perform a pre-construction survey ***prior to any ground disturbance***
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Failure to satisfy the obligations of the mitigation fee shall subject the bond to be called.

- Receive your Certificate of Payment and release the required permit

It should be noted that if this project has any potential impacts to waters of the United States [pursuant to Section 404 Clean Water Act], it would require the project to seek voluntary coverage through the unmapped process under the SJMSCP which could take up to 90 days. It may be prudent to obtain a preliminary wetlands map from a qualified consultant. If waters of the United States are confirmed on the project site, the Corps and the Regional Water Quality Control Board (RWQCB) would have regulatory authority over those mapped areas [pursuant to Section 404 and 401 of the Clean Water Act respectively] and permits would be required from each of these resource agencies prior to grading the project site.

If you have any questions, please call (209) 235-0574.

S J C O G, Inc.

San Joaquin County Multi-Species Habitat Conservation & Open Space Plan

555 East Weber Avenue • Stockton, CA 95202 • (209) 235-0600 • FAX (209) 235-0438

SJMSCP HOLD

TO: Local Jurisdiction: Community Development Department, Planning Department, Building Department, Engineering Department, Survey Department, Transportation Department, Other: _____

FROM: Laurel Boyd, SJCOG, Inc.

DO NOT AUTHORIZE SITE DISTURBANCE
DO NOT ISSUE A BUILDING PERMIT
DO NOT ISSUE _____ FOR THIS PROJECT

The landowner/developer for this site has requested coverage pursuant to the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). In accordance with that agreement, the Applicant has agreed to:

1) SJMSCP Incidental Take Minimization Measures and mitigation requirement:

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   Failure to satisfy the obligations of the mitigation fee shall subject the bond to be called.

Project Title: PA-1900085 (C)

Landowner: Gurudwara Sahib Tracy Applicant: Mike Hakeem

Assessor Parcel #s: 212-050-01

T _____, R_____, Section(s): _____

Local Jurisdiction Contact: Alisa Goulart

The LOCAL JURISDICTION retains responsibility for ensuring that the appropriate Incidental Take Minimization Measures are properly implemented and monitored and that appropriate fees are paid in compliance with the SJMSCP.

City of Tracy
333 Civic Center Plaza
Tracy, CA 95376

DEVELOPMENT SERVICES

MAIN 209.831.6400
FAX 209.831.6439
www.cityoftracy.org

June 18, 2019

Alisa Goulart
San Joaquin County Community Development Department
1810 East Hazelton Avenue
Stockton, CA 95205

SUBJECT: **SJ County Application No. PA1900085 (UP)**
Gurudwara Sahib Tracy; 21356 South Naglee Road
Preliminary Development Application Review Comments

Dear Ms. Goulart,

The site is located within the Tracy Sphere of Influence, and accordingly, should be developed to Tracy's architectural, site planning, landscape, and engineering standards due to expected annexation of this area to the City limits at some point in the future. Additionally, development of this site should only occur after you have entered into a Pre-Annexation Agreement with the City and approved by LAFCo. Such an agreement enables you a pathway to obtain City services, mitigate Project impacts (including payment of citywide impact fees), and develop to Tracy's standards. In response to your above referenced application, please see our additional comments below that would be incorporated into the Pre-Annexation Agreement.

TRAFFIC ENGINEERING COMMENTS (to be included in Pre-Annexation Agreement):

1. Per the City of Tracy TMP, Auto Plaza Drive is designated as a 4-lane arterial for the Horizon Year 2035. This project shall dedicate ROW per the TMP and widen Auto Plaza Drive to four lanes, and install curb, gutter, sidewalk and landscaping according to City Standards along the frontage of the Project. The project shall also construct required improvements between Naglee Road and Project access to provide required travel lanes and safe transitions. Improvement Plans for Auto Plaza Drive shall be submitted to the City for review and approval.

2. Per the City of Tracy TMP, Naglee Road is designated as a 4-lane arterial for the Horizon Year 2035. The City of Tracy TMP forecasts 4 lanes on Naglee Road for the Horizon Year 2035. This project shall dedicate ROW for this purpose along the frontage of the Project on Naglee Road. Per the TMP, the fronting property owner is responsible to install one travel lane plus shoulder, curb, gutter and sidewalk for full length of frontage on Naglee Road. Since the improvements on Naglee Road adjacent to the Project are not constructed at this time, the Developer will be required to pay to the City the estimated cost of frontage improvements in lieu of constructing the improvements. Improvement Plans and cost estimates for the improvements on Naglee Road shall be submitted to the City for review and approval.

3. A Traffic Study must be conducted to analyze the potential impacts to the intersection of Naglee Road and Auto Plaza Drive intersection. The Development shall implement any mitigation measures that are identified in the Study.

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GENERAL ENGINEERING COMMENTS:

1. General:
    a. The project is located within the City of Tracy Sphere of Influence and Larch-Clover Planning area. The project shall comply with infrastructure requirements as approved for Larch-Clover area.
    b. Submit copy of Preliminary Title Report.
2. Site Plan:
    a. Dedicate right-of-way on Naglee Road and Auto Plaza Drive as required per City of Tracy Roadway Master Plan. Construct street improvements along the full frontages of the projects on Naglee Road and Auto Plaza Drive.
    b. Any modifications to the intersection (traffic signal) at Naglee Road and Auto Plaza Drive, if identified as project mitigations in the Traffic Analysis, shall be completed by the Developer.
    c. Is the total storm drainage runoff from the Project intended to be contained fully within the site? Submit preliminary calculations. Also submit Geotechnical report with groundwater levels – the groundwater in the area may be shallow.
    d. The proposed leach fields adjacent to Naglee Road are in close proximity to City of Tracy's storm drainage basin DET 11 (located on the west side of Naglee Road). Analysis of the potential impact and mitigations will be required.
    e. Potential impact and mitigations for the proposed onsite well on City of Tracy Water Master Plan facilities shall be addressed.
3. Storm Water Quality Control Plan:
    a. Submit preliminary calculations to demonstrate availability of adequate capacity for the treatments facilities to be incorporated in the Site Plan, and comply with storm water treatment requirements in accordance with applicable Standards. City has adopted Phase II development standards for storm water treatment (Multi-agency Post-Construction Storm Water Standards Manual, June 2015) under the "General Permit for Waste Discharge Requirements for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems (MS4s) Order No. 2013-0001-DWQ" (MS4 Permit), Phase II. The Site Plan submitted has some preliminary information; however, due to the scale of the plan distributed with the application, the numbers are illegible. Please submit full size Site Plans and supporting preliminary calculations.
4. A driveway on Auto Plaza Drive will require an encroachment permit application since Auto Plaza Drive is within Tracy's city limits.
5. Underground the overhead lines on Auto Plaza Drive.

Additional Site Development Comments

1. The preliminary site plan shows landscaping along the western, eastern, and northern property lines. Please add trees to the landscaping along then southern property line as well as along the full frontage of the area shown as a leach field (Naglee Road) and along west Larch Road.

2. The application referral identifies that the religious assembly would generate events with attendance exceeding 700 people, yet the parking lot contains far fewer spaces. What is the proposed parking solution for the times/events where parking demand exceeds planned supply?

Sincerely,

Andrew Malik
Assistant City Manager

Think Inside the Triangle™

City of Tracy
333 Civic Center Plaza
Tracy, CA 95376

DEVELOPMENT SERVICES

MAIN 209.831.6400
FAX 209.831.6439
www.cityoftracy.org

July 31, 2023

San Joaquin County
Attn: Alisa Goulart
Community Development Department
Via email: agoulart@sjgov.org

SUBJECT: Gurudwara Sahib Tracy on 21356 South Naglee Road, PA19-00085 (UP)

Dear Ms. Goulart,

In 2019, the City of Tracy (City) received the subject San Joaquin County Development Review Application. The City reviewed the application and provided comments in a letter dated June 18, 2019 to San Joaquin County Planning (enclosure 1). In responding to the comments in the letter, the applicant retained an engineer who wrote a traffic impact analysis (enclosure 2). Said analysis recommended off-site mitigations that made the applicant's project financially infeasible.

On December 9, 2022, Engineering and applicant conducted a site meeting to discuss the scope and potential impacts of the project. The applicant proposed the following terms:

1) The primary driveway will be relocated to Larch Road instead of Auto Plaza Road;
2) Record a relinquishment of their abutter's rights on Auto Plaza Road; and
3) Record a relinquishment of their development rights for a depth of 100-ft from Auto Plaza Road.

The aforementioned terms are summarized in a letter dated April 17, 2023 (enclosure 3) from Michael D. Hakeem, Esq. from the law offices of Hakeem, Ellis, Marengo & Ramirez.

Engineering is agreeable to the terms as means of addressing the City's comments in the response letter dated June 18, 2019. The City will review the draft relinquishment instruments in conformance with the terms. The applicant will then be required to execute and notarize said instruments prior to bringing the item to City Council for approval.

Please process the applicant's project and refer the updated application to the City for our review.

Think Inside the Triangle™

Do not hesitate to contact the undersigned, the staff member familiar with the subject project at (209) 831-6436, or email at al.gali@cityoftracy.org should you have any questions.

Sincerely,

Al Gali

Al Gali
Associate Engineer

Enclosure:

1) City of Tracy Letter Dated June 18, 2019
2) Traffic Impact Analysis Dated February 2, 2022
3) Hakeem, Ellis, Marengo & Ramirez Letter Dated April 17, 2023

cc: Bijal M. Patel, Esq., City Attorney
Koosun Kim, P.E., City Engineer / Assistant Director of Development Services
Danis Isho, P.E., Senior Civil Engineer
Michael D. Hakeem, Esq., Law Offices of Hakeen, Ellis, Marengo & Ramirez

Think Inside the Triangle™

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

HEALTHY AIR LIVING™

June 6, 2019

Alisa Goulart
County of San Joaquin
Community Development
1810 E Hazelton Ave.
Stockton, CA 95205

Project: PA-1900085 (UP)

District CEQA Reference No: 20190692

Dear Ms. Goulart:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the project referenced above consisting of a religious assembly for a maximum of 300 people to be built in two (2) phases (Project). Phase one includes the construction of 27,185 square foot building and phase two to be completed in four (4) years includes the construction of a 13,911 square foot addition. Additionally there will be four (4) events per year at the religious assembly with an average of 700 attendees. The Project is located at South Naglee Road and West Larch Road, in Tracy, CA. The District offers the following comments:

1. Based on information provided to the District, Project specific annual emissions of criteria pollutants are not expected to exceed any of the following District significance thresholds: 100 tons per year of carbon monoxide (CO), 10 tons per year of oxides of nitrogen (NOx), 10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (SOx), 15 tons per year of particulate matter of 10 microns or less in size (PM10), or 15 tons per year of particulate matter of 2.5 microns or less in size (PM2.5). Therefore, the District concludes that the Project would have a less than significant impact on air quality when compared to the above-listed annual criteria pollutant emissions significance thresholds.

2. District Rule 9510 is intended to mitigate a project's impact on air quality through project design elements or by payment of applicable off-site mitigation fees. The proposed Project is subject to District Rule 9510 as it exceeds 9,000 square feet of educational space. When subject to the rule, an Air Impact Assessment (AIA) application is required prior to applying for project level approval from a public

Samir Sheikh
Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95356-8718
Tel: (209) 557-6400 FAX: (209) 557-6475

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
Tel: (559) 230-6000 FAX: (559) 230-6061

Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
Tel: 661-392-5500 FAX: 661-392-5585

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agency. In this case, if not already done, the project proponent is to immediately submit an AIA application to the District to comply with District Rule 9510.

The proposed Project is subject to Rule 9510, an AIA application is required, and the District recommends that demonstration of compliance with District Rule 9510, before issuance of the first building permit, be made a condition of Project approval. Information about how to comply with District Rule 9510 can be found online at: http://www.valleyair.org/ISR/ISRHome.htm. The AIA application form can be found online at: http://www.valleyair.org/ISR/ISRFormsAndApplications.htm.

3. The proposed Project may be subject to District Rules and Regulations, including: Regulation VIII (Fugitive PM10 Prohibitions), Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). In the event an existing building will be renovated, partially demolished or removed, the Project may be subject to District Rule 4002 (National Emission Standards for Hazardous Air Pollutants). The above list of rules is neither exhaustive nor exclusive. To identify other District rules or regulations that apply to this Project or to obtain information about District permit requirements, the applicant is strongly encouraged to contact the District's Small Business Assistance Office at (559) 230-5888. Current District rules can be found online at: www.valleyair.org/rules/1ruleslist.htm.

4. The District recommends that a copy of the District's comments be provided to the Project proponent.

If you have any questions or require further information, please call Michael Corder, at (559) 230-5818.

Sincerely,

Arnaud Marjollet
Director of Permit Services

Brian Clements
Program Manager

AM: mc

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

HEALTHY AIR LIVING™

September 25, 2024

Santokh Judge
Gurudwara Sahib Tracy
21356 S. Naglee Road
Tracy, CA 95304

Re: Air Impact Assessment (AIA) Application Approval
ISR Project Number: C-20240396
Land Use Agency: County of San Joaquin
Land Use Agency ID Number: PA-1900085, Conditional Use Permit

Dear Mr. Judge:

The San Joaquin Valley Air Pollution Control District (District) has approved your Air Impact Assessment (AIA) for the Gurudwara Sahib Temple project, located at 21356 S. Naglee Road in Tracy, California. The project consists of the construction of a religious assembly building of 48,257 square feet. The District has determined that the mitigated baseline emissions for construction and operation will be less than two tons NOx per year and two tons PM10 per year. Pursuant to District Rule 9510 Section 4.3, this project is exempt from the requirements of Section 6.0 (General Mitigation Requirements) and Section 7.0 (Off-site Emission Reduction Fee Calculations and Fee Schedules) of the rule. As such, the District has determined that this project complies with the emission reduction requirements of District Rule 9510 and is not subject to payment of off-site fees. The determination is based on the project construction details provided with the application. Changes in the construction details may result in increased project related emissions and loss of this exemption.

Pursuant to District Rule 9510, Section 8.4, the District is providing you with the following information:

- A notification of AIA approval (this letter)
- A statement of tentative rule compliance (this letter)
- An approved Monitoring and Reporting Schedule

In addition, to maintain this exemption you must comply with all mitigation measures identified in the enclosed Monitoring and Reporting Schedule. Please notify the District of any changes to the project as identified in the approved Air Impact Assessment for this project.

Samir Sheikh
Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95356-8718
Tel: (209) 557-6400 FAX: (209) 557-6475

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
Tel: (559) 230-6000 FAX: (559) 230-6061

Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
Tel: (661) 392-5500 FAX: (661) 392-5585

www.valleyair.org www.healthyairliving.com

Change in Developer Form

If all or a portion of the project changes ownership, a completed Change in Developer form must be submitted to the District within thirty (30) days following the date of transfer.

Additional Requirements

- Dust Control Plan. Please be aware that you may be required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to commencing any earthmoving activities as described in District Rule 8021 – *Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities.*

- Asbestos Requirements for Demolitions. If demolition is involved, a Certified Asbestos Consultant will need to perform an asbestos survey prior to the demolition of a regulated facility. Following the completion of an asbestos survey; the asbestos survey, Asbestos Notification, Demolition Permit Release, and the proper fees are to be submitted to the District 10 working days prior to the removal of the Regulated Asbestos Containing Material and/or the demolition when no asbestos is present.

- Permits. Per District Rule 2010 (Permits Required), you may be required to obtain a District Authority to Construct prior to installation of equipment that controls or may emit air contaminants, including but not limited to emergency internal combustion engines, boilers, and baghouses.

To identify other District rules or regulations that apply to this project or to obtain information about District rules and permit requirements, the applicant is strongly encouraged to visit www.valleyair.org or contact the District's Small Business Assistance office nearest you:

Fresno office:	(559) 230-5888
Modesto office:	(209) 557-6446
Bakersfield office:	(661) 392-5665

Thank you for your cooperation in this matter. Please note the District also issued a letter to the land-use agency notifying the agency of this AIA approval. If you have any questions, please contact Mr. Ryan Grossman by telephone at (559) 230-6569 or by email at ryan.grossman@valleyair.org.

Sincerely,

Tom Jordan
Director of Policy and Government Affairs

For: Mark Montelongo
Program Manager

Enclosures

cc: Charlie Simpson
Basecamp Environmental, Inc.
802 W. Lodi Avenue
Lodi, CA 95240
csimpson@basecampenv.com

Indirect Source Review
Complete Project Summary Sheet &
Monitoring and Reporting Schedule

Project Name:	**GURUDWARA SAHIB TEMPLE**
Applicant Name:	**Gurudwara Sahib Tracy**
Project Location:	**21356 S. NAGLEE ROAD LARCH ROAD, NAGLEE ROAD APN: 212-050-01**
Project Description:	**LAND USE: Educational Facilities - 34439 Square Feet - Place of Worship Educational Facilities - 34439 Square Feet - Place of Worship Educational Facilities - 34439 Square Feet - Place of Worship Educational Facilities - 34439 Square Feet - Place of Worship Educational Facilities - 13818 Square Feet - Day-Care Center Educational Facilities - 13818 Square Feet - Place of Worship Educational Facilities - 13818 Square Feet - Place of Worship Educational Facilities - 13818 Square Feet - Place of Worship ACREAGE: 8.50**
ISR Project ID Number:	**C-20240396**
Applicant ID Number:	**C-303993**
Permitting Public Agency:	**COUNTY OF SAN JOAQUIN**
Public Agency Permit No:	**PA-1900085, CONDITIONAL USE PERMIT**

Existing Emission Reduction Measures

There are no Existing Measures for this project

Non-District Enforced Emission Reduction Measures

Enforcing Agency	Measure	Specific Condition	Source of Requirements
SAN JOAQUIN COUNTY	Install Electric Vehicle (EV) Chargers	Install electric vehicle chargers with 2 outlets total	2022 California Green Building Standards Code

Number of Non-District Enforced Measures: 1

District Enforced Emission Reduction Measures

Enforcing Agency	Measure	Specific Condition
SJVAPCD	Construction and Operation - Recordkeeping	For each project phase, all records shall be maintained on site during construction and for a period of ten years following either the end of construction or the issuance of the first certificate of occupancy, whichever is later. Records shall be made available for District inspection upon request.
SJVAPCD	Construction and Operational Dates	For each project phase, maintain records of (1) the construction start and end dates and (2) the date of issuance of the first certificate of occupancy, if applicable.
SJVAPCD	Construction and Operation - Exempt from Off-site Fee	For each project phase, within 30-days of issuance of the first certificate of occupancy, if applicable, submit to the District a summary report of the construction start, and end dates, and the date of issuance of the first certificate of occupancy. Otherwise, submit to the District a summary report of the construction start and end dates within 30-days of the end of each phase of construction.

Number of District Enforced Measures: 3

SAN JOAQUIN COUNCIL OF GOVERNMENTS

555 E. Weber Avenue • Stockton, California 95202 • P 209.235.0600 • F 209.235.0438 • www.sjcog.org

San Joaquin County Airport Land Use Commission/Congestion Management Agency

Robert Rickman
CHAIR
Doug Kuehne
VICE CHAIR
Andrew T. Chesley
EXECUTIVE DIRECTOR
Member Agencies
CITIES OF
ESCALON,
LATHROP,
LODI,
MANTECA,
RIPON,
STOCKTON,
TRACY,
AND
THE COUNTY OF SAN
JOAQUIN

June 20, 2019

Alisa Goulart
Community Development Department
1810 East Hazelton Avenue
Stockton, CA 95205

Re: PA-1900085 (UP) (Deadline: 6/20/19)

Dear Alisa Goulart,

The San Joaquin Council of Governments (SJCOG), acting as the Airport Land Use Commission (ALUC) and Congestion Management Agency (CMA), has reviewed a User Permit application for a religious assembly for a maximum of 300 people to build approximately 41,100 sf of buildings in two phases; along with proposing to have 4 events per year with an average of 700 attendees. This religious assembly is located at 21356 South Naglee Road, Tracy (APN: 212-050-01).

CONGESTION MANAGEMENT AGENCY'S REVIEW

SJCOG adopted the 2018 Update to the Regional Congestion Management Program (RCMP) (http://www.sjcog.org/rcmp) on April 26, 2018. Chapter 6 of the RCMP describes the updated Land Use Analysis Program, including Tier 1 and Tier 2 review/analysis requirements, analysis methods, impact significance criteria, and mitigation.

SJCOG determined that this project may fall under Tier 2 Review based on estimated trip generation greater than 500 total daily trips during the average weekend for those 4 events per year with an average of 700 attendees.

SJCOG requests one of the following in response:

a. Documentation that the project is categorically exempt from CEQA or within the scope of a previously approved project per CEQA Guidelines 15177-15179.5;
b. Documentation of Lead Agency trip generation estimate below the RCMP Tier 2 Review thresholds of 125 net new vehicle trips during weekday AM or PM peak hours; or 500 net new daily vehicle trips on any day of the week. Trips associated with existing or approved development on the site, pass-by trips and other trip reduction factors may be applied for purposes of calculating project trip generation.
c. Tier 2 Review per the SJCOG RCMP Land Use Analysis Program, including a quantitative analysis of RCMP impacts – project specific and cumulative plus project conditions. This

analysis can be provided in an environmental document such as a Draft Environmental Impact Report (DEIR) or Negative Declaration (ND); or it could be provided in a stand-alone transportation impact analysis (TIA) for projects not subject to CEQA review.

A map showing the project's relationship to the RCMP network is attached (Attachment A) and RCMP significance threshold criteria and potential mitigation measures can be found in sections 6.3 & 6.4 of the 2016 RCMP.

As stipulated within the RCMP Project Review Criteria in Chapter 6 of the 2016 RCMP, the project is required to show consistency with all applicable regional transportation planning documents, such as:

- Regional Transportation Demand Management Plan
- Park-and-Ride Master Plan
- Regional Bicycle, Pedestrian, and Safe Routes to School Master Plan
- Regional Smart Growth Transit Oriented Development Plan
- Regional Transit Systems Plan
- Regional Transportation Impact Fee Program
- 2014 Regional Transportation Plan/Sustainable Communities Strategy
- Interregional STAA Study for I-5 and SR-99

SJCOG staff is available to assist with project specific guidance and narrowing the scope of the relevant regional plans that need to be included. Additionally, SJCOG has completed updating the RCMP including traffic count data of all the segments and intersections on the CMP network. SJCOG would be pleased to provide this data to the City and its consultants to assist in the traffic analysis for this project.

AIRPORT LAND USE COMMISION'S REVIEW

This project is not located within any Airport's Influence Area. No further review is required at this time. For reference, 2018 San Joaquin County Airport Land Use Compatibility Plan (ALUCP) can be located at https://www.sjcog.org/ALUC.

SJCOG would like to provide standards and project design conditions that comply with the Airport Land Use Compatibility Plan (https://www.sjcog.org/ALUC) as a reference guide. *Note: Jurisdictions determine if the following standards and conditions apply to this project.*

1. New land uses that may cause visual, electronic, or increased bird strike hazards to aircraft in flight shall not be permitted within any airport's influence area. Specific characteristics to be avoided include:
    a. Glare or distracting lights which could be mistaken for airport lights. Reflective materials are not permitted to be used in structures or signs (excluding traffic directing signs).
    b. Sources of dust, steam, or smoke which may impair pilot visibility.
    c. Sources of electrical interference with aircraft communications or navigation. No transmissions which would interfere with aircraft radio communications or navigational signals are permitted.
    d. Occupied structures must be soundproofed to reduce interior noise to 45 decibel(dB) according to State guidelines.
    e. Within the airport's influence area, ALUC review is required for any proposed object taller than 100 feet above ground level (AGL).

2. Regardless of location within San Joaquin County, ALUC review is required in addition to Federal Aviation Administration (FAA) notification in accordance with Code of Federal Regulations, Part 77, (https://oeaaa.faa.gov/oeaaa/external/portal.jsp) for any proposal for construction or alteration under the following conditions:

a. If requested by the FAA.
b. Any construction or alteration that is more than 200 ft. AGL at its site.
c. Any construction or alteration that exceeds an imaginary surface extending outward and upward at any of the following slopes:
    i. 100 to 1 for a horizontal distance of 20,000 ft. of a public use or military airport from any point on the runway of each airport with its longest runway more than 3,200 ft.
    ii. 50 to 1 for a horizontal distance of 10,000 ft. of a public use or military airport from any point on the runway of each airport with its longest runway no more than 3,200 ft.
    iii. 25 to 1 for a horizontal distance of 5,000 ft. of the nearest take off and landing area of a public use heliport
d. Any highway, railroad or other traverse way whose prescribed adjusted height would exceed the above noted standards
e. Any construction or alteration located on a public use airport or heliport regardless of height or location.

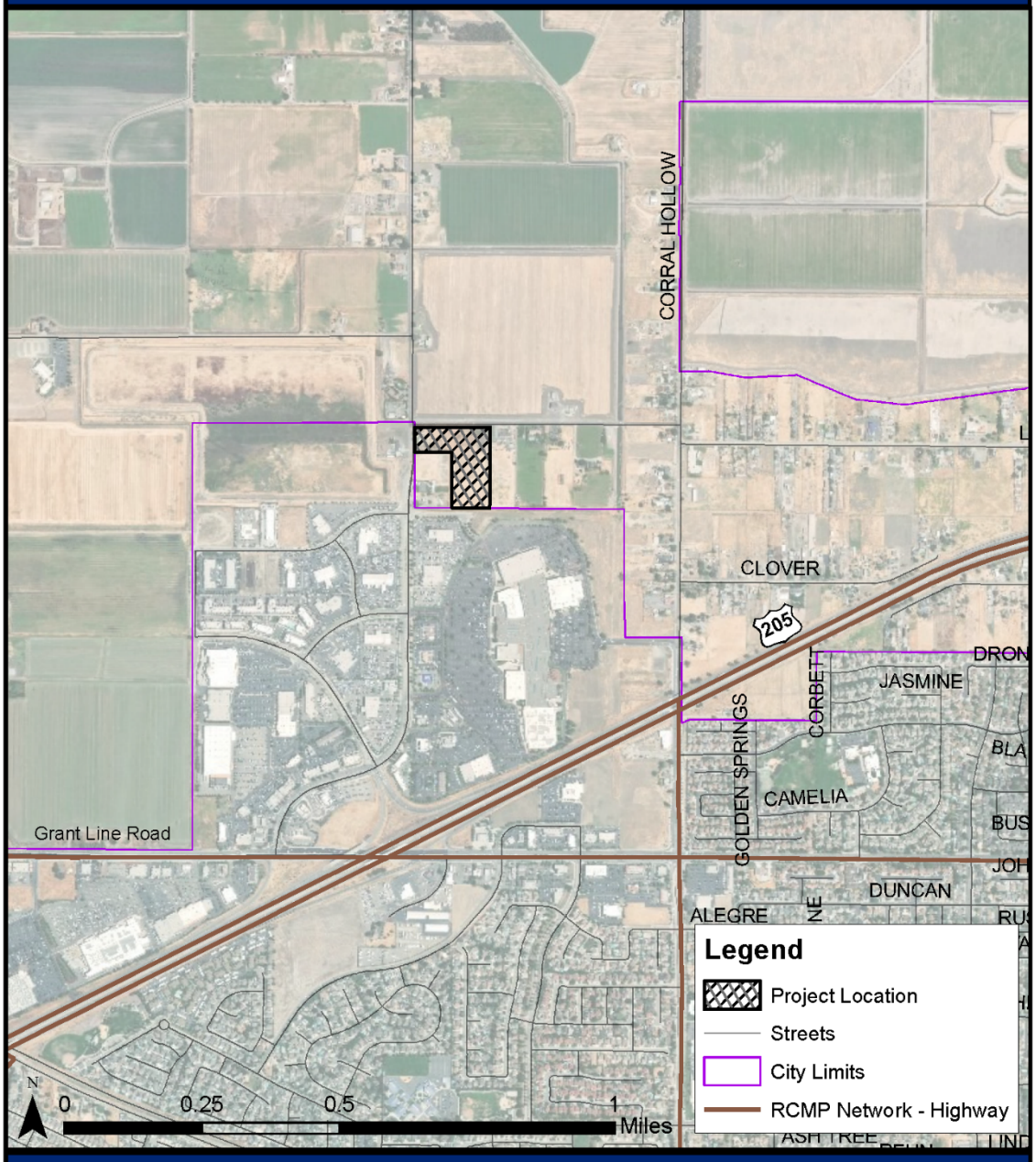
Thank you again for the opportunity to comment. Please contact CMA and ALUC staff Joel G. Campos (209-235-1090 or campos@sjcog.org) if you have any questions or comments.

Sincerely,

Joel G. Campos

ATTACHMENT A – Exhibit of Project Site Location in relation to RCMP Network

REGIONAL CONGESTION MANAGEMENT PROGRAM PROJECT REVIEW



PERMIT NUMBER / PROJECT TITLE: PA-1900085 (UP)
ADDRESS: 21356 South Naglee Rd., Tracy, CA
APN: 212-050-01

6 June 2019

Alisa Goulart
San Joaquin County
Community Development Department
1810 East Hazelton Avenue
Stockton, CA 95205

CERTIFIED MAIL
7014 2120 0001 4292 4249

COMMENTS TO REQUEST FOR REVIEW FOR THE EARLY CONSULTATION, PA-1900085 (UP) PROJECT, SAN JOAQUIN COUNTY

Pursuant to the San Joaquin County Community Development Department's 24 May 2019 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Early Consultation* for the PA-1900085 (UP) Project, located in San Joaquin County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board

has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues.

For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:
http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/

Antidegradation Considerations
All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Implementation Policy is available on page 74 at:
https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_201805.pdf

In part it states:

> *Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.*
>
> *This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.*

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit
Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading,

grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits[1]
The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit
Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:

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[1] Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml

Clean Water Act Section 404 Permit
If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACE). If a Section 404 permit is required by the USACE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification
If an USACE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

For more information on the Water Quality Certification, visit the Central Valley Water Board website at:
https://www.waterboards.ca.gov/centralvalley/water_issues/water_quality_certification/

Waste Discharge Requirements – Discharges to Waters of the State
If USACE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Waste Discharges to Surface Water NPDES Program and WDR processes, visit the Central Valley Water Board website at:
https://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_surface_water/

Waste Discharge Requirements – Discharges to Land
Pursuant to the State Board's Onsite Wastewater Treatment Systems Policy, the regulation of the septic system may be regulated under the local agency's management program.

For more information on waste discharges to land, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_land/index.shtml

Dewatering Permit
If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Risk General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Risk Waiver) R5-2013-0145. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Risk General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Risk Waiver and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2013-0145_res.pdf

Regulatory Compliance for Commercially Irrigated Agriculture
If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program.
There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at:

https://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/regulatory_information/for_growers/coalition_groups/ or contact water board staff at (916) 464-4611 or via email at IrrLands@waterboards.ca.gov.

2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100**. Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 11-100 acres are currently $1,277 + $8.53/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at IrrLands@waterboards.ca.gov.

Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Limited Threat Discharges to Surface Water* (Limited Threat General Order). A complete Notice of Intent must be submitted to the Central Valley Water Board to obtain coverage under the Limited Threat General Order.

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2016-0076-01.pdf

NPDES Permit

If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit.

For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/help/permit/

If you have questions regarding these comments, please contact me at (916) 464-4812 or Jordan.Hensley@waterboards.ca.gov.

Jordan Hensley
Environmental Scientist

31 December 2024

Alisa Goulart
San Joaquin County
Community Development Department
1810 East Hazelton Avenue
Stockton, CA 95205
Alisa.Goulart@sjgov.org

COMMENTS TO REQUEST FOR REVIEW FOR THE MITIGATED NEGATIVE DECLARATION, PA-1900085 PROJECT, SCH#2024120208, SAN JOAQUIN COUNTY

Pursuant to the State Clearinghouse's 5 December 2024 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Mitigated Negative Declaration* for the PA-1900085 Project, located in San Joaquin County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has

adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues. For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:
http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Implementation Policy is available on page 74 at:
https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_201805.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit
Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), Construction General Permit Order No. 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). For more information on the Construction General Permit, visit the State Water Resources Control Board website at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACE). If a Section 404 permit is required by the USACE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements. If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications. For more information on the Water Quality Certification, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/water_issues/water_quality_certification/

Waste Discharge Requirements – Discharges to Waters of the State

If USACE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation. For more information on the Waste Discharges to Surface Water NPDES Program and WDR processes, visit the Central Valley Water Board website at:https://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_surface_water/

Projects involving excavation or fill activities impacting less than 0.2 acre or 400 linear feet of non-jurisdictional waters of the state and projects involving dredging activities impacting less than 50 cubic yards of non-jurisdictional waters of the state may be eligible for coverage under the State Water Resources Control Board Water Quality Order No. 2004-0004-DWQ (General Order 2004-0004). For more information on the General Order 2004-0004, visit the State Water Resources Control Board website at:

https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2004/wqo/wqo2004-0004.pdf

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Threat General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Threat Waiver) R5-2018-0085. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at: http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Threat Waiver and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2018-0085.pdf

Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Limited Threat Discharges to Surface Water* (Limited Threat General Order). A complete Notice of Intent must be submitted to the Central Valley Water Board to obtain coverage under the Limited Threat General Order. For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2016-0076-01.pdf

NPDES Permit

If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit. For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/help/permit/

If you have questions regarding these comments, please contact me at (916) 464-4684 or Peter.Minkel2@waterboards.ca.gov.

Peter G. Minkel
Engineering Geologist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento

Michael Hakeem, info@hemlaw.com

Goulart, Alisa [CDD]

From: Jesus "Jesse" Galvan <jesus@bvtribe.com>
Sent: Friday, February 2, 2024 2:27 PM
To: Goulart, Alisa [CDD]
Cc: Ivan Senock; Tribal Historic Preservation Office
Subject: PA-1900085 (C)

February 2, 2024

Alisa Goulart
San Joaquin County
Community Development Department
1810 E Hazelton Ave Stockton, 95205

RE: PA-1900085 (C)

Dear Alisa Goulart

I write on behalf of the Buena Vista Rancheria (BVR) of Me-Wuk Indians, Ione, CA. regarding the notification received by this office December 27, 2023. The notification references PA-1900085 (C)-Conditional Permit. We appreciate your effort to contact us and wish to respond.

After review of the notification and examination of the property using the Google Earth mapping application, it is determined BVR has no objection to commencement of the project.

If Tribal Cultural Resources (TCR) should be inadvertently encountered, during the project, Buena Vista Rancheria requests additional notification so steps may be taken to protect and preserve them.

Respectfully,

Ivan Senock
THPO/Cultural Resources Director
Buena Vista Rancheria of Me-Wuk Indians.

Jesse Galvan
Cultural Heritage Specialist
Buena Vista Rancheria of Me-Wuk Indians (Tribe)
4650 Coal Mine Rd,

Ione, CA 95640
Office: (916) 491-0011
Fax: (916) 491- 0012
Cell (209) 751- 7785
jesus@bvtribe.com

Pacific Gas and Electric Company

Plan Review Team
Land Management

PGEPlanReview@pge.com

December 5, 2024

Alisa Goulart
County of San Joaquin
1810 E Hazelton Ave
Stockton, CA 95205

Ref: Gas and Electric Transmission and Distribution

Dear Alisa Goulart,

Thank you for submitting the PA-1900085 plans for our review. PG&E will review the submitted plans in relationship to any existing Gas and Electric facilities within the project area. If the proposed project is adjacent/or within PG&E owned property and/or easements, we will be working with you to ensure compatible uses and activities near our facilities.

Attached you will find information and requirements as it relates to Gas facilities (Attachment 1) and Electric facilities (Attachment 2). Please review these in detail, as it is critical to ensure your safety and to protect PG&E's facilities and its existing rights.

Below is additional information for your review:

1. This plan review process does not replace the application process for PG&E gas or electric service your project may require. For these requests, please continue to work with PG&E Service Planning: https://www.pge.com/en/account/service-requests/building-and-renovation.html.

2. If the project being submitted is part of a larger project, please include the entire scope of your project, and not just a portion of it. PG&E's facilities are to be incorporated within any CEQA document. PG&E needs to verify that the CEQA document will identify any required future PG&E services.

3. An engineering deposit may be required to review plans for a project depending on the size, scope, and location of the project and as it relates to any rearrangement or new installation of PG&E facilities.

Any proposed uses within the PG&E fee strip and/or easement, may include a California Public Utility Commission (CPUC) Section 851 filing. This requires the CPUC to render approval for a conveyance of rights for specific uses on PG&E's fee strip or easement. PG&E will advise if the necessity to incorporate a CPUC Section 851filing is required.

This letter does not constitute PG&E's consent to use any portion of its easement for any purpose not previously conveyed. PG&E will provide a project specific response as required.

Sincerely,

Plan Review Team
Land Management

Pacific Gas and Electric Company

Attachment 1 – Gas Facilities

There could be gas transmission pipelines in this area which would be considered critical facilities for PG&E and a high priority subsurface installation under California law. Care must be taken to ensure safety and accessibility. So, please ensure that if PG&E approves work near gas transmission pipelines it is done in adherence with the below stipulations. Additionally, the following link provides additional information regarding legal requirements under California excavation laws: https://www.usanorth811.org/images/pdfs/CA-LAW-2018.pdf

1. Standby Inspection: A PG&E Gas Transmission Standby Inspector must be present during any demolition or construction activity that comes within 10 feet of the gas pipeline. This includes all grading, trenching, substructure depth verifications (potholes), asphalt or concrete demolition/removal, removal of trees, signs, light poles, etc. This inspection can be coordinated through the Underground Service Alert (USA) service at 811. A minimum notice of 48 hours is required. Ensure the USA markings and notifications are maintained throughout the duration of your work.

2. Access: At any time, PG&E may need to access, excavate, and perform work on the gas pipeline. Any construction equipment, materials, or spoils may need to be removed upon notice. Any temporary construction fencing installed within PG&E's easement would also need to be capable of being removed at any time upon notice. Any plans to cut temporary slopes exceeding a 1:4 grade within 10 feet of a gas transmission pipeline need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.

3. Wheel Loads: To prevent damage to the buried gas pipeline, there are weight limits that must be enforced whenever any equipment gets within 10 feet of traversing the pipe.

Ensure a list of the axle weights of all equipment being used is available for PG&E's Standby Inspector. To confirm the depth of cover, the pipeline may need to be potholed by hand in a few areas.

Due to the complex variability of tracked equipment, vibratory compaction equipment, and cranes, PG&E must evaluate those items on a case-by-case basis prior to use over the gas pipeline (provide a list of any proposed equipment of this type noting model numbers and specific attachments).

No equipment may be set up over the gas pipeline while operating. Ensure crane outriggers are at least 10 feet from the centerline of the gas pipeline. Transport trucks must not be parked over the gas pipeline while being loaded or unloaded.

4. Grading: PG&E requires a minimum of 36 inches of cover over gas pipelines (or existing grade if less) and a maximum of 7 feet of cover at all locations. The graded surface cannot exceed a cross slope of 1:4.

5. Excavating: Any digging within 2 feet of a gas pipeline must be dug by hand. Note that while the minimum clearance is only 24 inches, any excavation work within 24 inches of the edge of a pipeline must be done with hand tools. So to avoid having to dig a trench entirely with hand tools, the edge of the trench must be over 24 inches away. (Doing the math for a 24 inch

wide trench being dug along a 36 inch pipeline, the centerline of the trench would need to be at least 54 inches [24/2 + 24 + 36/2 = 54] away, or be entirely dug by hand.)

Water jetting to assist vacuum excavating must be limited to 1000 psig and directed at a 40° angle to the pipe. All pile driving must be kept a minimum of 3 feet away.

Any plans to expose and support a PG&E gas transmission pipeline across an open excavation need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.

6. Boring/Trenchless Installations: PG&E Pipeline Services must review and approve all plans to bore across or parallel to (within 10 feet) a gas transmission pipeline. There are stringent criteria to pothole the gas transmission facility at regular intervals for all parallel bore installations.

For bore paths that cross gas transmission pipelines perpendicularly, the pipeline must be potholed a minimum of 2 feet in the horizontal direction of the bore path and a minimum of 24 inches in the vertical direction from the bottom of the pipe with minimum clearances measured from the edge of the pipe in both directions. Standby personnel must watch the locator trace (and every ream pass) the path of the bore as it approaches the pipeline and visually monitor the pothole (with the exposed transmission pipe) as the bore traverses the pipeline to ensure adequate clearance with the pipeline. The pothole width must account for the inaccuracy of the locating equipment.

7. Substructures: All utility crossings of a gas pipeline should be made as close to perpendicular as feasible (90° +/- 15°). All utility lines crossing the gas pipeline must have a minimum of 24 inches of separation from the gas pipeline. Parallel utilities, pole bases, water line 'kicker blocks', storm drain inlets, water meters, valves, back pressure devices or other utility substructures are not allowed in the PG&E gas pipeline easement.

If previously retired PG&E facilities are in conflict with proposed substructures, PG&E must verify they are safe prior to removal. This includes verification testing of the contents of the facilities, as well as environmental testing of the coating and internal surfaces. Timelines for PG&E completion of this verification will vary depending on the type and location of facilities in conflict.

8. Structures: No structures are to be built within the PG&E gas pipeline easement. This includes buildings, retaining walls, fences, decks, patios, carports, septic tanks, storage sheds, tanks, loading ramps, or any structure that could limit PG&E's ability to access its facilities.

9. Fencing: Permanent fencing is not allowed within PG&E easements except for perpendicular crossings which must include a 16 foot wide gate for vehicular access. Gates will be secured with PG&E corporation locks.

10. Landscaping: Landscaping must be designed to allow PG&E to access the pipeline for maintenance and not interfere with pipeline coatings or other cathodic protection systems. No trees, shrubs, brush, vines, and other vegetation may be planted within the easement area. Only those plants, ground covers, grasses, flowers, and low-growing plants that grow unsupported to a maximum of four feet (4') in height at maturity may be planted within the easement area.

11. Cathodic Protection: PG&E pipelines are protected from corrosion with an "Impressed Current" cathodic protection system. Any proposed facilities, such as metal conduit, pipes, service lines, ground rods, anodes, wires, etc. that might affect the pipeline cathodic protection system must be reviewed and approved by PG&E Corrosion Engineering.

12. Pipeline Marker Signs: PG&E needs to maintain pipeline marker signs for gas transmission pipelines in order to ensure public awareness of the presence of the pipelines. With prior written approval from PG&E Pipeline Services, an existing PG&E pipeline marker sign that is in direct conflict with proposed developments may be temporarily relocated to accommodate construction work. The pipeline marker must be moved back once construction is complete.

13. PG&E is also the provider of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E's facilities must be reviewed and approved by PG&E to ensure that no impact occurs which may endanger the safe operation of its facilities.

Pacific Gas and Electric Company

Attachment 2 – Electric Facilities

It is PG&E's policy to permit certain uses on a case by case basis within its electric transmission fee strip(s) and/or easement(s) provided such uses and manner in which they are exercised, will not interfere with PG&E's rights or endanger its facilities. Some examples/restrictions are as follows:

1. Buildings and Other Structures: No buildings or other structures including the foot print and eave of any buildings, swimming pools, wells or similar structures will be permitted within fee strip(s) and/or easement(s) areas. PG&E's transmission easement shall be designated on subdivision/parcel maps as "**RESTRICTED USE AREA – NO BUILDING.**"

2. Grading: Cuts, trenches or excavations may not be made within 25 feet of our towers. Developers must submit grading plans and site development plans (including geotechnical reports if applicable), signed and dated, for PG&E's review. PG&E engineers must review grade changes in the vicinity of our towers. No fills will be allowed which would impair ground-to-conductor clearances. Towers shall not be left on mounds without adequate road access to base of tower or structure.

3. Fences: Walls, fences, and other structures must be installed at locations that do not affect the safe operation of PG&'s facilities. Heavy equipment access to our facilities must be maintained at all times. Metal fences are to be grounded to PG&E specifications. No wall, fence or other like structure is to be installed within 10 feet of tower footings and unrestricted access must be maintained from a tower structure to the nearest street. Walls, fences and other structures proposed along or within the fee strip(s) and/or easement(s) will require PG&E review; submit plans to PG&E Centralized Review Team for review and comment.

4. Landscaping: Vegetation may be allowed; subject to review of plans. On overhead electric transmission fee strip(s) and/or easement(s), plant only low-growing shrubs under the wire zone and only grasses within the area directly below the tower. Along the border of the transmission line right-of-way, plant only small trees no taller than 10 feet in height at maturity. PG&E must have access to its facilities at all times, including access by heavy equipment. No planting is to occur within the footprint of the tower legs. Greenbelts are encouraged.

5. Reservoirs, Sumps, Drainage Basins, and Ponds: Prohibited within PG&E's fee strip(s) and/or easement(s) for electric transmission lines.

6. Automobile Parking: Short term parking of movable passenger vehicles and light trucks (pickups, vans, etc.) is allowed. The lighting within these parking areas will need to be reviewed by PG&E; approval will be on a case by case basis. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications. Blocked-up vehicles are not allowed. Carports, canopies, or awnings are not allowed.

7. Storage of Flammable, Explosive or Corrosive Materials: There shall be no storage of fuel or combustibles and no fueling of vehicles within PG&E's easement. No trash bins or incinerators are allowed.

8. Streets and Roads: Access to facilities must be maintained at all times. Street lights may be allowed in the fee strip(s) and/or easement(s) but in all cases must be reviewed by PG&E for proper clearance. Roads and utilities should cross the transmission easement as nearly at right angles as possible. Road intersections will not be allowed within the transmission easement.

9. Pipelines: Pipelines may be allowed provided crossings are held to a minimum and to be as nearly perpendicular as possible. Pipelines within 25 feet of PG&E structures require review by PG&E. Sprinklers systems may be allowed; subject to review. Leach fields and septic tanks are not allowed. Construction plans must be submitted to PG&E for review and approval prior to the commencement of any construction.

10. Signs: Signs are not allowed except in rare cases subject to individual review by PG&E.

11. Recreation Areas: Playgrounds, parks, tennis courts, basketball courts, barbecue and light trucks (pickups, vans, etc.) may be allowed; subject to review of plans. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications.

12. Construction Activity: Since construction activity will take place near PG&E's overhead electric lines, please be advised it is the contractor's responsibility to be aware of, and observe the minimum clearances for both workers and equipment operating near high voltage electric lines set out in the High-Voltage Electrical Safety Orders of the California Division of Industrial Safety (https://www.dir.ca.gov/Title8/sb5g2.html), as well as any other safety regulations. Contractors shall comply with California Public Utilities Commission General Order 95 (http://www.cpuc.ca.gov/gos/GO95/go_95_startup_page.html) and all other safety rules. No construction may occur within 25 feet of PG&E's towers. All excavation activities may only commence after 811 protocols has been followed.

Contractor shall ensure the protection of PG&E's towers and poles from vehicular damage by (installing protective barriers) Plans for protection barriers must be approved by PG&E prior to construction.

13. PG&E is also the owner of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E's facilities must be reviewed and approved by PG&E to ensure that no impact occurs that may endanger the safe and reliable operation of its facilities.

Pacific Gas and Electric Company

Plan Review Team
Land Management

PGEPlanReview@pge.com

January 3, 2025

Makayla Miller
County of San Joaquin
1810 E Hazelton Ave
Stockton, CA 95205

Re: PA-1900085 (C) 21356 S. Naglee Road

Dear Makayla:

Thank you for giving us the opportunity to review the subject plans. The proposed PA-1900085 is within the same vicinity of PG&E's existing facilities that impact this property.

The 21356 S. Naglee Road Project Proposal will require the relocation of existing PG&E electric service facilities. The applicant must contact the below resources to apply for the relocation of any existing PGE electric services that exist on the subject parcels.

Please contact the Building and Renovation Center (BRSC) for facility map requests by calling 1-877-743-7782 and PG&E's Service Planning department at www.pge.com/cco for any modification or relocation requests, or for any additional services you may require.

As a reminder, before any digging or excavation occurs, please contact Underground Service Alert (USA) by dialing 811 a minimum of 2 working days prior to commencing any work. This free and independent service will ensure that all existing underground utilities are identified and marked on-site.

If you have any questions regarding our response, please contact me at [EMAIL].

Sincerely,

Tyler Handley
CONT – Land Agent
Land Management

SHANE LEDBETTER, Neighbor
Naglee Road Neighborhood Advisory Committee
21219 Naglee Road
Tracy, CA 95304

December 23, 2024

Via Email

Alisa Goulart, Associate Planner
San Joaquin County-Community Development Department
1810 E. Hazelton Avenue
Stockton, CA 95205
Phone: 209-468-0222
Email: alisa.goulart@sjgov.org

RE: Comments on the Initial Study / Mitigated Negative Declaration and Conditional Use Permit No. PA-1900085 (C) Religious Assembly

These comments are submitted for the Naglee Road Neighborhood Advisory Committee, comprised of immediate neighbors within 500 feet of the proposed Religious Assembly Project (including myself), which is currently under consideration for a Conditional Use Permit by the San Joaquin County Planning Commission. It is our understanding, based on review of the published information, that the San Joaquin County Planning Commission will be considering a Conditional Use Permit application for a religious assembly to be constructed in 2 phases over 5 years. Phase 1 of the project is to include construction of a single story, 43,770 square foot multipurpose building to include an assembly hall, a covered courtyard, a dining hall and kitchen, an office, meeting rooms, restrooms, shoe room, storage rooms, lobby and wedding rooms. Phase 2 includes the construction of a 13,818 square foot addition to the multipurpose building to contain a classroom, prayer hall, office, quest room, and a priest room. The building height is 28.6 feet. The structure will have a dome with a maximum height of 52 feet. The project will utilize private, on site services: Well, septic system, and storm water retention pond. Three water tanks for fire will be installed. On site parking for 365 vehicles will be provided. Two, 2-way driveways are proposed- one off of Naglee Road and one off of Larch Road. An 8-foot high solid wall is proposed for the south property line adjacent to Auto Plaza Drive. There will be no access from Auto Plaza Drive. The operating hours for the assembly will be10:00 a.m. to 7:00 p.m., 7 days per week, with a maximum of 15 employees. The classrooms will be utilized on Sundays only and will accommodate a maximum of 50 students. Also proposed are 4 annual special events with a maximum attendance of 700 people each. These events are considered accessories to the main use. (Use Type: Assembly Religious). The Property is zoned AL-10 (Limited Agriculture, 10-acre minimum) and the General Plan designation is A/UR (Agricultural-Urban Reserve). The proponent is Gurudwara Sahib Tracy c/o Bhuphinder Sidhu/ Mike Hakeem.

After review of the Initial Study filed with the California State Clearinghouse, it is apparent that the County has failed to provide a complete Initial Study with full disclosure of necessary environmental analyses during the public review period in accordance to the California Public Resources Code. The Initial Study (See Attached) does not provide a thorough review of the Project, and is missing key environmental impacts that should have been considered, thus leaving room for concerns from me and my neighbors that the study did not adequately assess potential environmental effects of the proposed Project. Under California Environmental Quality Act (CEQA), an Initial Study must provide a comprehensive analysis of potential environmental impacts, and a public review period is mandatory to allow for community input on its completeness. The Initial Study presented during the public review is missing crucial information about environmental impacts (including those omissions detailed below). Therefore, the existing

document is incomplete under the provisions of the CEQA Guidelines enumerated in Title 14 of the California Code of Regulations and State law requires San Joaquin County to conduct further analysis or revisions.

STATEMENT OF INTEREST

We are a Neighborhood Advisory Committee in the Naglee Road neighborhood, formed to address the proposed Religious Assembly Project. CEQA Guidelines Section 15063 (g) requires the San Joaquin County Planning Commission to consult with appropriate Responsible and Trustee Agencies (Reviewing Agencies) while preparing the CEQA Documentation to determine the potential environmental effects of a proposed project and to solicit information that might affect the decision to prepare a Categorical Exemption (CE), Initial Study/Negative Declaration (IS/ND), Initial Study/Mitigated Negative Declaration (IS/MND) or an Environmental Impact Report (EIR). The Naglee Road Neighborhood Advisory Committee desires to provide comments to the County as guidance in implementing CEQA for this project.

Based on our review of the MND, it is clear that the MND fails as an informational document under CEQA and lacks substantial evidence to support its conclusion that the Project's significant impacts would be mitigated to the greatest extent feasible. There is also substantial evidence to support a fair argument that the Project's potentially significant environmental impacts are far more extensive than disclosed in the MND. My neighbors and I, with our expert CEQA consultant, have identified numerous potentially significant impacts that the MND either mischaracterizes, underestimates, or fails to identify. Moreover, many of the mitigation measures described in the MND will not, in fact, mitigate impacts to the extent claimed.

Individual members of Naglee Road Neighborhood Advisory Committee live, work, recreate, and raise their families in and around San Joaquin County, in the vicinity of the Project. Accordingly, they will be directly affected by the Project's environmental, fire, and health and safety impacts. Individual members may also work on the Project itself. They will be the first in line to be exposed to any health and safety hazards that exist onsite.

The Naglee Road Committee has an interest in enforcing environmental laws that encourage sustainable development and ensure a safe working environment for the citizens that they represent. Environmental degradation destroys cultural and agricultural areas, consumes limited fresh surface and ground water resources, causes water pollution, and imposes other stresses on the environmental carrying capacity of the state. This in turn jeopardizes future development by causing construction moratoriums and otherwise reducing future employment opportunities for citizens of San Joaquin County. Naglee Road Neighborhood Advisory Committee therefore has a direct interest in enforcing environmental laws to minimize the adverse impacts of projects that would otherwise degrade the environment.

Finally, the Naglee Road Neighborhood Advisory Committee is concerned about projects that risk serious environmental harm without providing countervailing economic benefits. CEQA provides a balancing process whereby economic benefits are weighed against significant impacts to the environment. It is in this spirit that we offer these comments.

Naglee Road Neighborhood Advisory Committee
Shane Ledbetter, Neighbor
21219 Naglee Road
Tracy, CA 95304

LEGAL BACKGROUND

CEQA requires that lead agencies analyze any project with potentially significant environmental impacts in an EIR. (See Pub. Resources Code, § 21000; CEQA Guidelines, § 15002) "Its purpose is to inform the public and its responsible officials of the environmental consequences of their decisions *before* they are made. Thus, the EIR protects not only the environment, but also informed self-government." (*Citizens of Goleta Valley v. Bd. of Supervisors* (1990) 52 Cal.3d 553, 564 (*Goletta Valley*), internal citations omitted) The EIR has been described as "an environmental 'alarm bell' whose purpose it is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return." (*County of Inyo v. Yorty* (1973) 32 Cal.App.3d 795, 810.)

CEQA's purpose and goals must be met through the preparation of an EIR, except in certain limited circumstances. CEQA contains a strong presumption in favor of requiring a lead agency to prepare an EIR. This presumption is reflected in the "fair argument" standard. Under that standard, a lead agency "shall" prepare an EIR whenever substantial evidence in the whole record before the agency supports a fair argument that a project may have a significant effect on the environment. (See Pub. Resources Code, § 21100.)(Pub. Resources Code, §§ 21080, subd. (d), 21082.2, subd. (d); CEQA Guidelines, §§ 15002, subd. (k)(3), 15064, subds. (f)(1), (h)(1); *Laurel Heights Improvement Assn. v. Regents of the Univ. of Cal.* (1993) 6 Cal.4th 1112, 1123 (*Laurel Heights II*); *No Oil, Inc. v. County of Los Angeles* (1974) 13 Cal.3d 68, 75, 82; *Stanislaus Audubon Society, Inc. v. County of Stanislaus* (1995) 33 Cal.App.4th 144, 150-151; *Quail Botanical Gardens Found., Inc. v. County of Encinitas* (1994) 29 Cal.App.4th 1597, 1601-1602 (*Quail Botanical*).)

In contrast, a mitigated negative declaration may be prepared only when, after preparing an initial study, a lead agency determines that a project may have a significant effect on the environment, but:

(1) revisions in the project plans or proposals made by, or agreed to by, the applicant before the proposed negative declaration and initial study are released for public review *would avoid the effects or mitigate the effects to a point where clearly no significant effect on the environment would occur*, and

(2) there is *no substantial evidence* in light of the whole record before the public agency that the project, as revised, *may* have a significant effect on the environment. (Pub. Resources Code, § 21064.5 (emphasis added). 4961-008acp)

Courts have held that if "no EIR has been prepared for a nonexempt project, but substantial evidence in the record supports a fair argument that the project may result in significant adverse impacts, the proper remedy is to order preparation of an EIR." (See, e.g., *Communities for a Better Environment. v. South Coast Air Quality Management Dist.* (2010) 48 Cal.4th 310, 319-320.) The fair argument standard creates a "low threshold" favoring environmental review through an EIR, rather than through issuance of a negative declaration. (*Citizens Action to Serve All Students v. Thornley* (1990) 222 Cal.App.3d 748, 754.) An agency's decision not to require an EIR can be upheld only when there is no credible evidence to the contrary. (*Sierra Club v. County of Sonoma* (1992) 6 Cal.App.4th, 1307, 1318; see also *Friends of B Street v. County of Hayward* (1980) 106 Cal.App.3d 988, 1002 (*Friends of B Street*) ("If there was substantial evidence that the proposed project might have a significant environmental impact, evidence to the contrary is

not sufficient to support a decision to dispense with preparation of an EIR and adopt a negative declaration, because it could be 'fairly argued' that the project might have a significant environmental impact").)

"Substantial evidence" required to support a fair argument is defined as "enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached."(CEQA Guidelines, § 15384, subd. (a).)

According to the CEQA Guidelines, when determining whether an EIR is required, the lead agency is required to apply the principles set forth in Section 15064, subdivision (f):

> [I]n marginal cases where it is not clear whether there is substantial evidence that a project may have a significant effect on the environment, the lead agency shall be guided by the following principle: If there is disagreement among expert opinion supported by facts over the significance of an effect on the environment, the Lead Agency shall treat the effect as significant and shall prepare an EIR.

Furthermore, CEQA documents, including EIRs and MNDs, must mitigate significant impacts through measures that are "fully enforceable through permit conditions, agreements, or other measures." (Pub. Resources Code §21081.6(b)) Deferring formulation of mitigation measures to post-approval studies is generally impermissible. (*Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296, 308-309; Pub. Resources Code, §21061.4961-008acp) Mitigation measures adopted after Project approval deny the public the opportunity to comment on the Project as modified to mitigate impacts. (*Gentry v. County of Murrieta* (1995) 36 Cal.App.4th 1359, 1393; *Quail Botanical, supra,* 29 Cal.App.4th at p. 1604, fn. 5.) If identification of specific mitigation measures is impractical until a later stage in the Project, specific performance criteria must be articulated and further approvals must be made contingent upon meeting these performance criteria. Courts have held that simply requiring a project applicant to obtain a future report and then comply with the report's recommendations is insufficient to meet the standard for properly deferred mitigation.

Where a local or regional policy of general applicability, such as an ordinance, is adopted in order to avoid or mitigate environmental effects, a conflict with that policy constitutes a significant land use impact and, in itself, indicates a potentially significant impact on the environment. (*See Pocket Protectors v. Sacramento* (2005) 124 Cal.App.4th 903.) Any inconsistencies between a proposed project and applicable plans must be discussed in an EIR. A project's inconsistencies with local plans and policies also constitute significant impacts under CEQA. (*Endangered Habitats League, Inc. v. County of Orange* (2005) 131 Cal.App.4th 777, 783-4, 32 Cal.Rptr.3d 177; *see also, County of El Dorado v. Dept. of Transp.* (2005) 133 Cal.App.4th 1376.) An EIR must be prepared to adequately disclose and mitigate the significant land use impacts discussed below.

San Joquin County Development Title 9, Series 800 Administration and Permits, Chapter 9-804 Use Permits, Section 9-804.050 Required Findings, requires that the Planning Commission or Board of Supervisors find the following to approve a conditional use permit application:

> (1) That the project will or will not, under the circumstances of the particular case, be detrimental to the health, safety, peace, morals, comfort and general welfare of

persons residing or working in the neighborhood of such use, nor be detrimental or injurious to property and improvements in the neighborhood or to the general welfare.

(2) That the project is or is not consistent with the San Joaquin County general plan, or any applicable area plan or resource plan adopted as part of the general plan.

(3) Adequate improvements such as utilities, roadway improvements, sanitation, water supply, drainage, and other necessary facilities have been provided.

(4) The site is physically suitable for the type of development and for the intensity of development.

(5) The location, size, design, and operating characteristics of the proposed use will be compatible with and will not adversely affect the livability or appropriate development of abutting properties and the surrounding neighborhood.

(6) The proposed use will not create any nuisances arising from the emission of odor, dust, gas, noise, vibration, smoke, heat or glare at a level exceeding ambient condition.

(7) The site of the proposed use is adequately served by highways, streets, water, sewer, storm drainage, and other public facilities and services.

(8) The proposed use complies with all applicable provisions of this Title.

As discussed herein and in the attached expert comments, there is substantial evidence supporting a fair argument that the Project has potentially significant unmitigated impacts on Aesthetics, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Population and Housing, Public Services, Recreation, Transportation and Traffic, Tribal Cultural Resources Utilities and Service Systems, and Wildfire impacts that are not disclosed or mitigated in the MND (See attached Published ISMND for Public Review submitted to CEQA.net). If these impacts are not fully analyzed and mitigated in an EIR, they will be detrimental and injurious to the health, safety, and general welfare of the County and its residents.

As discussed below, the Project, as currently proposed, is inconsistent with the Community Development Element of the General Plan and, therefore, violates mandatory requirements of *San Joquin County Development Title 9, Series 800 Administration and Permits, Chapter 9-804 Use Permits, Section 9-804.050 Required Findings* and cannot be approved.

Improper Notice

The County did not properly notify residents of the proposed structure while it was still in its nascent, flexible stages of planning. Nor did the County provide notice of the completed MND which was out for public review beginning November 26, 2024. The California Constitution provides due process and equal protection of laws for life, liberty, and property. (Cal. Const., Article I, § 7.) Deprivation of notice where statutorily required is a violation of due process. (*See Hardesty v. Sacramento Metropolitan Air Quality Management District* (E.D. Cal. 2018) 307 F.Supp.3d 1010, 1047; *see also Lavine v. Jessup* (1958) 161 Cal.App.2d 59, 68.) The County violated County Code, State law, and Naglee Road Neighborhood Advisory Committee's Constitutional due process rights by not providing notice of the CEQA 30-day Public Review Period nor the public hearing to property owners located within 300-feet of the proposed Sikh Temple Project. Naglee Road Neighborhood Advisory Committee reserves its right to sue the

County based on violations of County Code, State Law, and for Constitutional due process violations.

The MND Fails to Adequately Describe the Project

The MND fails to meet CEQA's requirements because it lacks an accurate, complete, and stable project description, rendering the entire environmental impacts analysis inadequate. California courts have repeatedly held that "an accurate, stable and finite project description is the *sine qua non* of an informative and legally sufficient [CEQA document]." (*County of Inyo v. County of Los Angeles* (3d Dist. 1977) 71 Cal.App.3d 185, 193.) CEQA requires that a project be described with enough particularity that its impacts can be assessed. Accordingly, a lead agency may not hide behind its failure to obtain a complete and accurate Project description. (*See Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296, 311.)

An accurate and complete project description is necessary to perform an adequate evaluation of the potential environmental effects of a proposed project. In contrast, an inaccurate or incomplete project description renders the analysis of environmental impacts inherently unreliable. Without a complete project description, the environmental analysis under CEQA will be impermissibly narrow, thus minimizing the project's impacts and undercutting public review.

It is impossible for the public to make informed comments on a project of unknown or ever-changing description. California courts have held that "a curtailed or distorted project description may stultify the objectives of the reporting process." (*County of Inyo v. County of Los Angeles* (3d Dist. 1977) 71 Cal.App.3d 185, 192.) Furthermore, "only through an accurate view of the project may affected outsiders and public decision-makers balance the proposal's benefit against its environmental cost…" Without a complete project description, the environmental analysis under CEQA is impermissibly limited, thus minimizing the project's impacts and undermining meaningful public review. (*See, e.g., Laurel Heights Improvement Assn. v. Regents of the Univ. of Cal.* (1988) 47 Cal.3d 376.)

In *County of Inyo*, the court held that shifts among different project descriptions "vitiate[d] the County's EIR process as a vehicle for "intelligent public participation," because a "curtailed, enigmatic or unstable project description draws a red herring across the path of public input."(*County of Inyo, supra,* 71 Cal.App.3d at p. 197, 198.) "[A] project description that gives conflicting signals to decision makers and the public about the nature and scope of the project is fundamentally inadequate and misleading." (*Citizens for a Sustainable Treasure Island v. County and County of San Francisco* (2014) 227 Cal.App.4th 1036.) The MND's failure to describe the functions of the Sikh Temple such as the tradition residence for priests; lack of disclosure that Sikh Temples tend to become tourist attractions causing traffic impacts; silent on the fact that the size of Sikh Temple will result in the structure to function as Regional place of worship; no discussion nor analysis of architectural features such as cupolas, and the buildings are marked by a specific orange-colored pennant flag called the Nishan Sahib; No description of the Gurdwara is provided; no description of food services within the religious assembly structures which is tradition of the Sikh gurdwara is provided nor food facility construction plans for review and approval for compliance with the *California Retail Food Code Section 114380*; nor does the MND provide an Air Impact Assessment (AIA) as required by San Joaquin Valley Air Pollution Control District Rule 9510 (Indirect Source Review and demonstrate compliance with District Rule 9510; nor does the MND address necessary agricultural buffers to reduce conflicts between the Sikh Temple and adjacent orchards and agricultural operations; renders the MND's project

description inaccurate, incomplete, and unstable, and a DEIR must be prepared to comply with CEQA.

IS/MND Does Not Cite Resources of Data and Technical Information Used to Create the IS/MND

The IS/MND is required to cite all documents used in its preparation including, where possible, the page and section number of any technical reports. (*CEQA Guidelines Section 15148, Public Resources Code Sections 21003, 21061, 21083 and 21100*). Other documents may be incorporated by reference, provided that the referenced document is summarized in the IS/MND and is made available for public inspection at a public place identified in the IS/MND, including a County office. (*CEQA Guidelines Section 15150.*) No references are cited in the IS/MND. The IS/MND must provide accurate and verifiable references in accordance with the *CEQA Guidelines* and *Public Resources Code*. The IS/MND failed to provide accurate and verifiable references or develop a data base accessible by the public of the information and data used in the environmental impact analysis.

The MND Fails to Adequately Describe the Environmental Setting

The MND describes the existing environmental setting inaccurately and incompletely, thereby skewing the entire impact analysis. The existing environmental setting is the starting point from which the lead agency must measure whether a proposed project may cause a significant environmental impact. (*See, e.g., Communities for a Better Env't v. S. Coast Air Quality Mgmt. Dist.* (March 15, 2010) 48 Cal.4th 310, 316; *Fat v. County of Sacramento* (2002) 97 Cal.App.4th 1270, 1277 ("*Fat*"), citing Remy, et al., Guide to the Calif. Environmental Quality Act (1999), p. 165.) CEQA requires the lead agencies to include a description of the physical environmental conditions in the vicinity of a project, as they exist at the time environmental review commences. (CEQA Guidelines, § 15125(a); *see also Communities for A Better Environment v. South Coast Air Quality Management Dist.* (2010) 48 Cal.4th 310, 321; *see also,* 40 C.F.R. § 1502.15.) CEQA defines the environmental setting as the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, from both a local and *regional* perspective. (CEQA Guidelines §15125(a) (emphasis added); *Riverwatch v. County of San Diego* (1999) 76 Cal.App.4th 1428, 1453 ("*Riverwatch*"))

Describing the environmental setting accurately and completely for each environmental condition in the vicinity of the Project is critical to an accurate, meaningful evaluation of environmental impacts. Courts are clear that, "before the impacts of a Project can be assessed and mitigation measures considered, an [environmental review document] must describe the existing environment. It is only against this baseline that any significant environmental effects can be determined." (*County of Amador v. El Dorado County Water Agency* (1999) 76 Cal.App.4th 931, 952.) In fact, it is:

> a central concept of CEQA, widely accepted by the courts, that the significance of a Project's impacts cannot be measured unless the DEIR first establishes the actual physical conditions on the property. In other words, baseline determination is the first rather than the last step in the environmental review process. (*Save our Peninsula Comm. v. Monterey County Bd. of Supervisors* (2001) 87 Cal.App.4th 99, 125.)

The MND must also describe the existing environmental setting in sufficient detail to enable a proper analysis of Project impacts. (*Galante Vineyards v. Monterey Peninsula Water Mgmt. Dist.* (1997) 60 Cal.App.4th 1109, 1122.) Section 15125 of the CEQA Guidelines provides that "knowledge of the regional setting is critical to the assessment of environmental impacts." (CEQA Guidelines § 15125(c)) This level of detail is necessary to "permit the significant effects of the Project to be considered in the full environmental context." The impacts of a project must be measured against the "real conditions on the ground."(*CBE v.* SCAQMD, 48 Cal.4th at 321; *Save Our Peninsula Committee v. Monterey County Bd. of Supervisors* (2001) 87 Cal.App.4th 99, 121–122; *County of Carmel-by-the-Sea v. Bd. of Supervisors of Monterey County* (1986) 183 Cal.App.3d 229, 246) The description of the environmental setting constitutes the "baseline" physical conditions against which the lead agency assesses the significance of a project's impacts. (14 CCR § 15125(a); *CBE v.* SCAQMD, 48 Cal.4th at 321) "An inappropriate baseline may skew the environmental analysis flowing from it, resulting in an [environmental review document] that fails to comply with CEQA." (*San Franciscans for Livable Neighborhoods v. County & County of San Francisco* ("*SFLN*") (2018) 26 Cal.App.5th 596, 615 (citations omitted)) The description of the environmental setting in the MND is inadequate because it omits highly relevant information. The County must gather the relevant data and provide an adequate description of the existing environmental setting in an EIR.

The Project Contravenes the General Plan

The Project, as proposed, contravenes the General Plan. The San Joaquin County General Plan Community Development Element includes a mandatory provision which provides that "***LU-1.9 New Urban Zoning Classifications*** *The County shall apply new urban zoning classifications to areas planned for urban development only when adequate infrastructure and services (i.e., water, wastewater, drainage, and transportation) can be provided. Until that time these areas shall be zoned Agriculture-Urban Reserve. (RDR)* The General Plan further states: "***LU-2.16 Agriculture-Urban Reserve Designation*** *The County shall require a General Plan amendment to permit urban development on lands the County designates Agriculture-Urban Reserve.*" RDR/PSP. The Agriculture-Urban Reserve (A/UR) General Plan Land Use Designation specifically states: "*This designation provides a reserve for urban development, but is not necessary to accommodate development projected during the planning period of the General Plan (i.e., 2035). The Agricultural-Urban Reserve designation generally applies to areas currently undeveloped or used for agricultural production that are in the logical path of development around an Urban Community or County Fringe Area. This designation may be applied to areas adjacent to cities and in County Fringe Areas if: 1) the area identified is designated for urban development in a County general plan, and 2) the County determines that the area represents a reasonable expansion of a County.*

Allowed
This designation provides for open space and the following agricultural operations and associated support uses including:
- *Crop production, grazing, and animal raising facilities (e.g., dairies)*
- *Agricultural support and sales (e.g., feed/grain storage, sale yards)*
- *Single-family detached dwellings*
- *Accessory second units and ancillary residential structures*

- *Farm-employee housing and farm labor camps*
- *Natural open space areas*
- *Compatible public, quasi-public, and special uses (e.g., parks)*
- *Natural open space areas."*

The conversion of A/UR General Plan Land Use Designated Land for the Project contravenes the goals, policies, and objectives of the Community Development Element. The Community Development Element provides that this Project site shall only be developed when adequate infrastructure and services (i.e., water, wastewater, drainage, and transportation) can be provided. **(LU-1.9 New Urban Zoning Classifications)** According to the IS/MND the Project site is not serviced by any of the infrastructure outlined above. In addition, the Community Development Element of the San Joaquin General Plan stipulates that urban development such as the religious assembly project can only be placed on A/UR land use designation only after a *General Plan amendment to permit urban development on lands the County designates Agriculture-Urban Reserve*. **(LU-2.16 Agriculture-Urban Reserve Designation)**

The Environmental Setting and Land Use sections of a CEQA document are required to "discuss any inconsistencies between the proposed project and applicable general plans, specific plans, and regional plans." (CEQA Guidelines § 15125(d); CEQA Guidelines, Appendix G, Section XI.) The MND's failure to detail the inconsistency with the General Plan is an additional CEQA violation. An EIR must be prepared to adequately analyze and mitigate the potentially significant impacts from Project's inconsistency with the General Plan.

COMMENTS TO THE COUNTY FOR GUIDANCE IN IMPLEMENTING CEQA FOR THIS PROJECT

We are a Neighborhood Advisory Committee in the neighborhood of the proposed Sikh Temple Project, formed to address the development environmental issues associated with the proposed Project. CEQA Guidelines Section 15063 (g) requires the County to consult with appropriate Responsible and Trustee Agencies (Reviewing Agencies) while preparing the CEQA Documentation to determine the potential environmental effects of a proposed project and to solicit information that might affect the decision to prepare a Categorical Exemption (CE), Initial Study/Negative Declaration (IS/ND), Initial Study/Mitigated Negative Declaration (IS/MND) or an Environmental Impact Report (EIR). The Naglee Road Neighborhood Advisory Committee desires to provide comments to the County as guidance in implementing CEQA for this project.

The Naglee Road Neighborhood Advisory Committee envisions that an EIR will be required for the planned Sikh Temple to provide sufficient detail to allow future phases of the Project to proceed without additional environmental review within the project site since all development will not happen in one phase. The project site will have a detailed land use and circulation plan, ultimate development densities, development schedule/buildout phasing and development standards that will allow for a reasonably detailed project-level analysis environmental analysis of the entire planned development associated with the Sikh Temple.

The following Neighborhood Advisory Committee comments are meant as guidance for the County, and the information requested is necessary to: 1) more fully understand the project, 2) assess whether the required General Plan Amendment and Conditional Use Permit for the project will be constructed and operated in compliance with applicable regulations, 3) assess whether the project will result in significant environmental impacts, 4) assess the most

appropriate CEQA document (CE, IS/ND, IS/MND, EIR) which should be prepared to fully disclose the impacts of the proposed project and effects on neighboring agricultural operations and rural residential dwellings and long range planning for the Naglee Road Neighborhood, 5) assess mitigation measures and overriding consideration of significant impacts, if necessary.

The Naglee Road Neighborhood Advisory Committee request the County prepare a comprehensive EIR that will adequately review and analyze all potential environmental impacts associated with the development of the Sikh Temple consistent with the CEQA and other local ordinances, including the County and County of Tracy. The following suggested scope of work is recommended by the Naglee Road Neighborhood Advisory Committee to prepare an EIR that will address the number of potential environmental impacts that may be deemed significant, including aesthetics, light, and glare; air quality; biological resources; cultural and historic resources; energy; hazards and hazardous materials; hydrology and water quality; noise; public services and public utilities; recreation; seismicity, soils, and geology; fiscal impact, and transportation and circulation. The following paragraphs are organized by each section addressed in the CEQA Guidelines and comments on the data adequacy required of these sections to meet the data and the analysis to support the County's environmental documentation for the proposed project. The Naglee Road Neighborhood Advisory Committee would request the following analyses to provide the Advisory Committee with the necessary information to ensure the project is compatible with the Naglee Road neighborhood and achieves the environmental performance expectations adopted by San Joaquin County and the County of Tracy:

Site Background Information & Technical Reports

Preparation of the following technical reports are requested by the Naglee Road Neighborhood Advisory Committee to support the CEQA environmental evaluation:

- Phase I Environmental Site Assessment (as well as a Phase II, if warranted)
- Geotechnical Reports
- Fiscal Analysis
- Biological Reports and follow-up protocol biological surveys as may be required
- Cultural Resources Study
- Infrastructure Studies
- Circulation Plan and Traffic Analysis
- Water Supply Assessment
- Water Wastewater Infrastructure Master Plans
- Recycled Water Infrastructure Study
- Storm water Drainage Master Plan
- Hydrology Study (Pre-project floodplain)

The Naglee Road Neighborhood Advisory Committee will want to review each of these studies and plans for consistency of assumptions, currency of data, and CEQA adequacy. It is assumed that the technical analyses will be provided to the Neighborhood Advisory Committee (NAC) in an electronic format (Microsoft Word or Adobe PDF) so that the analysis can be summarized efficiently and in a cost-effective manner.

The NAC assumes that these analyses will include existing conditions, impacts, and mitigation measures or recommendations. The NAC will provide one set of comments on the adequacy of

technical studies. If the analyses are determined to be inadequate, the NAC may request the County and the Sikh Temple project proponent to revise the analyses.

CEQA EIR Environmental Analysis

Environmental Analysis Sections. The NAC requests that the County prepare a Project EIR and each technical analysis in the EIR should include sections for existing setting, thresholds of significance used to determine the level of significance of any given impact, and impacts and mitigation measures. The analyses of impacts should consider the entire Project Area and any areas of disturbance due to the expansion, extension, or installation of infrastructure for the project. The NAC will evaluate the necessary information with respect to the existing conditions, the potential adverse effects of project implementation, and measures to mitigate such effects. The environmental topics the NAC request to be addressed in the EIR are described below.

Aesthetics/Light and Glare. The NAC requests the County evaluate the proposed project's aesthetics, light, and glare impacts on surrounding areas. Project aesthetic impacts should be evaluated through a reconnaissance-level survey of the project site and surrounding areas that includes the use of photographs to document existing conditions. Future conditions should be documented with architectural elevations, renderings, and plans provided by the Sikh Temple proponents and, if available, visual simulations or other computer-generated images of the proposed project. In addition, the proposed project's aesthetics characteristics should be assessed in relation to General Plan policies, Zoning Ordinance requirements, and the County's design standards for commercial and religious developments. Since the plan area is currently undeveloped and consists of orchards, pasture lands, and wetlands for the most part, lighting of the night sky may be an issue of concern for current residents. Mitigation measures should be recommended, if necessary, to reduce any significant impacts.

The NAC would like to request that the County work with the NAC identifying key observations points (KOPs) of the project and determine the sensitivity of the viewers from these KOPs to provide supporting record for their conclusion. To assess the projects potential impacts on visual resources the view areas most sensitive to the project's potential visual impacts must be identified. KOP's are usually along commonly traveled routes or at other likely observation points (residential homes, major roadways). Factors that should be considered in selection of key observation points are: angle of observation, number of viewers, and length of time the project is in view, relative project size, season of use, light conditions, and distance from the project. KOP's should also be discussed regarding potential mitigation measures and how KOP's geography will affect the ability to mitigate to a less than significant level.

The NAC recommends the County make an analysis of the visual impacts based on evaluation of the "after" views provided by a computer-generated visual simulation, and their comparison to the existing visual environment. In making a determination of the extent and implications of the visual changes, consideration should be given to:

- The changes in the affected visual environment's composition, character, and any specially valued qualities
- The affected visual environment's context
- The extent to which the affected environment contains places or features that have been designated in plans and policies for protection or special consideration

- The numbers of viewers, their activities, and the extent to which these activities are related to the aesthetic qualities affected by the likely changes

The NAC recommends the County apply the basic principles of design in the resolution of visual impacts concerning the Sikh Temple Project. The basic philosophy underlying visual quality of a landscape depends on the visual contrast created between a project and the existing landscape. The contrast should be measured by comparing the project features with the major features in the existing landscape. The basic design elements of form, line, color, and texture should be used to make this comparison and to describe the visual contrast created by the Sikh Temple Project. The assessment process recommended by the NAC provides a means for determining visual impacts and for identifying measures to mitigate these impacts and meets the "substantial evidence" rule of subdivision (e) Section 21080 of the Public Resources Code.

Agricultural Resources. The NAC requests the County prepare a soil conservation analysis and focus on the removal of vegetation, disturbance of the soil, and attendant wind and/or water-caused erosion. CEQA guidelines specify that substantial flooding, erosion, or siltation must be considered a significant effect, and that the conversion of "prime agricultural land to non-agricultural use or impairment of the agricultural productivity of prime agricultural land" must also be considered a significant impact. The NAC also requests the County analyses also address the agronomic, ecologic, and economic impacts to soil through water and wind erosion.

The NAC requests the County document the existing environment and perform the following analysis on agricultural resources:

- Determine if the project would convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.
- Determine if the project would conflict with existing zoning for agricultural use or a Williamson Act contract.
- Determine if the project would involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use
- Provide a map of soil series, inclusive of the site, surrounding land, and other facilities connected to or affected by the project.
- Physical and chemical characteristics of site and vicinity soils readily available including topography, parent material, depth, horizons, structure, texture, color, pH, bulk density, organic matter, drainage and permeability characteristics, land use, vegetation cover.

Characterization of agricultural impacts should include the following:

- Use of the Universal Soil Loss Equation (USLE) as explained in U.S. Department of Agriculture (USDA) Handbook 573 to calculate the anticipated soil loss (in tons/acre/year) during project construction and associated infrastructure. Identification of the impact on soils, both on and off the site, because of runoff and compaction during construction.
- California Department of Food and Agriculture (CDFA) analysis criteria for significant impacts to agricultural soils will be followed in accordance to CDFA's CEQA Guidelines.

- Discussion of potential cumulative soil impacts from existing and future land uses that the proposed project and related infrastructure may experience or contribute to, along with other planned and near future projects.
- Identification of proposed mitigation measures and the effectiveness of each; discussion of avoidance of sensitive areas, timing of construction activities, minimizing removal of vegetation, soil stabilization, revegetation, runoff retention, drainage diversions, sediment types, soil amendments, orientation to prevailing wind, windbreaks, dust control
- Proposed monitoring and compliance verification measures to ensure that the objectives are met.

Air Quality. The NAC requests the County address air quality issues which include potential impacts from the construction and operations emissions generated by the proposed Sikh Temple Project (including all associated vehicle emissions) and the cumulative impacts from other air emission sources nearby. The County should compare these impacts to the national and state ambient air quality standards with special emphasis on sensitive populations (e.g., school, nursing homes) in the impact area. The County should also assess if the proposed project complies with applicable air quality emission regulations and the goal of the County General Plan regarding reduction in adverse air quality emissions for the project.

The NAC recommends the County's approach to development of this section of the EIR should include the following in documenting the existing environment:

- Emissions from the various project elements would be subject to the rules and regulations of the San Joaquin Valley Air Pollution Control District depending upon the type of emissions activities and development components.
- Local and regional climate data (temperatures, precipitation, wind speeds and wind direction, relative humidity, etc.).
- Attainment status for both state and federal air quality standards for pollutants such as PM10, NO2, CO, Ozone, and SO2.
- A summary of the current background air quality based upon existing monitoring data in the project area.
- A summary of applicable air quality regulations, and a regulatory compliance analysis indicating how compliance will be achieved for each identified rule or regulation and existing permits may be analyzed in the development process.
- Climatology and meteorology in the project area.
- The project location using a 1:24,000 topographic map.
- The area's attainment status and the most recent three (3) years of ambient air quality data.
- Emissions of concern as they relate to this project would be primarily classified as follows: (1) vehicle-related emissions associated with mobile sources on nearby roadways; (2) construction-related fugitive emissions (dust) during expanded development activities and equipment exhaust emissions; and (3) stationary source emissions.
- NAC recommends the County should model the air quality impacts of the proposed project to determine the ambient air quality impacts of the proposed project. These impacts should be presented as text, in tabular form, and on a 1: 24,000 topographic map with concentration contours. The impacts should be compared to ambient air quality significance levels and ambient air quality standards. The County should ensure Sikh Temple proponent submitted models and modeling procedures are approved by the San Joaquin Valley APCD.

- Identification of the direct and cumulative ambient air quality impacts of the proposed project and any air emission sources within six miles of the project. The cumulative impacts should be added to representative ambient air background concentrations and compared to the ambient air quality standards to determine if the project causes or contributes to violations of these standards. The impacts should be presented as text, in tabular form, and on a 1: 24,000 topographic map with concentration contours.

Biological Resources. The NAC requests the County prepare a wetlands Inventory within the Development Area being considered for the General Plan Amendment and Conditional Use Permit, as a component of the planning process and preservation strategy of natural resources and wetlands within the Project Area. The inventory should consist of two key components: a database of existing information compiled for individual wetlands sites located within the Project and Planning Area, and an evaluation of the significance of individual wetlands sites or wetlands complexes. The inventory should provide input to the selection of key conservation sites for the proposed Sikh Temple and should also act as a source of information on which resource managers, planners and project managers can make more informed decisions. After important sites have been identified and protected, it will be necessary to ensure that appropriate management measures are implemented for these sites within the Planned Development Area or as mitigation measures within the EIR. A range of different options to achieve this end should be developed. The Wetlands Inventory should provide a useful and comprehensive database and resource inventory to the management and planning of resources in the Planning Area.

Wetlands can be associated with a suite of functions and values which they perform in a natural landscape setting. These functions vary in importance depending upon their position in the landscape and the surrounding land use. For land use decisions contemplated with the proposed Planned Development Mixed Use Plan, it is critical that individual wetlands be characterized with respect to their values and targeted for preservation if necessary.

The NAC requests the County utilize a Geographic Information Systems (GIS) application with a set of preservation protocols to model the relative importance and opportunity for a wetland to perform any one of five different functions in the landscape. Functions should be limited to: sediment control, bank stability, water quality improvements, habitat, and flood control. The GIS application should combine land use/land cover data with National Wetlands Inventory information. A set of criteria should define a suite of possible rankings based on wetland type, adjacent land use or proposed land use within the Development Plan for the Sikh Temple, position in the watershed, and external factors within the region which may influence the ability of a wetland to perform a function (wetlands functions include water quality improvement, habitat quality, flood buffering, bank stability, and sediment control). These criteria should be determined with simple GIS techniques. The GIS model output should create a database suitable for land use planners and managers to assist in their planning activities associated with the Development Plan for the Sikh Temple complex. The goal of the GIS Wetlands Preservation Targeting Model is to develop a tool for the assessment of wetlands, and the identification of the most important wetlands for restoration or preservation.

The NAC recommends the County's analysis of the biological resources within the Impact Study Area considers potential significant impacts to plant and animal species and their habitats. Of primary importance in this analysis are impacts to Federal and state endangered, threatened, and rare plant and animal species; fully protected species; species of special

concern as designated by various organizations; other species meeting the criteria for "rare" or "endangered" as defined by CEQA Guidelines (14 CCR 15380); areas of critical concern; and biological resources of commercial or recreational importance. In addition, this section should address the preservation of identified important wetlands within the Impact Study Area.

The NAC requests the County's approach to development of this section of the EIR include the following:

- Description of the biotic communities of the study area including plant, aquatic, and wetland communities, and any man-made habitats. Lists will be prepared of plant and wildlife species occurring on-site. Prepare maps showing the distribution of biotic communities, special-status species, and areas of critical habitat, wetlands, and species of commercial or recreational importance.
- Discussion of sensitive plant communities as defined by U.S. Fish and Wildlife Service and/or California Department of Fish and Wildlife, and other communities of recognized regional importance.
- Identification of wetlands within the Impact Study Area and discuss jurisdictional wetlands and waters of the United States, as defined by the Corps (Section 404 of Clean Water Act), and waters of the State (Porter Cologne Act) which include intermittent and permanent stream channels, natural and man-made ponds, vernal pools, seeps, and seasonal wetlands. Describe riparian habitats if present and map the location of any active raptor nest trees.
- Identification and discussion of special-status species and species of commercial or recreational importance including the following:
    - Plant, wildlife, or aquatic species occurring on state or federal special-status species lists as listed, proposed listed, or species of concern.
    - Plant species occurring on List 1B or List 2 of the California Native Plant Society Inventory (Skinner and Pavlik, eds. 1994).
    - Any other species believed to meet the criteria of rare, threatened, or endangered as defined by CEQA Guidelines (14 CCR 15380).
- A discussion of potential direct impacts to biological resources from the Sikh Temple Complex Development Plan project during the construction and completion phases. Significant impact to special-status species and habitats of critical concern should be emphasized (14 CCR 15064(d) (2) and 15358).
- Identification and description of future developments that may result from adoption of the proposed General Plan Amendment, Conditional Use Permit, and Sikh Temple Complex Development Plan and biological resources associated with these future developments.
- Identification and discussion of any indirect impacts to biological resources due to the proposed project as described in CEQA Guidelines (14 CCR 15064(d) (2) and 15358).
- Evaluation of past, present, and reasonably anticipated future projects in the region that may produce related or cumulative impacts to the biological resources of the project area (20 CCR 15130(b)).
- Evaluation of options for on-site versus off-site habitat preservation and monitoring.
- A detailed plan designed to mitigate direct, indirect, and cumulative impacts on both general and biological resources, including impacts to sensitive species and areas of critical concern.
- NAC recommends the County consider participation in a Habitat Conservation Plan as part of a long-term mitigation plan, and/or explore other options with the CDFW and/or the USFWS to mitigate for habitat loss resulting from the proposed development.

Cultural and Historic Resources. NAC requests the County prepare a cultural resources section of the EIR based on information from the cultural resources technical studies and the County's General Plan. This section should include a discussion of the applicable federal, state, and local policies and regulations; a summary of the prehistory and history of the project area; a summary of the methods used to evaluate cultural resources, as described in the technical report; a listing of the criteria for determining significance; and a list of all impacts and related mitigation measures, as required by CEQA. NAC requests the County also evaluate the potential for paleontological resources to be adversely affected by the proposed project. This will include a review of available database resources and an assessment of the potential for the site's geology to contain paleontological resources. The impact discussion should consider the potential for buried resources to be exposed during construction activities. NAC requests the County to comply with Senate Bill (SB) 18, which requires local governments to consult with the California Native American Heritage Commission (NAHC) and NAHC-listed Native American tribes regarding cultural resources prior to adopting or amending a General Plan or Conditional Use Permit and provide such consultation documentation to the NAC.

Energy. The NAC recommends the County conduct an Energy Conservation analysis consistent with the intent of Appendix F of the CEQA Guidelines. The County should rely on available existing information from the California Energy Commission, PG&E, the existing business operators, and the County to conduct this analysis. In order to assure that energy implications are considered in project decisions, the CEQA requires that EIRs include a discussion of the potential energy impacts of proposed projects, with emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. The section should describe the many energy conservation and sustainability features included in the Sikh Temple Complex Development Plan that will reduce energy impacts. The County should also gain a will serve letter from PG&E to service the proposed project and ensure the EIR address all off site upgrades to the utilities necessary to provide electrical service.

The NAC requests the County evaluate energy systems and climate change mitigation programs for buildings, neighborhoods, and communities, and offer mitigation measures to optimize energy use, minimize costs, and reduce greenhouse gas emissions. The following analysis and evaluation should be made by the County in managing and accessing energy impacts:

- Quantitative evaluation of energy system design strategies and concepts, which includes analysis of relative cost, effectiveness, and energy efficiency.
- Assessment of various system options in relation to capital cost, operational costs, maintenance, and serviceability, expected lifetime and flexibility of energy systems, and client satisfaction
- Review and design of renewable and alternative energy systems such as photovoltaic, wind energy, micro hydro processes, fuel cell, geothermal, cogeneration, and district energy systems
- Evaluation of funding and incentive programs that support energy conservation and GHG reduction

Fiscal Impacts. The NAC requests that the County evaluate the fiscal impacts of the proposed project. The primary focus of this fiscal impact analysis and report is to examine and ensure the Sikh Temple Complex Development Plan's adherence to one of the key goals of the County's:

fiscally sustainable growth. Therefore, this report should evaluate the impact of the proposed Sikh Temple Complex and associated projects on the County's General Fund during the development of the Sikh Temple Project as well as at buildout, and present ways to mitigate any fiscal deficits that may be expected during various periods of the Sikh Temple development to ensure that the new neighborhood in the County is fiscally self-sustaining. The secondary purpose of this fiscal impact analysis is to evaluate and compare the fiscal implications of jobs-to-housing concurrency scenarios. The NAC will collaborate with the County to develop concurrency scenarios to evaluate.

The fiscal impact analysis should be based on the fiscal characteristics of the County and the City of Tracy— e.g., revenues, expenditures, land values—and characteristics of the development or land use change—e.g., type of land use and distance from central facilities. The analysis should enable the County to estimate the difference between the costs of providing services to the Sikh Temple complex and the revenues—taxes and user fees, for example—that will be generated by the proposed project.

The County should prepare a fiscal analysis of the proposed General Plan Amendment, Conditional Use Permit and Development Plan which will estimate the annual operating costs and revenues for all services provided to the Plan Area through the County and Special Districts. The analysis should reflect the developments planned in the proposed Sikh Temple complex, and will project the fiscal performance of the development for a period of ten years after completion. This projection reflects escalations in costs and revenues as the development located within the planning area age, and will consequently be presented in future dollars.

The analysis should describe the fiscal impacts of the proposed actions in the planning area without the use of public financing. Subsequently in the Public Facilities Financing Plan (PFFP), the report should outline public financing options for mitigating the Sikh Temple Complex's impacts on public services and facilities. The PFFP should assess the level of debt and assessments the proposed project can support to pay for backbone infrastructure, as well as budget shortfall costs that can be feasibly financed using public financing. The County should prepare a financing plan for the plan area that will be associated with the Sikh Temple complex. The County should describe the availability and terms of funding sources such as Mello-Roos District, Infrastructure Financing Districts, and other bonding authorization codes that could be used for infrastructure and site development. The County should also provide an analysis for the use of Landscape and Lighting Act Districts for ongoing funding to service the planning area. The County should describe the financial criteria that will make the project area attractive for the desired development and identify a combination of financing sources to meet these goals.

The County should prepare a Fiscal Impact Analysis Report which will consist of seven chapters and three appendices. Following this introductory chapter, Chapter II should describe the development program to be outlined in the Sikh Temple Complex Development Plan. Chapter III should discuss the overall approach and methodology used in the fiscal impact analysis. Chapter IV should present the analysis of General Fund revenues, while Chapter V should examine the General Fund expenditures. Chapter VI presents various fiscal mitigation mechanisms that may be used in the Planning Area for the Sikh Temple Complex development. Finally, Chapter VII should discuss capital costs related to the public facilities needed to service the Sikh Temple Complex Development proposed. In addition, three appendices (Appendices A through C) should be attached to the report, each appendix showing detailed calculations and results for each of the three Concurrency Scenarios being evaluated.

Geology and Soils. The NAC requests the County assess the potential geology and soils impacts of the proposed Sikh Temple Complex Development Plan area. Key issues to be evaluated include the seismic of the local area, the presence of any nearby existing fault lines and their potential effect on site development, the erodibility of site soils, soil stability characteristics, and the expansive characteristics of site soil. Existing published information (soil reports and maps, geotechnical reports, other data) should be used. The geotechnical study should evaluate the stability of the soils and geology to support the project and its associated infrastructure. The study is expected to address the potential for lateral spreading, subsidence, liquefaction or collapse, seismic-related ground failure, including liquefaction, strong seismic ground shaking, expansive soils, and soil erosion. A geotechnical report should be summarized in the EIR and included in its entirety as an appendix to the EIR document.

Global Climate Change. The NAC requests the County analyze potential impacts from the proposed Sikh Temple Complex project on greenhouse gases and global climate change. The analysis in this section should address the estimated emissions of greenhouse gases as a result of implementing the proposed Sikh Temple Complex Project, General Plan Amendment, and Conditional Use Permit project. Greenhouse gas emissions associated with the proposed project should be estimated using CO2 emissions as a proxy for all greenhouse gas emissions. This is consistent with the current reporting protocol of the California Climate Action Registry (CCAR). Calculations of greenhouse gas emissions typically focus on CO2 because it is the most commonly produced greenhouse gas in terms of both number of sources and volume generated, and because it is among the easiest greenhouse gases to measure.

The NAC requests the County analyze two aspects of climate change:
The project's contribution to climate change through emissions of greenhouse gases (GHGs).
The potential impact to the project through the environmental effects of climate change.

The climate change section would include a discussion of the environmental and regulatory setting for climate change and discuss the project's potential contribution of greenhouse gas emissions. The climate change section should utilize San Joaquin Valley APCD's as quantitative threshold of significance for plan-level analysis. The County should prepare an emissions inventory of the major greenhouse gas sources for construction and operation of the project. The emissions inventory should use the most current version of URBEMIS and the San Joaquin Valley APCD's Greenhouse Gas Model (BGM), or the newest version of CalEEMod, if recommended by the San Joaquin Valley APCD at the time of document preparation. The emissions inventory should quantify emissions from relevant offsite project impacts, including emissions associated with offsite energy generation. The emissions analysis should also account for the trip generation, trip diversion, internal capture rates, and project-specific trip lengths, if provided in the project's traffic impact analysis.

Hazards and Hazardous Materials. The NAC recommends the County request the applicant provide a Phase I Environmental Site Assessment of the Project Area to prepare this section of the EIR. Hazard to the public from the proposed project could result from decreased air quality, objectionable odors, contaminated soils, toxics from historical agricultural production, impacts to groundwater and drinking water maximum contaminant levels, and accidental releases of hazardous materials. The NAC recommends the County's approach to development of this section of the EIR should include the following:

- Reference to the air quality section in the EIR for worst-case meteorological conditions for the Sikh Temple Complex Study Area and surrounding area.
- A summary of environmental factors, such as flooding or seismic activity, that could contribute to upsetting conditions at the Impact Study Area.
- A map, at a scale of 1: 24,000, depicting locations of schools, hospitals, day-care facilities, emergency response facilities, and long-term health care facilities within the area potentially affected by any release of hazardous materials.
- A discussion of the capabilities and capacities of emergency response and long-term health care facilities.
- Hazardous and acutely hazardous materials to be used or stored in Sikh Temple complex. Under normal conditions, identify those hazardous materials continuously present within the Sikh Temple areas. Provide a discussion of the acute and/or chronic toxic nature of each material, or reference portions of the public health section.
- Proposed emergency and contingency plans for containment and cleanup of hazardous materials resulting from spills, leaks, and fires.
- Reference to the air quality section for procedures and results of modeling for potential consequences of accidental releases of hazardous materials leading to maximum exposures to off-site receptors.
- Fire and explosion risks and effects associated with the proposed project.
- Potential cumulative impacts from the on-site use and storage of hazardous materials by the proposed project.

Hydrology and Water Quality. The NAC recommends the County address the water resources issues to include the following: water supply, water discharge, water quality degradation, and flooding/drainage hazards. Water detention issues related to the proposed project should be evaluated.

Water Supply
The impact analysis should center on the availability and environmental consequences of using the preferred water supply. The NAC requests the County prepare a Water Supply Assessment Study to meet the requirements of the California Water Code Sections 10910 to 10915. The NAC intends the Water Supply Assessment Study to also meet the requirements for technical studies necessary for CEQA review and support for preparation of an EIR.

A significant impact on water supplies may result from the following:

- Depletion of water supplies to a point that limits the expansion of local community development.
- Pumping of groundwater at a rate that lowers water levels and causes increased pumping costs to local users.
- Diversion of surface water in quantities that may cause the loss of a downstream beneficial water use
- Use of groundwater quantities that exceeds the safe annual yield of the aquifer.

Water Quality
Evaluation of adverse water quality impacts is site-specific in nature and is dependent upon the background water quality, the existing beneficial uses of the water, and the number of downstream water users. The NAC requests the County prepare preliminary drainage studies by qualified engineers or hydrologists using standard protocols (e.g., HEC-1, HECRAS) to determine

the effects of increased runoff on downstream flooding and whether mitigation (e.g., on-site detention) is needed.

Flood Hazard
The NAC requests the County prepare flood hazard and drainage analysis addressing the following issues, relative to the 100-year flood plain:

- Incorporation of proper Plan Area drainage controls to accommodate runoff from a 100-year recurrence storm.
- Construction of impervious surfaces that may cause an increase in runoff and the flood hazard to downstream properties.
- A narrative discussion and graphic identification of surface and groundwater bodies near project including known beneficial uses.
- Representative stream flow data.
- Hydro geologic information such as water-bearing formations, confining beds, depth to groundwater, direction of groundwater flow, groundwater extractions, recharge areas, and safe annual yield.
- Identification of present and future competing uses of water in the vicinity.
- Identification of local and regional drainage characteristics, including representative flood studies and FEMA Flood Insurance Maps.
- Evaluation of the potential for fill of waters of the United States, streambed alternatives, and water-quality changes resulting from construction and building siting.
- The Sikh Temple Complex water demand (in gallons per minute and acre-feet per year) and the impact associated with obtaining the water from a local source or private wells onsite.
- Evaluation of the potential for channel erosion or stream sedimentation.
- Procedures for treatment and discharge of storm water runoff and evaluation of the potential for water-quality degradation.
- Potential cumulative impacts on water supplies, water quality, or flood hazards due to other planned or future projects in the vicinity.

Land Use. In evaluating land use issues, the NAC recommends the County evaluate the consistency/compliance of the project with Federal, state, regional, and local land use plans, and regulations, as well as consider the Sikh Temple's compatibility with the existing and planned land uses in the vicinity. Specifically, the land use analysis will focus on the land use issues outlined in the CEQA Guidelines Appendix G checklist.

The Project would involve development of non-residential use on a site zoned for agricultural uses and single-family residential. The Project shall be assessed for consistency with the County's General Plan and Zoning Ordinance and impacts from no conditions established for activities to being subject to the new conditions adopted with the proposed Conditional Use Permit. Additionally, the proposed uses and associated infrastructure improvements shall be assessed in accordance with the development standards set forth in the General Plan and Zoning Ordinance. A full disclosure of Temple's future proposed operations, will be prepared by the County providing findings of compliance with Religious Land Use and Institutionalized Persons Act (RLUIPA) concerning all CEQA mitigation measures, conditions imposed by the Conditional Use Permit, and other County regulations the proposed Temple may be required to meet. The County should describe existing land uses in the vicinity based on aerial photographs. The County should recommend mitigation measures to reduce or
eliminate adverse land use effects, as necessary.

The County should fully understand all aspects of the proposed project affecting the use of land, including required easements, existing prescriptive easements or other agreements affecting private property.

Mineral Resources. Based on historical mineral resources information for the County, the proposed Impact Study Area may contain known mineral resources. The NAC recommends the County's approach to development of this section of the EIR should include the following:

- An inventory of existing mineral resources and exploration operations in the area, including mapping of existing and historical mining operations on and around the proposed project site area.
- The California Surface Mining and Reclamation Act (SMARA) of 1975 requires classification of land into Mineral Resources Zones (MRZs), according to the known or inferred mineral potential of that area (SMARA is part of California Public Resources Code (PRC), Division 2, Chapter 9, Sections 2710, et seq.
- Perform an analysis of potential impacts from the proposed project on mineral resources, utilizing the following CEQA guidelines:
  - Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
  - Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?
- Identification of other present or reasonably expected projects, as well as any planned changes in mineral resources mining or extraction in the project area, with a brief assessment of what the combined effects of these projects and the proposed project would be.

Noise. The NAC requests the County address potential noise impacts and include potential impacts from construction and cumulative impacts from other projects and activities associated with the Sikh Temple Project which would include: Noise associated with Sikh worship activities such as concerts, large crowd gatherings both outdoor and indoor, public announcement systems, bells, etc.. The County should compare estimated project noise in areas to be occupied by workers and at sensitive noise receptors to local, state, and Federal standards. The noise analysis should utilize information and maps developed for the EIR land use analysis, including information on future developments in the study area, information from discussions with Sikh Temple staff and priests, and the results of an early reconnaissance of the study area. The County should use models that have been successfully employed on similar projects to estimate noise levels and predict changes in noise levels in the study area.

The NAC recommends the County's approach to development of this section of the EIR should include the following:

- Identification of land uses in the planning study area, including sensitive receptors (residences, schools, parks, hospitals, etc.). Conduct noise monitoring information.
- Identification of future land uses in the study area, and potential future projects in the study area.
- Identification of expected noise-producing construction equipment and noise-producing equipment during build out of the Sikh Temple complex.

- Identification of expected noise levels from each piece of construction and operating equipment; near-field data is required for employee exposure assessments and far-field data is required for community noise exposure assessments.
- Identification of noise levels that employees will be exposed to.
- Identification of expected composite noise levels (ambient plus project activity) at the site boundary and at the nearest noise-sensitive receptors resulting from construction, as well as discussion of changes in noise levels caused by the project.
- Discussion of potential cumulative impacts on existing and future land uses from the proposed project, related infrastructure and other planned and foreseeable future projects in the vicinity that could produce noise; the logarithmic nature of decibel addition must be taken into consideration in assessing cumulative noise impacts.

Population and Housing.
The NAC recommends that the emphasis of the County's analysis should be on determining environmental consequences to the County and the City of Tracy. The proposed project will cause an impact in the population and housing growth in the surrounding areas. The NAC requests the County analyze the population and housing situation in the surrounding area, as well as projected growth plans in the County and the City of Tracy General Plan.

The County should prepare an inventory of competing residential development and business centers in the region. The data should include land and home sales, available acreage and housing stock, absorption history where available, and availability of services and any other amenities. The data should be analyzed for use in later tasks to correlate employment growth and land absorption for the land demand projections, and to help plan for the optimal land use and financial characteristics of the properties.

The County should prepare an analysis of the retail and service center sector. The County should review the market potential for commercial and service centers to provide amenities for the community and the Sikh Temple. Based on this analysis, the County should prepare recommendations on locations, size and desirable tenants for such retail and service amenities. The County should prepare land demand projections for the residential and commercial development which may result from the Sikh Temple development. The projections should estimate the job growth potential and the demand for sites in the planning area. The outcome of this market analysis will intersect with the land use and infrastructure planning and evaluation in the EIR in terms of an overall land use pattern, parcelization of key sites and phasing of development. The market research should be conducted in a regional context that considers not just real estate indicators of supply and demand, but also the business networks that form the economic base of the region.

The County should utilize cluster analysis to identify specific economic development opportunities for small communities based on an understanding of how firms migrate to fill market niches, and to meet cost requirements for various kinds of facilities. The market analysis should result in a recommended land use pattern and phasing projections, and an economic development strategy with guidelines for developing new business opportunities in the impact area.

Potentially significant project impacts in the areas of land use, socioeconomics, and pubic services should be reviewed to determine the environmental consequences on housing within

the Sikh Temple Complex Development. Housing should also be reviewed to ensure compliance within the Regional Housing Allocation Plan and the San Joaquin County Housing Element.

This section should include analysis of environmental consequences on population and housing within the San Joaquin County region as it pertains to the regional housing allocation. Since the proposed Project would likely include the development of additional housing for priests as is traditional for a Sikh Temples, the project will have a direct impact on population and housing that will need to be carefully evaluated.

The County should describe the existing socioeconomic setting of the area potentially affected by the proposed Project. The description should include the following elements of the area or community:

- Population and demographic characteristics and trends.
- Economic base and fiscal resources.
- Location of labor pool and workforce availability.
- Temporary and permanent housing availability.
- In presenting the following socioeconomic information, the County should describe assumptions, methods, and analyses used to reach any conclusions.
- Discussion of the project-specific socioeconomic impacts attributable to the construction and build-out of the Sikh Temple Complex.
- Estimation of the number of workers (by craft) to be employed each quarter during the implementation of the Sikh Temple Complex.
- Estimation of the labor pool or the source per craft from which the construction workers will be obtained, the number of workers in that pool, existing and projected unemployment rates, and any needed craft workers potentially in short supply to implement the growth and development called for within the Sikh Temple Complex.
- Discussion of the cumulative population and housing impacts attributable to the Sikh Temple Complex at build out. In addition, identification of the increased property taxes resulting from the build out of the Sikh Temple Complex.

Public Services. The NAC requests the County evaluate the proposed project's impacts on the public services in collaboration with the County Sheriff and Fire Departments and the school district(s). Since very limited services are currently provided or needed for the County, the EIR should analyze the services proposed for the plan area in comparison to County and District standards. The analysis should focus on physical impacts that would result if the Sikh Temple Complex results in the need for new or altered services related to fire and police protection and schools.

The NAC requests that the County prepare a School Needs Assessment for all school districts impacted. The purpose and focus of this School Needs Assessment is to confirm the assumption that a new school is not required within the area and/or identify required expansion and improvements necessary at existing schools (as confirmed by the County) to meet the educational service demands of the future student populations which may result from the proposed project.

The County should identify how the Sikh Temple Complex will change the environment within the area, and then formulate appropriate strategies to respond to these changes. The County should perform a School Needs Assessment which will include the following Tasks:

(1) Demographic Trend Analysis of Districts. The County should review the demographic trends of the Districts and surrounding area, and target populations; an analysis of residential permitting and pipeline development; a neighborhood study to gain a "snapshot" view of comparable educational institutions.

(2) Data Resources. The County should utilize many available data resources for the analysis including the U.S. Census Bureau and the California Department of Finance Population Projections, City of Tracy Planning Department for housing permit data, the District's Management Systems database for school data, school enrollment data for neighborhood School enrollment trends and retention rates, and the District's Schools Master Facilities Plans.

(3) Facility Condition Survey. The County should conduct a facilities condition survey of the impacted Schools, which may service the area. Faculty and staff should be interviewed and the schools should be toured as part of an inventory. The following components should be assessed for the school facilities:
• Visual survey of building exterior
• Visual survey of building interior finishes
• Visual survey of building systems
• Visual survey of building accessibility
• Visual survey of site conditions
• Building and site limitations

(4) Educational Space. The County should identify educational specifications to reflect current educational programs. The educational specifications should be utilized to establish educational space standards to determine space needs. The educational space standards will be utilized to provide a benchmark to assess the existing school spaces. The educational space assessment identifies space deficiencies based on use, size (square feet), configuration, location within the building, and overcrowding. Key indicators such as net square feet per pupil, classroom quantity and size, and size of libraries, gymnasiums, and auditoriums, should be used to establish the overall condition of the educational spaces for each building.

(5) Enrollment Growth. The school's current student capacity should be determined by comparing current use, space size and program needs to the educational specifications standard developed. The presence of modular additions will be taken into account if requested by the County. The County should review Districts enrollment projections for all Schools. In addition to the current student capacity, the school's projected growth should be identified as a percentage change in student population between the current school year (2024/25) and five years from now (2029/30) based on growth projections allowed by the plans.

Public Utilities. The NAC requests that the County evaluate the proposed project's impacts on the public utility systems. Many of the utilities are already at capacity or do not exist at the project site and addition of more demand may create a regional significant impact on sewage treatment, electricity generating, fiber optic communications, etc.. The EIR should include a summary of existing conditions in a designated base year as provided by the utility providers. The EIR should provide a cost figure for upgrading each utility. The NAC suggests the County prepares a summary of existing conditions in the designated base year by contacting utility providers. Collect information related to infrastructure capacity as it relates to water treatment, potable (and recycled, if available) water supply, water conveyance, wastewater conveyance and treatment, and solid waste disposal. The County should obtain generation rates for each

utility and project future demands based on the proposed project. The County should determine utility demand factors appropriate for the plan area using either residential or commercial demand factors or standard project utility requirements associated with the proposed project.

The Utilities section of the EIR should explain the overall provision and distribution of the utilities used by the planning impact area. These include electricity, natural gas, water, wastewater, solid waste, fiber optic, internet, and telecommunications. The EIR must then evaluate whether there is adequate capacity for all utilities, including water and wastewater, based on future demands using projected demands of potential planned facilities and-specific or generic generation rates provided by service providers (e.g., a water district). The EIR should consider supply, transmission, or conveyance, and where applicable, treatment facilities.

Recreation. Open space, whether public or private, is one of the neighborhood most precious commodities. Once an opportunity to acquire parks and open space is lost, a second chance is seldom possible. Open Space in this area of Tracy is tied to existing easements, and protection of agricultural lands, and wetlands. The proposed plan will include parks and recreation facilities to serve the plan area that will meet or exceed County standards. The County should provide a discussion of project's recreational impact's and verify that the County's requirements for open-space easements and park dedications are in compliance with the County's Open Space and Recreation element of the General Plan.

Transportation and Circulation. The NAC requests the County prepare a traffic study. The NAC would like to work closely with the Traffic Consultant and the County in developing appropriate assumptions for the project. In addition to the roadway network impacts, the traffic analysis is assumed that the Traffic Consultant will include an assessment of internal circulation issues and constraints for the Plan area. The NAC would like to review the traffic study for environmental adequacy.

The NAC requests the County address traffic and transportation issues that include potential impacts from operations of the Sikh Temple, together with cumulative impacts from other development projects. The build out of the Sikh Temple can result in an increase in vehicle and equipment movement on the existing transportation network serving the area. The CEQA Guidelines define a significant environmental effect as occurring when the proposed project will "…cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system."

The NAC requests the County to prepare a traffic model for the area to reflect the proposed operational and worship activities of the Sikh Temple to base the traffic impact analysis upon. The County should evaluate the length of time necessary for development of the proposed facilities, and analyze the workforce generated by development activities and future business employment. Considerations should include the number of round trips associated with the construction workforce and what impacts the additional workforce will have on the area, as well as traffic impacts resulting from new workers and residents in the area. Public transportation and congestion management agencies should be consulted about expansion impacts, if any, on transportation systems. The evaluation will also include analysis of applicable laws, ordinances, regulations, and standards that will be relevant to the area. The traffic impact analysis should quantify the existing and future (20 year) traffic impacts associated with the proposed project.

Project trip generation volumes should be estimated for weekday and peak-hour conditions.

- Trip Distribution and Assignment—Based on an analysis of the trip making characteristics of the proposed project, existing and future traffic flow patterns, origin/destination data obtained from the project applicant, area demographics of the trip distribution of project-generated traffic should be estimated. Traffic should be assigned to the existing street system based on logical travel patterns associated with this directional distribution.
- Existing Plus Approved/Pending Projects Plus Project Conditions Analysis—The proposed project generated peak hour and daily trip volumes should be added to the derived Existing Plus Approved/Pending proposed project volumes, to obtain the Existing Plus Approved/Pending proposed project plus project traffic conditions. The potential LOS impacts of the proposed project should be quantified, by comparison of existing plus approved/pending proposed project conditions to existing plus approved/pending proposed project plus proposed project conditions at all study area critical intersections and roadways.
- Project Access and On-Site Circulation—Proposed and potential access roadways should be evaluated to determine appropriate configuration, location, and traffic control. Spacing with other intersections and roadways, and vehicle stacking requirements should be evaluated. In addition, area pedestrian/bicycle safety concerns should be evaluated.
- Description of any new transportation systems/facilities including access roads and any significant improvements to existing transportation needed for construction and operation of the proposed Project.
- Discussion of how the construction and development of the proposed project would affect the transportation facilities described in the setting; estimated changes.

Growth Inducement. Pursuant to Section 15126(g) of the CEQA Guidelines, the County should discuss any potential growth-inducing impacts of the proposed projects. Potential sources of growth inducement and their corresponding impacts, such as removal of obstacles to growth (i.e., extension of infrastructure), new employment generation, or major economic influences, will be qualitatively analyzed, to the extent they are applicable.

Cumulative Projects to be Considered. The proposed Sikh Temple is considered a regionally significant temple and will have regional and cumulative impacts. The County should describe the reasonably foreseeable projects within a County-approved defined study area that may result in cumulative impacts associated with the proposed Sikh Temple development. Given the currently "rural" nature of the neighborhood the NAC will work with the County to develop the appropriate study area for cumulative projects. Often times they are defined as projects constructed, but not occupied; projects approved, but not constructed; pending projects for which pre-filing or filing of an application. However, the evaluation area for cumulative impacts would vary dependent upon the technical issue to be addressed. Findings of recent court cases will be used to address all pertinent issues. Cumulative projects should be discussed for each technical issue. The potential for impacts and levels of significance are contingent upon the radius or area of interaction with the proposed development.

Alternatives to the Proposed Action. Pursuant to the CEQA Guidelines Section 15126.6, and direction from the County, an analysis of up to five alternatives, including an analysis of the A 'No Project' Alternative, a No Project/No Build Alternative and three modified land use scenario alternatives should be developed. This will provide a sufficient level of detail to allow decision makers to gain a greater understanding of all alternatives should a determination be rendered

to support an alternative development scenario. This alternatives section should culminate with the selection of the environmentally superior alternative in accordance with CEQA requirements. All impacts should be considered at a qualitative level, with the exception of traffic, noise, and air quality, which will be considered quantitatively.

Additional Sections. The County should provide additional sections in the EIR to meet the State CEQA Guidelines and County requirements including the following: Significant Unavoidable Adverse Impacts, Effects Found Not to be Significant, and Organizations and Persons Consulted/ Bibliography.

Our approach to the County, and the Sikh Temple Development is to work with the design and planning teams to minimize environmental impacts from the beginning rather than trying to come up with mitigation for aspects that might have been avoided altogether. By participating in the design and planning of the project through the CEQA process, we can key into the most sensitive site features early on and avoid or minimize the impact on these parts of the site.

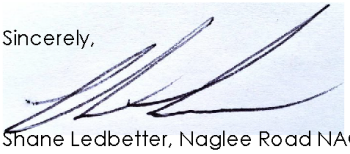
The NAC would like to discuss the issues outlined above to determine appropriate scope and approaches to evaluating the environmental consequences of the proposed General Plan Amendment and Conditional Use Permit. We hope the NAC can provide practical solutions to make the project "buildable" and "sustainable".

CONCLUSION

The current MND is inadequate as an environmental document because it fails to accurately describe the Project and its baseline conditions, fails to fully disclose and mitigate the Project's potentially significant impacts on all environmental subject matter outlined by the CEQA Initial Study Appendix G Environmental Checklist Form and fails to disclose inconsistencies with local plans and policies. The MND's findings regarding Project impacts are not supported by substantial evidence. The County cannot approve the Project until it prepares a DEIR which resolves these issues and complies with CEQA's requirements.

Thank you for your attention to these comments. Please include them in the record of proceedings for the Project. If you have any questions, please let me know.

Sincerely,



Shane Ledbetter, Naglee Road NAC, Chairperson
21219 Naglee Road
Tracy, CA 95304
209-834-4708
shanesspottex@gmail.com

Attachments: 1. PA-1900085 (C) Initial Study Submitted to CEQA.net for 30 Day Public Review Period

2. PA-1900085 (C) Mitigated Negative Declaration Submitted to CEQA.net for 30 Day Public Review Period

Goulart, Alisa [CDD]

From: Goulart, Alisa [CDD]
Sent: Wednesday, January 15, 2025 8:56 AM
To: shanesspottex@gmail.com
Subject: FW: Comment Letter to Planning Commission on Religious Assembly CUP ISMND Submitted 12232024.pdf
Attachments: Comment Letter to Planning Commission on Religious Assembly CUP ISMND Submitted 12232024.pdf; PA-1900085 (C)- NOI-Neighborhood Referral 1-14-25.pdf

Good morning,

Thank you for your letter. It brought to my attention that the Initial Study had not been posted in its entirety to the CEQA website. This is something I failed to catch so am grateful for your comments.

The complete Initial Study is now posted and the project is being re-referred. I apologize for the error and hope that you will find many answers to your questions in the full document.

Thank you.

Alisa Goulart
Associate Planner
San Joaquin County | Community Development
Main Office: (209) 468-3121 | **Direct:** (209) 468-0222 **Email:** alisa.goulart@sjgov.org

Please visit us online: www.sjgov.org/commdev

ONLINE PERMITTING SERVICES NOW AVAILABLE!

The County has launched Accela, a new web-based permitting service that allows customers to apply for permits, make payments, and monitor the status of their projects 24 hours a day, seven days a week. Please visit the online portal at https://permits.sjgov.org/Home for more information or to submit new applications. For information regarding applications submitted prior to the Accela implementation, please visit the Community Development Department website at https://www.sjgov.org/commdev/

From: shane ledbetter <shanesspottex@gmail.com>
Sent: Tuesday, December 31, 2024 10:46 AM
To: Goulart, Alisa [CDD] <alisa.goulart@sjgov.org>
Subject: Comment Letter to Planning Commission on Religious Assembly CUP ISMND Submitted 12232024.pdf

To alisagoulart@sjgov.org

Oposition to Project PA1900085(C)

I reside at 12227 W. Larch Rd. Tracy, Ca 95304, and I have serious concerns about the magnitude of traffic that will be generated, and the impact it will have on West Larch Rd.I can not fathom how 365 vehicles will be able to have egress onto Larch Rd. and then to attempt to turn off Larch onto either Naglee or Corral Hollow. Larch deadends at both. The cross traffic is highway speeds a best, Larch Rd is not a country road.I have had to wait many times for over 20 cars in order to pull out of my driveway,or to cross the road to get my mail. Case in point is the Church at the intersection of Larch and Corral Hollow ..On Friday afternoons when their services are over they have impeded traffic by having one of their cars stop and block traffic that is trying to get to Corral Hollow and having one gentleman waving cars out of their parking one after the other while I blew my horn while stopped behind about 15 cars. They also park along both sides of Larch and Corral Hollow, probably for a faster getaway,or that there is no room in their parking lot. We are already dealing with a lot of traffic from the Mall,auto dealerships, Winco, 2 churches and so much more. Please consider this, and deny this application. I would like an explanation of why Auto Plaza Drive would not be used . It would be less of a bottleneck.

Mary Jo Focha

12227 W. Larch Rd.

Tracy, Ca 95304

209-835-0157

Mfocha2@aol.com

FAX 209 468-3163

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Attachment D
Environmental Document

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SAN JOAQUIN COUNTY
Greatness grows here.

Community Development Department
Planning · Building · Code Enforcement · Fire Prevention

Jennifer Jolley, Director

Eric Merlo, Assistant Director
Tim Burns, Code Enforcement Chief
Corinne King, Deputy Director of Planning
Jeff Niemeyer, Deputy Director of Building Inspection

NOTICE OF EXEMPTION

TO: ☒ Office of Planning & Research
P. O. Box 3044, Room 212
Sacramento, CA 95812-3044

☒ County Clerk, County of San Joaquin

FROM: San Joaquin County
Community Development Department
1810 East Hazelton Avenue
Stockton, CA 95205

Project Title: Conditional Use Permit No. PA-1900085

Project Location - Specific: The project site is located on the southeast corner of W. Larch Road and S. Naglee Road, Tracy. (APN/Address: 212-050-01 / 21356 S Naglee Rd., Tracy) (Supervisorial District: 5)

Project Location – City: Tracy

Project Location – County: San Joaquin County

Project Description: Conditional Use Permit application to construct a religious assembly totaling 57,588 square feet to be constructed in 2 phases over 5 years. Phase 1 includes construction of a single story, 43,770-square-foot multipurpose building with an assembly hall, a covered courtyard, a dining hall, a kitchen, an office, meeting rooms, restrooms, a shoe room, storage rooms, a lobby, and wedding rooms. Phase 2 includes the construction of a 13,818-square-foot addition to the multipurpose building to contain classrooms, a prayer hall, an office, a quest room, and a priest's room. The proposed building ranges in height from 28.6 feet at the main parapet to a maximum height of 52 feet at the top of the dome. Maximum attendance is anticipated to be 250 attendees with the exception of 4 annual special events for a maximum attendance of 500 attendees. These events are considered accessory to the religious assembly. Operating hours will be 10:00 a.m. to 7:00 p.m., seven (7) days per week, with a maximum of 10 employees. The facility has 2 access driveways - one on Larch Road and one on Naglee Road. An 8-foot-tall solid screen wall is proposed along the property's southern border along Auto Plaza Dive. Services will be provided by an onsite well for water, septic system for wastewater, and retention pond for storm drainage. This parcel is not under Williamson Act Contract.

The Property is zoned AL-10 (Limited Agriculture, 10-acre minimum) and the General Plan designation is A/UR (Agricultural-Urban Reserve).

Project Proponent(s): Gurudwara Sahib Tracy Inc. / Mike Hakeem

Name of Public Agency Approving Project: San Joaquin County Planning Commission

Name of Person or Agency Carrying Out Project: Alisa Goulart, Associate Planner
San Joaquin County Community Development Department

Exemption Status:
Statutory Exemptions. (Section 15183)

Exemption Reason:
Section 15183 of the State CEQA Guidelines, enables public agencies to streamline the environmental review of subsequent projects that are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified by limiting its examination of environmental effects which are peculiar to the project or its site.

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Lead Agency Contact Person:
Alisa Goulart Phone: (209) 468-0222 Fax: (209) 468-3163 Email: alisa.goulart@sjgov.org

Signature: _____ Date: _____

Name: Gerardo Altamirano Title: Deputy County Clerk

Signed by Lead Agency

Date Received for filing at OPR: _____

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Gurudwara Sahib Tracy

CEQA Checklist
[Prepared pursuant to Public Resources Code § 21083.3 and CEQA Guidelines § 15183]

LEAD AGENCY: San Joaquin County Community Development Department

PROJECT APPLICANT: Gurudwara Sahib Tracy c/o Michael Hakeem of The Law Offices of Hakeem, Ellis, Marengo, and Ramirez, Stockton, CA

PROJECT TITLE/FILE NUMBER(S): PA-1900085

PROJECT DESCRIPTION: A Conditional Use Permit for a religious assembly to be constructed in 2 phases over 5 years. Phase 1 of the project is to include construction of a single story, 43,770 square foot multipurpose building to include an assembly hall, a covered courtyard, a dining hall and kitchen, an office, meeting rooms, restrooms, shoe room storage rooms, lobby and wedding rooms. Phase 2 includes the construction of a 13,818 square foot addition to the multipurpose building to contain a classroom, prayer hall, office, guest room, and a
priest room. The building height is 28.6 feet. The structure will have a dome with a maximum height of 52 feet.

The project will utilize private, on site services: Well, septic system, and storm water retention pond. Three water tanks for fire will be installed. On site parking for 365 vehicles will be provided. Two, 2-way driveways are proposed - one off of Naglee Road and one off of Larch Road. An 8-foot high solid wall is proposed for the south property line adjacent to Auto Plaza Drive. There will be no access from Auto Plaza Drive.

The operating hours for the assembly will be 10:00 a.m. to 7:00 p.m., 7 days per week, with a maximum of 15 employees. The classrooms will be utilized on weekends only and will accommodate a maximum of 50 students.

Also proposed are 4 annual special events with a maximum attendance of 700 people. These events are considered accessory to the main use. (Use Type: Assembly - Religious).

The project site is located on the southeast corner of W. Larch Road and S. Naglee Road in Tracy.

ASSESSORS PARCEL NO(S).: 212-050-01

ACRES: 8.49 acres

GENERAL PLAN: A/UR

ZONING: AL-10

POTENTIAL POPULATION, NUMBER OF DWELLING UNITS, OR SQUARE FOOTAGE OF USE(S):

Square footage totaling 57,588 for use as religious assembly.

SURROUNDING LAND USES:

NORTH: Agricultural with scattered residences; W. Larch Road

SOUTH: City of Tracy; commercial; Auto Plaza Way; Interstate 205

EAST: Low density residential; City of Tracy

WEST: City of Tracy; S. Naglee Road

REFERENCES AND SOURCES FOR DETERMINING ENVIRONMENTAL IMPACTS:
Original source materials and maps on file in the Community Development Department including: the San Joaquin County 2035 General Plan Environmental Impact Report, all County and City general plans and community plans; assessor parcel books; various local and FEMA flood zone maps; service district maps; maps of geologic instability; maps and reports on endangered species such as the Natural Diversity Data Base; noise contour maps; specific roadway plans; maps and/or records of archeological/historic resources; soil reports and maps; etc.

Many of these original source materials have been collected from other public agencies or from previously prepared EIRs and other technical studies. Additional standard sources which should be specifically cited below include on-site visits by staff (note date); staff knowledge or experience; and independent environmental studies submitted to the County as part of the project application. Copies of these reports can be found by contacting the Community Development Department.

TRIBAL CULTURAL RESOURCES:

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc?

No

GENERAL CONSIDERATIONS:

1. Does it appear that any environmental feature of **the** project will generate significant public concern or controversy?

_ Yes X No

Nature of concern(s): NONE

2.Will the project require approval or permits by agencies other than the County?

X_ Yes No

Agency name(s): Enter agency name(s). Air Pollution Control District.

3. Is the project within the Sphere of Influence, or within two miles, of any city?

X Yes _ No

Name of City: **City of Tracy**

Purpose of this CEQA Document

The purpose of this document is to provide the required environmental review of the Gurudwara Sahib Tracy religious assembly project PA-1900085 ("Project"), pursuant to the California Environmental Quality Act ("CEQA").

CEQA Checklist

Pursuant to CEQA Guidelines Section 15083, this document consists of a Checklist intended to provide the County's decision-making bodies (i.e., the Planning Commission and Board of Supervisors) with information as to the potential environmental effects of the proposed Project. This Checklist provides substantial evidence supporting the conclusion that the Project qualifies as a "project consistent with a Community Plan, General Plan, or Zoning" pursuant to CEQA Guidelines Section 15183, and therefore is exempt from CEQA review consistent with that section of the CEQA Guidelines. Consistent with the CEQA Guidelines, this Checklist contains the following information:

- A description of the Project, including its location;
- An examination of whether the Project is consistent with the San Joaquin County 2035 General Plan EIR ("GP EIR");
- An identification of the existing environmental setting; and
- An identification of any potentially significant environmental effects of the Project, using a checklist method that includes adequate explanation and evidence to support the Checklist entries

The checklist also includes a determination of whether the Project would result in significant effects that are peculiar to the Project or its site that were not were adequately examined in an earlier EIR, such that the Project may qualify as a project that is consistent with a Community Plan, General Plan or zoning, pursuant to Public
Resources Code Section 21083.3 and CEQA Guidelines Section 15183. The CEQA Checklist also provides information as to which environmental effects, if any, should be analyzed in a later Addendum, Environmental Impact Report (EIR), Negative Declaration or Mitigated Negative Declaration (MND).

Project Consistent With a General Plan, Community Plan, or Zoning

Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183 state that *"projects that are consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site."* These provisions of CEQA are intended to streamline the environmental review of certain types of projects, and to reduce the need to prepare repetitive environmental studies and operate as a "statutory exemption" (see, *Hilltop Group, Inc. v. Co. of San Diego* (2024) 99 Cal.App.5th 890; *Lucas v. City of Pomona* (2023) 92 Cal.App.5th 508). These CEQA provisions apply only to projects that are consistent with a community plan adopted as part of a General Plan, a zoning action which zoned or designated the parcel on which the Project would be located to accommodate a particular density of development, or the General Plan of a local agency. Per CEQA Guidelines section 15183(i)(2), *"consistent means that the density of the proposed project is the same or*

less than the standard expressed for the involved parcel in the general plan, community plan or zoning action for which an EIR has been certified, and that the project complies with the density-related standards contained in that plan or zoning. Where the zoning ordinance refers to the general plan or community plan for its density standard, the project shall be consistent with the applicable plan." An EIR must have been certified by the Lead Agency for the community plan, the zoning action or the General Plan, for these provisions to apply.

Section 15183(a) of the CEQA Guidelines provides that, in approving a project meeting these requirements, *"a public agency shall limit its examination of environmental effects to those impacts that the agency determines, in an Initial Study or other analysis:*

- *are peculiar to the project or the parcel on which the project would be located,*
- *are not analyzed as significant effects in a prior EIR on the zoning action, General Plan or community plan,*
- *are potentially significant off-site impacts and cumulative impacts that were not discussed in the prior EIR prepared for the general plan, community plan or zoning action, or*
- *are previously identified significant effects which, as a result of substantial new information which was not known at the time the prior EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR"*

When reviewing the environmental effects of the Project pursuant to these provisions, an effect of the Project on the environment shall *not* be considered peculiar to the Project if uniformly applied development policies or standards have been previously adopted by the County.

This CEQA Checklist includes information to determine whether the Project is consistent with the 2035 General Plan. This CEQA Checklist also examines whether the potential impacts of the Project have already been addressed in the GP EIR certified by the County in December 2016, or whether the Project may have Project-specific significant effects which are peculiar to the Project or its site not adequately addressed in the GP EIR.

Potential for Additional Environmental Review

CEQA Guidelines Section 15183 applies to projects that are consistent with the development density established by the GP EIR and applicable zoning regulations. These CEQA provisions would not apply if the Project would have Project-specific significant environmental effects that are peculiar to the Project or its site, or if the Project would result in new or more severe significant environmental effects than were previously addressed in the GP EIR. Under such circumstances, the Project would trigger preparation of a tiered Mitigated Negative Declaration (MND) or EIR. This CEQA Checklist fully analyzes the environmental impacts of the Project to determine the most appropriate approach for CEQA documentation of the Project in light of the certified GP EIR, and provides substantial evidence to support the conclusion that the Project is exempt from further CEQA review pursuant to CEQA Section 21083.3 and CEQA Guidelines Section 15183.

The San Joaquin County 2035 General Plan Environmental Impact Report ("GP EIR", State Clearinghouse No. 2013102017)[1], incorporated herein by reference, expressly provides for exempting and streamlining future projects pursuant to CEQA Guidelines §15183 (and §15168 re subsequent activities under a program EIR):

> The CEQA Guidelines identify several types of EIRs, each applicable to different circumstances. This EIR will function as a program EIR for the proposed 2035 General Plan.
>
> According to the CEQA Guidelines (Section 15168(a)), a public agency may prepare a program EIR that can be characterized as one large project or a series of actions that are linked geographically; logical parts of a chain of contemplated events; rules, regulations, or plans that govern the conduct of a continuing program; or individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects that can be mitigated in similar ways.
>
> Under CEQA, a program EIR can function as a first-tier environmental document that assesses and documents the broad environmental impacts of a program with the understanding that a more detailed site-specific review may be required to assess future projects implemented under the program. The analysis contained in this EIR may also be used as a reference for subsequent environmental review of development projects, infrastructure improvements, zoning amendments, impact fees, and other development plans and proposals within San Joaquin County.
>
> The series of actions analyzed in this Program EIR includes potential future development in the unincorporated County based on the horizon year of the General Plan update, 2035, as well as associated updates to plans, programs and policies that support the General Plan. While the Program EIR will identify potential impacts that would result from project implementation, the analysis is not detailed to the level of site specificity. The Program EIR will identify a range of potential impacts resulting from future development allowed under the 2035 General Plan and will identify mitigation measures that will guide future development and reduce identified potentially significant effects.
>
> With respect to the processing of subsequent projects, including more site-specific projects, the County in making optimal use of this EIR (once it is certified) intends to avail itself of at least two separate, but complementary processes authorized by CEQA that streamline the review of projects consistent with approved general plans. First, as noted above, this program EIR will be used for later activities related to the General Plan to determine whether an additional environmental document must be prepared, pursuant to CEQA Guidelines Section 15168. If a

[1] The Draft and Final GP EIR documents may be found at the following links:

Draft: https://www.sjgov.org/commdev/cgi-bin/cdyn.exe/file/Planning/Environmental%20Impact%20Reports/GENERAL%20PLAN%202035%20-%20DRAFT%20EIR.pdf

Final: https://www.sjgov.org/commdev/cgi-bin/cdyn.exe/file/Planning/Environmental%20Impact%20Reports/GENERAL%20PLAN%202035%20-%20FINAL%20EIR.pdf

later activity would have effects that were not examined in this Program EIR, a new Initial Study would be prepared leading to either an EIR or a Negative Declaration. If no new effects would occur and no new mitigation measures would be required, the County may approve the later activity as being "within the scope" of the Program EIR, and no new environmental document would be required. Relevant feasible mitigation measures in this Program EIR would be incorporated into subsequent actions.

(GP EIR at pp. 1-2 to 1-3.)

Importantly, the GP EIR goes on to expressly state:

> Second, future environmental review can also be streamlined pursuant to Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183. These provisions generally limit the scope of necessary environmental review for site-specific approvals following the preparation of an EIR for a general plan. For such site-specific approvals, CEQA generally applies only to impacts that are "peculiar to the parcel or to the project" and that have not been disclosed in the general plan EIR, except where "substantial new information" shows that previously identified impacts will be more significant than previously assumed. Notably, impacts are considered not to be "peculiar to the parcel or to the project" if they can be substantially mitigated pursuant to previously adopted "uniformly applied development policies or standards". The previous adoption must include a finding that these policies or standards will substantially mitigate these impacts when applied to future projects.

(GP EIR at p. 1-3.)

Project Description

The Project consists of a Conditional Use Permit for a religious assembly to be constructed in 2 phases over 5 years. Phase 1 of the Project includes construction of a single story, 43,770 square foot multipurpose building to include an assembly hall, a covered courtyard, a dining hall and kitchen, an office, meeting rooms, restrooms, shoe room storage rooms, lobby and wedding rooms. Phase 2 includes the construction of a 13,818 square foot addition to the multipurpose building to contain a classroom, prayer hall, office, guest room, and a priest room. The building height is 28.6 feet. The structure will have a dome with a maximum height of 52 feet.

The Project will utilize private, on site services: Well, septic system, and storm water retention pond. Three water tanks for fire will be installed. On site parking for 365 vehicles will be provided. Two, 2-way driveways are proposed - one off of Naglee Road and one off of Larch Road. An 8-foot high solid wall is proposed for the south property line adjacent to Auto Plaza Drive. There will be no access from Auto Plaza Drive.

The operating hours for the assembly will be 10:00 a.m. to 7:00 p.m., 7 days per week, with a maximum of 15 employees. The classrooms will be utilized on weekends only and will accommodate a maximum of 50 students.

Also proposed are 4 annual special events with a maximum attendance of 700 people. These events are considered accessory to the main use. (Use Type: Assembly - Religious).

The Project site is planned for agricultural land uses and zoning in the General Plan (Agricultural/Uban Reserve) and is zoned "AL-10" (limited agriculture – 10-acre minimum). Religious assembly uses are consistent with the General Plan land use designation and are conditionally permitted uses in all agricultural zoning districts, including AL-10.

Findings of Significance

As set forth below, the Project is consistent with the 2035 General Plan and the Project will not cause significant environmental impacts that are peculiar to the parcel or to the Project and that have not been discussed in the GP EIR. Accordingly, the Project is exempt from further environmental review pursuant to Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183.

Abbreviations

The Checklist uses the following abbreviations:

- LTS – "less than significant"
- LTS w/MM – "less than significant with mitigation measures incorporated"
- S/I – "significant and unavoidable"
- N/A – "not applicable"

I. AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:	GPU EIR Findings	Relationship to GPU EIR Findings:		Project Conclusions:
		Equal or Less Severe	*New or Substantial Increase in Severity*	*Resulting Level of Significance From Project Activities*
a) Have a substantial adverse effect on a scenic vista?	LTS w/MM **(4.L-1)**	☑		LTS
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	LTS w/MM **(4.L-2)**	☑		LTS
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings. (Public views are those that are experienced from publicly accessible vantage points). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	LTS w/MM **(4.L-3)**	☑		LTS
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	LTS w/MM **(4.L-4)**	☑		LTS

DISCUSSION

The GP EIR determined all potentially significant Aesthetics impacts would be less-than-significant. Further, the Project will not result in any significant environmental impacts that are peculiar to the parcel or the Project for the following reasons:

a) San Joaquin County is set within the greater San Joaquin Valley, with the delta and large expanses of generally flat, agricultural lands and urban development framed by the foothills of the Diablo Range to the west and the foothills of the Sierra Nevada to the east. According to the County's General Plan, scenic resources within the County include waterways, hilltops, and oak groves (County of San Joaquin 2035). The project site is located on S. Naglee Road in Tracy and borders the city limits of Tracy on 2 sides. Thus, the area is heavily developed to the west and south with commercial and industrial uses. To the north of the property, the area is relatively flat, with agricultural uses and scattered residences. Because the site is at the edge of existing development, and because any scenic vista would be north of this area, the project's impact on scenic vista is expected to be less-than-significant.

b) There are two officially designated state scenic highways in San Joaquin County 1-580 and 1-5 (County of San Joaquin 2035). 1-580 is located approximately 0.5 miles south of the project site.

1-5 is located approximately 6.5 miles east of the project site. Due to distance, the project site is not visible from 1-580 or 1-5. Interstate 205 is located approximately one-half mile south of the project site however, it is not a designated scenic highway. In addition, the County has designated 26 roadways within the County as local scenic routes (County of San Joaquin 2035). The nearest locally designated scenic route is a section of Corral Hollow Road, located approximately 5.5 miles south of the project site, which, due to distance, does not have a view of the project site. Therefore, the project would have a less-than-significant impact associated with scenic resources within a state or locally designated scenic highway.

c) The project site is located in the urban Tracy Community and does not conflict with applicable zoning or other regulations. The area is generally flat and there are no particular vantage points. The site is surrounded by agricultural uses and scattered residences to the north and a commercial area of the City of Tracy to the south. Therefore, the project would have a less-than-significant impact associated with the existing visual quality or character of the site or its surroundings.

d) The existing lighting and glare conditions in the project area are typical of a rural agricultural area to the north and an urban commercial center to the south. New lighting for the project would include outdoor building lighting and parking lot lighting. Parking lot lighting standards stipulate that all lighting be designed to confine direct rays to the premises, with no spillover beyond the property line except onto public thoroughfares, provided that such light does not cause a hazard to motorists (Development Title Section 9-403.050[d]). Therefore, the project is expected to have a less than significant impact from new sources of light or glare on day or nighttime views in the area.

II. AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by	**GPU EIR Findings**	**Relationship to GPU EIR Findings:**		**Project Conclusions:**
		Equal or Less Severe	***New or Substantial Increase in Severity***	***Resulting Level of Significance From Project Activities***

the California Air Resources Board. -- Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a nonagricultural use??	S/I **(4.B-1)**	☑		LTS
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	LTS **(4.B-2)**	☑		LTS
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	LTS **(4.B-3)**	☑		LTS
d) Result in the loss of forest land or conversion of forest land to non-forest use?	LTS **(4.B-4)**	☑		LTS
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	LTS **(4.B-5)**	☑		LTS

DISCUSSION

With the exception of Impact 4.B-1, which it deemed significant and unavoidable, the GP EIR determined that all Agriculture and Forestry Resources impacts, noted above, would be less-than-significant. Further, the Project will not result in any significant environmental impacts that are peculiar to the parcel or the Project, and will actually result in a less than significant impact on all noted Agriculture and Forestry Resources impact areas, for the following reasons:

a) The Rural Land Mapping Project, prepared by the California Department of Conservation as part of the Farmland Mapping and Monitoring Program, characterizes conversions affecting agricultural land that are not due to urbanization. According to the 2006 Rural Land Mapping Project of San Joaquin County, the site is designated as Rural Residential Land Urban and Built-up Land which is defined as residential areas of 1 to 5 structures per 10 acres. Because this category is not a prime farmland category, the project will not convert prime farmland from an agriculture to a non-agriculture use.

b) The Williamson Act is State legislation that preserves agricultural land through a program that permits contracts between landowners and local government that keep contracted land in agricultural use in exchange for a lower property tax assessment The project parcel is not

under a Williamson Act contract Additionally, the zoning of the project parcel is Limited Agriculture with a 10-acre minimum (AL-10) and the project will not change the zoning of surrounding parcels. Therefore, the project will not conflict with existing zoning for agricultural use, nor will it conflict with a Williamson Act contract.

c-d) There are no forest resources or zoning for forestlands or timberland, as defined by Public Resources Code and Government Code, located on or near the project site, therefore, the project will have no impact on corresponding zoning or conversion of such land.

e) The project will not involve conversion of Farmland, as described in a) above. The proposed improvements would not serve any areas that are currently not planned for development. Therefore, impacts related to indirect conversion of Farmland would be less than significant. As the project site contains no designated forest lands, the project would have no impact on indirect conversion of forest lands.

III. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	**GPU EIR Findings**	**Relationship to GPU EIR Findings:**		**Project Conclusions:**
		Equal or Less Severe	***New or Substantial Increase in Severity***	***Resulting Level of Significance From Project Activities***
a) Conflict with or obstruct implementation of the applicable air quality plan?	S/I **(4.G-5)**	☑		LTS
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	S/I **(4.G-6)**	☑		LTS
c) Expose sensitive receptors to substantial pollutant concentrations?	LTS w/MM **(4.G-3)**	☑		TS
d) Result in substantial emissions (such as those leading to odors) adversely affecting a substantial number of people?	S/I **(4.G-4)**	☑		LTS

DISCUSSION

With the exception of Impacts 4.G-5 and 4.G-6, which it deemed significant and unavoidable, the GP EIR determined that all AIR Quality impacts, noted above, would be less-than-significant or could be reduced to less than significant with mitigation measures incorporated. Further, the Project will not result in any significant environmental impacts that are peculiar to the parcel or the Project, and will actually result in a less than significant impact on all noted Air Quality impact areas, for the following reasons:

a-d) The proposed project is a religious assembly. The project site is located within the San Joaquin Valley Air Basin which lies within the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). SJVAPCD is the local agency established by the State to regulate air quality sources and minimize air pollution.

The project was referred to SJVAPCD for review on May 24, 2019. SJVAPCD issued a response dated June 6, 2019, stating that, having reviewed the project, the agency had determined the project specific annual emissions of criteria pollutants are not expected to exceed any of the following District significance thresholds 100 tons per year of carbon monoxide (CO), 10 tons per year of oxides of nitrogen (NOx), 10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (Sox), 15 tons per year of particulate matter of 10 microns or less in size (PA 10), or 15 tons per year of particulate matter of 2.5 microns or less in size (PM2.5).

To demonstrate that SJVAPCD's 2019 expectations are still valid in 2024, the applicant engaged Base Camp Environmental Inc. to run models using the California Emissions Estimator Model (CalEEMod) to estimate construction and operational emissions of the project. Base Camp Environmental Inc. submitted a memo dated August 13, 2024, detailing results from their July 2024 modeling which confirmed the SJVAPCD's expectations regarding maximum emissions from construction and operation of the project would not exceed CEQA significance thresholds for criteria pollutants.

District Rule 9510 is intended to mitigate a project's impact on air quality by encouraging incorporation of clean air design elements into development projects; if clean air design elements are insufficient to meet the targeted emission reductions, the rule requires developers to pay a fee used to fund projects to achieve off-site emissions reductions. Pursuant to the SJVAPCD, this project has been determined to be subject to District Rule 9510. When subject to the rule, an Air Impact Assessment (AIA) application is required. In August of 2024, the applicant submitted a complete AIA application to SJVAPCD and the district responded in a letter dated September 24, 2004, that the project complies with the emission reduction requirements of District Rule 9510 based on the project construction details provided with the application and the project is exempt from fees To maintain the exemption, the applicant will comply with the following mitigation measures:

- Install EV chargers
- Construction and Operation - Recordkeeping
- Construction and Operational Dates
- Construction and Operation - Exempt from Off-site Fee

Lastly, the APCD offered recommendations that project proponents with construction-related exhaust emissions and activities resulting in less than significant impact on air quality utilize the cleanest reasonably available off-road construction fleets and practices (i.e. eliminating unnecessary idling) to further reduce impacts from construction-related exhaust emissions and activities.

With implementation of the District Rules' requirements and implementation of recommendations, the Project's impact on air quality will be less than significant.

IV. BIOLOGICAL RESOURCES

Would the project:	**GPU EIR Findings**	**Relationship to GPU EIR Findings:**		**Project Conclusions:**
		Equal or Less Severe	***New or Substantial Increase in Severity***	***Resulting Level of Significance From Project Activities***
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	LTS **(4.F-1)**	☑		LTS
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	LTS **(4.F-2)**	☑		LTS
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	LTS **(4.F-3)**	☑		TS
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	LTS **(4.F-4)**	☑		LTS
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	LTS **(4.F-5)**	☑		LTS
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	LTS **(4.F-6)**	☑		LTS

DISCUSSION

The GP EIR determined that all potentially significant Biological Resources impacts would be less-than-significant. Further, the Project will not result in any significant environmental impacts that are peculiar to the parcel or the Project for the following reasons:

a) The San Joaquin County Multi-Species Open Space and Habitat Conservation Plan (SJMSCP) is a comprehensive plan for assessing and mitigating the biological impacts of converting open space or biologically sensitive lands to urban development in San Joaquin County and its incorporated cities. For the conversion of open space to non-open space uses that affect covered plant, fish, and wildlife species, the SJMSCP provides three compensation methods preservation of existing sensitive lands, creation of new comparable habitat on the project site, or payment of fees that would be used to secure preserve lands outside the project site. In addition to fee payments, the SJMSCP identifies Incidental Take Minimization Measures - protection measures that avoid direct impacts of development on special status species - with which projects are required to comply (SJCOG 2000). The San Joaquin Council of Governments (SJCOG) implements the SJMSCP on a project by-project basis. Pursuant to the Final EIR/EIS for SJMSCP, dated November 15, 2000, and certified by SJCOG on December 7, 2000, implementation of the SJMSCP is expected to reduce impacts to biological resources resulting from the proposed project to a level of less-than-significant.

SJCOG responded to this project re-referral in a letter dated December 28, 2023, that the project is subject to the SJMSCP. The applicant has confirmed that he will participate in SJMSCP. With the applicant's participation, the proposed project is consistent with the SJMSCP and any impacts to biological resources resulting from the proposed project will be reduced to a level of less-than-significant.

V. CULTURAL RESOURCES

Would the project:	**GPU EIR Findings**	**Relationship to GPU EIR Findings:**		**Project Conclusions:**
		Equal or Less Severe	***New or Substantial Increase in Severity***	***Resulting Level of Significance From Project Activities***
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	S/I **(4.E-1)**	☑		LTS
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	LTS w/MM **(4.E-2)**	☑		LTS
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	LTS **(4.E-5)**	☑		TS

DISCUSSION

With the exception of Impact 4.E-1 and, which it deemed significant and unavoidable, the GP EIR determined that all Cultural Resources impacts noted above would be less-than-significant or could be reduced to less than significant with mitigation measures incorporated. Further, the Project will not result in any significant environmental impacts that are peculiar to the parcel or the Project, and

will actually result in a less than significant impact on all noted Cultural Resources impact areas, for the following reasons:

a) The proposed project is a religious assembly on the perimeter of the City of Tracy. A search of the Office of Historical Preservation's list of California Historical Resources uncovered several historical sites in the Tracy area, the nearest being the Site of Completion of the Pacific Railroad, First Transcontinental Railroad, located on the north bank of the San Joaquin River, 2 miles north of the project site. Due to distance, the potential for the project to cause a substantial adverse change of a historical resource is less than significant.

b-c) As with most projects in California that involve ground-disturbing activities, there is the potential for discovery of a previously unknown paleontological, archaeological, cultural, and historical resource or human remains. If any resources are found during construction, all operations within the project area shall halt until and assessment can be made regarding the potential for adverse impacts on these resources. In the event an human remains are encountered during any portion of the project, California state law requires that there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county has determined manner and cause of death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation (California Health and Safety Code - Section 7050.5). Al the lime development, if Human burials are found to be of Native American origin, the developer shall follow the procedures pursuant to Title 14, Division 6, Chapter 3, Article 5, Section 15064.5(e) of the California State Code of Regulations.

In this way, the project would have a less-than-significant impact with regard adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5.

VI. ENERGY

Would the project:	**GPU EIR Findings**	**Relationship to GPU EIR Findings:**		**Project Conclusions:**
		Equal or Less Severe	***New or Substantial Increase in Severity***	***Resulting Level of Significance From Project Activities***
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?	LTS **(4.P-1)**	☑		LTS
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	LTS **(4.P-2)**	☑		LTS

DISCUSSION

The GP EIR determined all Energy impacts would be less-than-significant. Further, the Project will not result in any significant environmental impacts that are peculiar to the parcel or the Project for the following reasons:

a-b) The California Energy Code (also titled The Energy Efficiency Standards for Residential and Non-residential Buildings) was created by the California Building Standards Commission in response to a legislative mandate to reduce California's energy consumption. The code's purpose is to advance the state's energy policy, develop renewable energy sources and prepare for energy emergencies. The code includes energy conservation standards applicable to most buildings throughout California. These requirements will be applicable to the proposed project ensuring that any impact to the environment due to wasteful, inefficient, or unnecessary consumption of energy will be less than significant and preventing any conflict with state or local plans for energy efficiency and renewable energy.

VII. GEOLOGY AND SOILS

Would the project:	**GPU EIR Findings**	**Relationship to GPU EIR Findings:**		**Project Conclusions:**
		Equal or Less Severe	***New or Substantial Increase in Severity***	***Resulting Level of Significance From Project Activities***
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ii) Strong seismic ground shaking? iii) Seismic-related ground failure, including liquefaction? iv) Landslides?	LTS w/MM **(4.I-2, 4.I-3, 4.I-5)**	☑		LTS
b) Result in substantial soil erosion or the loss of topsoil?	LTS **(4.I-4)**	☑		LTS
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	LTS w/MM **(4.I-5)**	☑		LTS

d) Be located on expansive soil and create direct or indirect risks to life or property?	LTS w/MM **(4.I-1)**	☑		LTS
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	LTS w/MM **(4.I-6)**	☑		LTS
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	LTS **(4.E-4)**	☑		LTS

DISCUSSION

GP EIR determined that all Geology and Soils impacts noted above would be less-than-significant or could be reduced to less than significant with mitigation measures incorporated. Further, the Project will not result in any significant environmental impacts that are peculiar to the parcel or the Project, and will result in a less than significant impact on all noted Geology and Soils impact areas, for the following reasons:

a) According to the California Department of Conservation's California Geological Survey, the project site is not located within an earthquake fault zone. However, similar to other areas located in seismically active Northern California, the project area is susceptible to strong ground shaking during an earthquake, although the site would not be affected by ground shaking more than any other area in the region.

   The Project would be required to comply with the most recent version of the California Building Code (CBC), which contains universal standards related to seismic load requirements and is codified within the San Joaquin County Ordinance Code under Section 8-1000 In addition, a soils report is required pursuant to CBC § 1803 for foundations and CBC appendix § J104 for grading. All recommendations of the Soils Report will be incorporated into the construction drawings. As a result, impacts associated with seismic ground shaking or possible ground liquefaction are expected to be less than significant.

   The project site is located in an area that is relatively flat and does not contain any slopes that could result in landslides. Therefore, impacts associated with landslides are expected to be less than significant.

b) The project would not result in substantial soil erosion or the loss of topsoil because the project will require a grading permit in conjunction with a building permit Therefore, the grading will be done under permit and inspection by the San Joaquin County Community Development Department's Building Division. As a result, impacts to soil erosion or loss of topsoil will be less than significant.

c) As part of the project design process, a soils report will be required for grading and foundations and all recommendations from a soils report must be incorporated into the construction plans. As a result of these grading recommendations, which are required by the California Building Code (CBC), the project would not be susceptible to the effects of any potential lateral spreading, subsidence, or liquefaction. Compliance with the CBC and the engineering recommendations in the site-specific soils report would ensure structural integrity in the event that seismic-related issues are experienced at the project site. Therefore, impacts associated with unstable geologic units are expected to be less than significant.

d) Expansive soils are characterized by their potential shrink/swell behavior. The Soil Survey of San Joaquin County classifies the project site soil as having a high expansive potential. As mentioned above, a soils report will be required for grading and foundations and all recommendations from a soils report must be incorporated into the construction plans. These recommendations will include measures to counter any effects resulting from low to moderately expansive soil. As a result of these recommendations, which are required by the California Building Code (CBC), the project's likelihood of project buildings being impacted by the effects of expansive soil is expected to be less than significant.

e) The project will be served by an onsite septic system for the disposal of wastewater The Environmental Health Department is requiring a soil suitability/nitrate loading study to determine the appropriate system and design prior to issuance of building permit(s). The sewage disposal system shall comply with the onsite wastewater treatment systems standards of San Joaquin County. A percolation test that meets absorption rates of the manual of septic tank practice or E.P.A Design Manual for onsite wastewater treatment and disposal systems is required for each parcel. With these standards in place, only soils capable of adequately supporting the use of septic tanks will be approved for the septic system. As a result, impacts to soils from wastewater are expected to be less than significant.

f) The project area has not been determined to contain significant historic or prehistoric archeological artifacts that could be disturbed by project construction, therefore, damage to unique paleontological resources or sites or geologic features is anticipated to be less than significant.

VIII. GREENHOUSE GAS EMISSIONS

Would the project:	**GPU EIR Findings**	**Relationship to GPU EIR Findings:**		**Project Conclusions:**
		Equal or Less Severe	***New or Substantial Increase in Severity***	***Resulting Level of Significance From Project Activities***
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	LTS	☑		LTS
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	LTS	☑		LTS

DISCUSSION

The GP EIR determined that all Greenhouse Gas (GHG) Emissions impacts would be less-than-significant. Further, the Project will not result in any significant GHG Emissions impacts that are peculiar to the parcel or the Project for the following reasons:

a-b) Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on earth. An individual project's GHG emissions are at a micro-scale level relative to global

emissions and effects to global climate change; however, an individual project could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. As such, impacts related to emissions of GHG are inherently considered cumulative impacts.

Implementation of the proposed project would cumulatively contribute to increases of GHG emissions. Estimated GHG emissions attributable to future development would be primarily associated with increases of carbon dioxide (CO2) and, to a lesser extent, other GHG pollutants, such as methane (CH4) and nitrous oxide (N2O) associated with area sources, mobile sources or vehicles, utilities (electricity and natural gas), water usage, wastewater generation, and the generation of solid waste. The primary source of GHG emissions for the project would be mobile source emissions. The common unit of measurement for GHG is expressed in terms of annual metric tons of CO2 equivalents (MTCO2e/yr).

As noted previously, the proposed project will be subject to the rules and regulations of the SJVAPCD. The SJVAPCD has adopted the *Guidance for Valley Land- use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA and the District Policy- Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA \MJen Serving as the Lead Agency.*[2] The guidance and policy rely on the use of performance-based standards, otherwise known as Best Performance Standards (BPS) to assess significance of project specific greenhouse gas emissions on global climate change during the environmental review process, as required by CEQA. To be determined to have a less-than-significant individual and cumulative impact with regard to GHG emissions, projects must include BPS sufficient to reduce GHG emissions by 29 percent when compared to Business As Usual (BAU) GHG emissions. Per the SJVAPCD, BAU is defined as projected emissions for the 2002-2004 baseline period. Projects which do not achieve a 29 percent reduction from BAU levels with BPS alone are required to quantify additional project-specific reductions demonstrating a combined reduction of 29 percent. Potential mitigation measures may include, but not limited to onsite renewable energy (e.g. solar photovoltaic systems), electric vehicle charging stations, the use of alternative-fueled vehicles, exceeding Tille 24 energy efficiency standards, the installation of energy-efficient lighting and control systems, the installation of energy-efficient mechanical systems, the installation of drought-tolerant landscaping, efficient irrigation systems, and the use of low-flow plumbing fixtures.

It should be noted that neither the SJVAPCD nor the County provide project-level thresholds for construction-related GHG emissions. Construction GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change. As such, the analysis herein is limited to discussion of long-term operational GHG emissions.

[2] San Joaquin Valley Air Pollution Control District. *Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA*. December 17, 2009. San Joaquin Valley Air Pollution Control District. *District Policy Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as the Lead Agency*. December 17, 2009.

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	GPU EIR Findings	Relationship to GPU EIR Findings:		Project Conclusions:
		Equal or Less Severe	*New or Substantial Increase in Severity*	*Resulting Level of Significance From Project Activities*
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	LTS **(4.K-1)**	☑		LTS
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	LTS **(4.K-1, 4.K-2)**	☑		LTS
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	LTS **(4.K-3)**	☑		LTS
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	LTS **(4.K-4)**	☑		LTS
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safely hazard or excessive noise for people residing or working in the project area?	LTS **(4.K-5)**	☑		LTS
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	LTS **(4.K-6)**	☑		LTS
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	LTS **(4.K-7)**	☑		LTS

DISCUSSION

The GP EIR determined that all Hazards and Hazardous Materials impacts would be less-than-significant. Further, the Project will not result in any significant Hazards and Hazardous Materials impacts that are peculiar to the parcel or the Project for the following reasons:

a-c) The proposed project is a religious assembly. Pursuant to the Hazardous Materials Disclosure Survey submitted with the application, there will not be any storage of hazardous materials on site. Regulations related to the storage of hazardous materials require the owner/operator to report the use or storage of these hazardous materials to the California Environmental Reporting System (CERS) and must comply with all applicable federal, state, and local regulations pertaining to the storage of hazardous materials. In this way, impacts related to the use, transport, or disposal of hazardous materials are expected to be less than significant.

d) The project site is not listed as a hazardous materials site on the California Department of Toxic Substances Control EnviroStor database map, compiled pursuant to Government Code 65962.5 and, therefore, will not result in creating a significant hazard to the public or the environment.

e) The project site is not located within an airport land use plan or within two miles of a public airport or public use airport. The nearest airport is the Byron Airport located 9 miles to the west. Therefore, the project is not expected to result in a safety hazard or in excessive noise for people residing or working in the project area. Therefore, the project's risk of exposing people residing or working in the project area to safety hazards or excessive noise is less than significant.

g) The County of San Joaquin Emergency Operations Plan is an all-hazards document describing the County's incident management structure, compliance with relevant legal statutes, other relevant guidelines, whole community engagement, continuity of government focus, and critical components of the incident management structure. According to the Emergency Operations Plan, major transportation routes in the County, including 1-580 and 1-205, would be possible evacuation routes in the event of an emergency. The Project would not affect these routes, and moreover, the Project would not affect the County's ability to implement its Emergency Operations Plan in the event of an emergency. In addition, the City of Tracy has adopted a Comprehensive Emergency Management Plan. However, there are no specific routes identified in the Comprehensive Emergency Management Plan. Notwithstanding, the Project would not impede access to any public route that might be needed as an evacuation route. As a result, the Project's impact on emergency response or evacuation activities is expected to be less than significant.

h) The project location is not identified as a Community at Risk from Wildfire by Cal Fire's "Fire Risk Assessment Program" Communities at Risk from Wildfire are those places within 1.5 miles of areas of High or Very High wildfire threat as determined from CDF-FRAP fuels and hazard data. Therefore, the impact of wildfires on the project are expected to be less than significant.

X. HYDROLOGY AND WATER QUALITY

Would the project:	**GPU EIR Findings**	**Relationship to GPU EIR Findings:**		**Project Conclusions:**
		Equal or Less Severe	***New or Substantial Increase in Severity***	***Resulting Level of Significance From Project Activities***
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	LTS **(4.J-1)**	☑		LTS

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	LTS **(4.J-2)**	☑		LTS
a) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: i) result in substantial erosion or siltation on- or offsite; ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or iv) impede or redirect flood flows?	LTS **(4.J-3, 4.J-4)**	☑		LTS
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	LTS **(4.J-5, 4.J-6)**	☑		LTS
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	LTS **(4.J-2)**	☑		LTS

DISCUSSION

The GP EIR determined that all Hydrology and Water Quality impacts would be less-than-significant. Further, the Project will not result in any significant Hydrology and Water Quality impacts that are peculiar to the parcel or the Project for the following reasons:

a) The proposed project's impact on hydrology and water is expected to be less than significant. The project will be served by an onsite well and septic system. Construction of an individual domestic water well will be under permit and inspection by the Environmental Health Department. The sewage disposal system must comply with the onsite wastewater treatment systems standards of San Joaquin County.

For stormwater discharges associated with construction activity in the State of California, the State Water Resources Control Board (SWRCB) has adopted the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit) to avoid and minimize water quality impacts attributable to such activities. The Construction General Permit applies to all projects in which construction activity disturbs 1 acre or more of soil. Because land disturbance for this project would exceed one acre, the project applicant would be required to obtain coverage under the Construction General Permit issued by the SWRCB prior to the start of construction. The Construction General Permit requires the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP), which would include and specify water quality Best Management Practices (BMPs) designed to prevent pollutants from contacting stormwater and keep all products of erosion from moving off site into receiving waters.

Routine inspection of all BM Ps is required under the provisions of the Construction General Permit, and the SWPPP must be prepared and implemented by qualified individuals as defined by the State Water Resources Control Board (SWRCB).

During project operation, stormwater quality is regulated by the Stormwater Quality Control Criteria Plan (SWQCCP), which sets standards that apply to all new development. As part of the project, a new engineered stormwater drainage system would be designed and constructed to collect and treat all on-site stormwater in a method that meets the requirements of the SWQCCP.

In summary, project construction would be completed in accordance with an NPDES-mandated SWPPP, which would include standard BMPs to reduce potential off-site water quality impacts related to erosion and incidental spills and hazardous substances from equipment Surface water runoff during project operations would be managed through an engineered stormwater drainage system, as required by the SWQCCP Therefore, impacts associated with water quality standards, waste discharge requirements, and surface water or groundwater quality are expected to be less than significant.

b) The proposed project, a religious assembly, proposes developing the majority of the 8.5 acre parcel with structures and paved parking for 331 vehicles. However, storm water will be directed to on site retention ponds where water is held to percolate into the ground. Therefore, although development of the site will create impervious areas over the majority of the parcel, storm water retention will ensure that the project's impact on the depletion of sustainable groundwater is expected to be less than significant.

c) The construction of the proposed project would result in grading and soil-disturbing activities and the installation of new impervious surfaces. A grading permit will be required which requires plans and grading calculations, including a statement of the estimated quantities of excavation and fill, prepared by a Registered Design Professional The grading plan must show the existing grade and finished grade in contour intervals of sufficient clarity to indicate the nature and extent of the work and show in detail that it complies with the requirements of the California Building Code (CBC). The plans must also show the existing grade on adjoining properties in sufficient detail to identify how grade changes will conform to the requirements of the CDC. Additionally, the developer shall provide drainage facilities in accordance with the San Joaquin County Development Standards. Storm water capture capacity must be calculated and submitted along with a drainage plan for review and approval, prior to release of a building permit In this way, any impacts to the existing drainage pattern of the site will be less than significant.

d) The flood zone information contained on the San Joaquin County Flood Information viewer is provided using the Digital Flood Insurance Rate Map date received from the US Department of Homeland Security, Federal Emergency Management Agency (FEMA). Pursuant this information, the project site is located in Special Flood Hazard Area – Zone AE. Special Flood Hazard Areas are defined as the area that will be inundated by the flood event having a 1% chance of being equaled or exceeded in any given year. The 1% annual chance flood is also referred to as the base flood or 100-year flood. Zone AE is assigned to areas subject to flood depths generally greater than

3 feet in the 100-year flood. Development of this project will require compliance with Development Title Section 9-703 regarding flood hazards. With the requirements for building above the flood depth, the risk of release of pollutants due to inundation of the project site is expected to be less than significant. The project site is not located in a tsunami nor a seiche zone.

e) The applicant will apply for permits from the Central Valley Regional Water Quality Control Board (CVRWQCB) to protect surface and groundwater on site and to ensure that the project doesn't conflict or obstruct a water quality control plan or sustainable groundwater management plan.

XI. LAND USE AND PLANNING

Would the project:	**GPU EIR Findings**	**Relationship to GPU EIR Findings:**		**Project Conclusions:**
		Equal or Less Severe	***New or Substantial Increase in Severity***	***Resulting Level of Significance From Project Activities***
a) Physically divide an established community?	LTS w/MM **(4.A-1)**	☑		LTS
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	LTS w/MM **(4.A-2)**	☑		LTS

DISCUSSION

The GP EIR determined that all Land Use and Planning impacts above would be less than significant. Further, the Project will not result in any significant Land Use and Planning impacts that are peculiar to the parcel or the Project for the following reasons:

a) This proposed project is a religious assembly with a maximum seating capacity for 300 people. The project does not include construction of any feature that would impair mobility within an existing community nor does it include removal of a means of access between a community and outlying area. The project site is not used as a connection between established communities. Instead, connectivity with the area surrounding the project is facilitated via local roadways. Therefore, the project will not result in dividing an established community.

b) The project site has a General Plan Designation of agriculture (Agriculture/Urban Reserve) and is zoned AL-10 (Limited Agriculture,10-acre minimum). A Religious Assembly is a permitted use in the AL-10 zone with an approved Conditional Use Permit. The proposed Project is consistent with all land use policies and regulations of the County Development Code and 2035 General Plan, therefore, the project's impact on the environment due to land use conflict is expected to be less than significant.

XII. MINERAL RESOURCES

Would the project:	GPU EIR Findings	Relationship to GPU EIR Findings:		Project Conclusions:
		Equal or Less Severe	*New or Substantial Increase in Severity*	*Resulting Level of Significance From Project Activities*
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	LTS w/MM **(4.O-1)**	☑		LTS
b) Result in the loss of availability of a locally- important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	LTS w/MM **(4.O-1)**	☑		LTS

DISCUSSION

The GP EIR determined that all Mineral Resources impacts identified above would be less than significant with mitigation measures incorporated. Further, the Project will not result in any significant Land Use and Planning impacts that are peculiar to the parcel or the Project for the following reasons:

a-b) Pursuant to the San Joaquin County General Plan Background Report, Chapter 10 - Natural Resources, the primary extractive resource in San Joaquin County is sand and gravel, with the principal areas of sand and gravel extraction located in the southwestern part of the county and along the Mokelumne, Calaveras, and Stanislaus rivers in the eastern portion of the county. The project site is located in the southwestern part of the county, however, pursuant to the California Geological Survey (CGS), the project site is classified as Mineral Resource Zone 1, defined as where adequate information indicates that no significant mineral deposits are present or where ii is judged that little likelihood exists for their presence. Therefore, the project's impact on the loss of important minerals is expected to be less than significant.

XIII. NOISE

Would the project:	GPU EIR Findings	Relationship to GPU EIR Findings:		Project Conclusions:
		Equal or Less Severe	*New or Substantial Increase in Severity*	*Resulting Level of Significance From Project Activities*
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	LTS wMM **(4.H-1, 4.H-3, 4.H-4)**	☑		LTS

b) Generation of excessive groundborne vibration or groundborne noise levels?	LTS **(4.H-2)**	☑		LTS
c) For a project within the vicinity of a private airstrip or an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project people residing or working in the project area to excessive noise levels?	LTS **(4.H-5)**	☑		LTS

DISCUSSION

The GP EIR determined that all Noise impacts identified above would be less than significant. Further, the Project will not result in any significant Noise impacts that are peculiar to the parcel or the Project for the following reasons:

a) The project site is located on S. Naglee Road, on the northern boundary of the City of Tracy. The project will result in a temporary increase in ambient noise level associated with project construction activities to include grading and use of heavy machinery and equipment. However, pursuant to Development Title Section 9-1025.9(c)(3), noise sources associated with construction, provided such activities do not take place before 9:00 a.m. or after 9:00 p.m. on any day, are exempt from the county noise ordinance.

The parcels to the north and west of the project site are in agricultural production, with scattered residences, and, to the east is low density residential development. To the south is the commercial development of the City of Tracy. All regular activities of the religious assembly will take place indoors and aren't expected to exceed noise levels contained the noise ordinance. The religious assembly does propose 4 special events annually with a large attendance. Noise standards contained in Development Title Table 9-404.040 states that the maximum sound level for stationary noise sources during the daytime is 70 dB and 65dB for nighttime. Daytime hours are 7:00 a.m. - 10:00 p.m. Nighttime hours are 10:00 p.m. - 7:00 a.m. This applies to outdoor activity areas of the receiving use or applies at the lot line if no activity area is known. The proposed project would be subject to these Development Title standards. Therefore, noise impacts from the proposed project are expected to be less than significant.

b) The project does not include any operations that would result in excessive ground-borne vibrations or other noise levels therefore, the project will not have any impact on vibrations or other noise levels.

c) The project site is not located within the vicinity of an airport land use plan or air strip, therefore, the potential for exposing future workers at the project site to excess noise levels and impacts resulting from airport noise levels to people residing or working in the project area are expected to be less than significant.

XIV. POPULATION AND HOUSING

Would the project:	GPU EIR Findings	Relationship to GPU EIR Findings:		Project Conclusions:
		Equal or Less Severe	*New or Substantial Increase in Severity*	*Resulting Level of Significance From Project Activities*
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	LTS **(4.C-1)**	☑		LTS
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	LTS **(4.C-2)**	☑		LTS

DISCUSSION

The GP EIR determined that all Population and Housing impacts identified above would be less than significant. Further, the Project will not result in any significant Population and Housing impacts that are peculiar to the parcel or the Project for the following reasons:

a-b) The project site is located in unincorporated San Joaquin County, north of the City of Tracy. The proposed project is a Religious Assembly that proposes, among other details, residential housing for priests. No other residential development is planned. The project will not induce substantial population growth in the area either directly or indirectly because the project is not anticipated to result in an increase in the number of jobs available. The proposed project would not displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere because, although one residence on the project site will be removed, no other residences will be removed and the zoning will remain the same if the project is approved. Therefore, the project would have no impact on population and housing.

XV. PUBLIC SERVICES

Would the project:	GPU EIR Findings	Relationship to GPU EIR Findings:		Project Conclusions:
		Equal or Less Severe	*New or Substantial Increase in Severity*	*Resulting Level of Significance From Project Activities*
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order	LTS **(4.M-1, 4.M-2, 4.M-3, and 4.M-4)**	☑		LTS

to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection? Police protection? Schools? Parks? Other public facilities?				

DISCUSSION

The GP EIR determined that all impacts to Public Services identified above would be less than significant. Further, the Project will not result in any significant impacts to Public Services that are peculiar to the parcel or the Project for the following reasons:

a) The project site is located in unincorporated San Joaquin County north of the City of Tracy. The South County Fire Authority provides fire protection and paramedic services to the City of Tracy and the surrounding unincorporated areas that include the communities of Banta, Lammersville, and Vernalis. The Authority 's district services over 120,000 residents out of 7 fire stations. Police protection services are provided to the project site by the San Joaquin County Sheriff's Office. The Sheriff's Office employs over 800 sworn and support personnel. The project site is located within the Tracy Unified School District. The school district is comprised of 3 comprehensive high schools, 2 alternative education high schools, one community school, 2 middle schools, 4 K-8 schools and 7 K-5 schools. The district serves approximately 16,000 students. There are no public recreation facilities near the project site.

The public service agencies listed above were provided with the project proposal and invited to respond with any project concerns or conditions. Comments were received from South County Fire Authority, with requirements to satisfy the California Fire Code including providing a water source for fire, including sprinklers in buildings, and providing adequate fire vehicle access to the site. The comment letter did not voice concerns regarding significant impacts to fire protection abilities resulting from the project and no other agencies responded with concerns. Therefore, the project will not have a significant impact on the ability of these service providers to maintain current levels of service.

XVI. RECREATION

	GPU EIR Findings	Relationship to GPU EIR Findings:		Project Conclusions:
		Equal or Less Severe	*New or Substantial Increase in Severity*	*Resulting Level of Significance From Project Activities*
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or accelerated?	LTS w/MM **(4.M-5)**	☑		No Impact
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	LTS w/MM **I-5)**	☑		No Impact

DISCUSSION

The GP EIR determined that all impacts to Recreation identified above would be less than significant with mitigation measures incorporated. Further, the Project will not result in any significant impacts the Recreation that are peculiar to the parcel or the Project for the following reasons:

a-b) The project, a Religious Assembly, is not expected to result in a large number of employees nor is there any residential development as part of the project Therefore, the project is not expected to result in an increase in demand for neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, because the project will not generate any new residential units and the project, an expansion of an existing winery, is not expected to result in an increased demand for recreational facilities. Therefore, the project will have no impact on recreation facilities.

XVII. TRANSPORTATION

Would the project:	GPU EIR Findings	Relationship to GPU EIR Findings:		Project Conclusions:
		Equal or Less Severe	*New or Substantial Increase in Severity*	*Resulting Level of Significance From Project Activities*
a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities? Other public facilities?	LTS **(4.D-3, 4.D-4, and 4.D-5)**	☑		LTS
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	N/A			LTS

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	NA			LTS
d) Result in inadequate emergency access?	LTS **(4.D-8)**	☑		LTS

DISCUSSION

With the exception of Transportation impact categories XVII.b. and c., which were not addressed, the GP EIR determined that all impacts to Transportation identified above would be less than significant. Further, the Project will not result in any significant impacts to Transportation, including in impact categories XVII.b. and c., that are peculiar to the parcel or the Project for the following reasons:

a) The project site is located on S. Naglee Road, just north of Auto Parkway, at the city limits of Tracy in unincorporated San Joaquin County. The main access to the project site is proposed from Auto Plaza Drive, which is in the City of Tracy's jurisdiction. A second access is proposed from Larch Road, which is in the County's jurisdiction. Regional access to the site is provided by Interstate 205, an east-west roadway. Naglee Road and Larch Road are local roads that provide access to the project site.

The Development Title requires a Traffic Study for a development project when traffic caused by the development project is expected to exceed 50 vehicles during any hour or violate a Level of Service (LOS) standard established in the General Plan (Development Title Section 9-608.050[a]). A traffic study was completed by transportation engineers Advanced Mobility Group. The study, dated May 5, 2022, concluded that the addition of project trips would not have a significant impact on the operation of, or the safety of, the roads providing access to the site as the Level of Service at the 2 study intersections would remain at an acceptable level with the addition of the project during peak hours and during special events.

However, in November 2023, the applicant revised the project site plan which originally had the driveway access off of Auto Plaza Drive and relocated access driveways to Larch Road and Naglee Road. As a result, Advanced Mobility Group provided an updated Traffic Study analyzing the new site access. The updated study, dated August 12, 2024, concluded that the Project will generate approximately 10 weekday PM peak hour and 223 peak hour trips during weekends. The 4 annual special events to include 500 attendees are estimated will generate approximately 445 peak hour trips.

The intersection of Naglee Road and W. Larch Road will require an improvement to an All Way Stop Control due to the increased traffic volumes. Further monitoring could determine if additional traffic control might be necessary in the long term as the intersection meets a signal warrant with the even heavier traffic during peak hours and late Sunday morning. The applicant will be financially responsible for these intersection improvements. Additionally, the applicant will pay a Traffic Impact Mitigation Fee (TIMF) to the County. The TIMF is collected to finance transportation facilities needed to accommodate new or expanded development within the unincorporated areas of San Joaquin County.

In the project vicinity, due to the rural nature of the area, most of the roadways lack sidewalks and crosswalks. Sidewalks exists on Naglee Road south of Auto Plaza Drive and on the south side of Auto Plaza Drive. There are no sidewalks on Naglee Road north of the Auto Plaza Drive and on Larch Road. Bicycle facilities do not currently exist in the project vicinity. There is no transit service within the project vicinity.

To conclude, with the required intersection improvement, impacts from the project on the circulation system, including transit, roadways, bicycle, and pedestrian facilities will be less than significant.

b) The OPR Technical Advisory presents a series of VMT screening criteria for several land development project categories, including small projects. The small projects criteria would be applicable to the current project The Technical Advisory notes that projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact.

A Vehicle Miles Traveled Analysis was performed by KD Anderson and Associates and dated March 29, 2023, used the above criteria when analyzing VMT. The report estimated the number of trips generated by the project to be 1) 96 vehicle trips per day on an average weekday; 2) 106 vehicle trips per day on an annual average day including weekends, but not special events; and, 3) 108 vehicle trips per day on an annual average day including weekends and special events. The OPR Technical Advisory does not specify whether the 110 trips per day criteria applies to: 1) an average weekday; 2) an annual average day including weekends, but not special events; or, 3) an annual average day including weekends and special events Each of these values is less than 110 trips per day. Therefore, based on the screening criteria described earlier in this report, this project is considered to have a less than significant impact on VMT.

c) The applicant will be required to improve the driveway approach in accordance with the requirements of San Joaquin County Improvement Standards Drawing No. R-13 providing return radii for truck-trailer egress designed to prevent encroachment onto opposing lanes of traffic Additionally, Public Works is requiring the conversion of the nearest intersection that currently has one stop sign to a three-way stop. With these improvements, the project's impact on transportation hazards is expected to be less than significant.

The use is development of a religious facility. The project location is zoned Limited Agriculture which permits this use; therefore the zoning and use will be compatible with the area. The use will result in an increase in traffic at certain times on certain days and the site and access have been reviewed for safety by the Department of Public Works.

d) The project site would be accessed from both W Larch Road and S. Naglee Road. It is required to provide a driveway and circulation route that meets the San Joaquin County Fire Chiefs' Association guidelines for providing fire apparatus access as required by the California Fire Code (CFC). Therefore, site access will provide adequate space for fire trucks and emergency vehicles to enter and turn around, and the project's impact on emergency access is expected to be less than significant.

XVIII. TRIBAL CULTURAL RESOURCES

Would the project:	**GPU EIR Findings**	**Relationship to GPU EIR Findings:**		**Project Conclusions:**
		Equal or Less Severe	***New or Substantial Increase in Severity***	***Resulting Level of Significance From Project Activities***
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section	LTS w/MM **(4.E-3, 4.E-4)**	☑		LTS

2107 4 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k), or ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				

DISCUSSION

The GP EIR determined that all impacts to Tribal and Cultural Resources identified above would be less than significant. Further, the Project will not result in any significant impacts to Tribal and Cultural Resources that are peculiar to the parcel or the Project for the following reasons:

a)

i) The project site currently has one residence and other accessory structures. No buildings on the site are listed on the State Office of Historic Preservation California Register or the National Register of Historic Places. Therefore, the project will not result in a substantial adverse change in the significance of a historical resource as defined by CEQA.

ii) The project proposes a religious assembly. At the time development, if Human burials are found to be of Native American origin, the developer shall follow the procedures pursuant to Title 14, Division 6, Chapter 3, Article 5, Section 15064.5(e) of the California State Code of Regulations. If human remains are encountered, all work shall halt in the vicinity and the County Coroner shall be notified immediately. At the same time, a qualified archaeologist shall be contacted to evaluate the finds. If Human burials are found to be of Native American origin, steps shall be taken pursuant to Section 15064.5(e) of Guidelines for California Environmental Quality Act.

XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:	GPU EIR Findings	Relationship to GPU EIR Findings:		Project Conclusions:
		Equal or Less Severe	*New or Substantial Increase in Severity*	*Resulting Level of Significance From Project Activities*
a) Require or result in the Relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	LTS **(4.N-2, 4.N-3)**	☑		LTS
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	S/I **(4.N-4, 4.N-7)**	☑		LTS
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that ii has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	LTS **(4.N-2)**	☑		LTS
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	LTS w/MM **(4.N-5, 4.N-9)**	☑		LTS
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	LTS w/MM	☑		LTS

DISCUSSION

With the exception of Utilities and Service Systems impacts category XIX.b. which the GP EIR determined would be significant and unavoidable, the GP EIR determined that all impacts to Utilities and Public Services identified above would be less than significant of less than significant with mitigation measures incorporated. Further, the Project will not result in any significant impacts to Utilities and Service Systems, including in impact category XIX.b., that are peculiar to the parcel or the Project for the following reasons:

a) The proposed project is a religious assembly, located in a rural area north of the City of Tracy. The project proposes utilizing a private well and onsite wastewater treatment system. Retention ponds will be utilized for stormwater drainage. Therefore, the project will be served by private, onsite services and will not require relocation of existing facilities or require new facilities.

b) The project will utilize an individual domestic water well which will be constructed under permit and inspection by the San Joaquin County Environmental Health Department at the lime of development.

c) The project will utilize an onsite sewage disposal system constructed under permit from the Environmental Health Department and subject to the onsite wastewater treatment system regulations that will comply with the standards of San Joaquin County.

d-e) The project site is currently within the boundaries of Waste Management Services, one of five solid waste collectors providing service under franchise to San Joaquin County. The San Joaquin County Code requires that solid waste be collected from residential generators a minimum of once a week, and at least twice a week for commercial and industrial generators (San Joaquin County 2016a) . Solid waste is transported and disposed of primarily at three active sanitary landfills in San Joaquin County. The North County Landfill on East Harney Lane has available capacity to 2048, and the Foothill Sanitary Landfill on North Waverly Road has available capacity to 2082 (CalRecycle 2021). The Forward Landfill on Austin Road near Stockton was to have reached its capacity in 2020; however, the County Board of Supervisors recently approved an expansion of Forward Landfill that would extend its life to 2036 (Grunden 2020). California Senate Bill 1383 (SB 1383) requires jurisdictions in California to recycle organic waste, including paper, cardboard, yard materials, food scraps, and food-soiled paper with a goal of diverting 75% of organics from reaching the landfill by 2025. San Joaquin County passed SB 1383 Organic Waste Diversion Ordinance in February of 2022 mandating that business must comply with SB 1383 mandates by 1) subscribing to a SB 1383 compliant waste collection system through a licensed collector; 2) qualifying for a waiver; or, 3) utilizing acceptable alternative compliance methods. In this way, the project is expected to be compliant with federal, state, and local management and reduction statutes and regulations related to solid waste.

XX. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	**GPU EIR Findings**	**Relationship to GPU EIR Findings:**		**Project Conclusions:**
		Equal or Less Severe	***New or Substantial Increase in Severity***	***Resulting Level of Significance From Project Activities***
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	N/A			LTS
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	N/A			LTS
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	N/A			LTS

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	N/A			LTS

DISCUSSION

GP EIR did not evaluate the Project's potential impacts regarding Wildfires. Nevertheless, as explained below, the Project will not result in any significant impacts regarding Wildfires that are peculiar to the parcel or the Project for the following reasons:

a-d) The project location is in a rural, agricultural area north of the City of Tracy, CA, and is not identified as a Community at Risk from Wildfire by Cal Fire's "Fire Risk Assessment Program" Communities at Risk from Wildfire are those places within 1.5 miles of areas of High or Very High wildfire threat as determined from CDF-FRAP fuels and hazard data. Therefore, the impact of wildfires on the project are expected to be less than significant.

ATTACHMENT A – AIR QUALITY STUDIES

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

HEALTHY AIR LIVING™

September 25, 2024

Santokh Judge
Gurudwara Sahib Tracy
21356 S. Naglee Road
Tracy, CA 95304

Re: Air Impact Assessment (AIA) Application Approval
ISR Project Number: C-20240396
Land Use Agency: County of San Joaquin
Land Use Agency ID Number: PA-1900085, Conditional Use Permit

Dear Mr. Judge:

The San Joaquin Valley Air Pollution Control District (District) has approved your Air Impact Assessment (AIA) for the Gurudwara Sahib Temple project, located at 21356 S. Naglee Road in Tracy, California. The project consists of the construction of a religious assembly building of 48,257 square feet. The District has determined that the mitigated baseline emissions for construction and operation will be less than two tons NOx per year and two tons PM10 per year. Pursuant to District Rule 9510 Section 4.3, this project is exempt from the requirements of Section 6.0 (General Mitigation Requirements) and Section 7.0 (Off-site Emission Reduction Fee Calculations and Fee Schedules) of the rule. As such, the District has determined that this project complies with the emission reduction requirements of District Rule 9510 and is not subject to payment of off-site fees. The determination is based on the project construction details provided with the application. Changes in the construction details may result in increased project related emissions and loss of this exemption.

Pursuant to District Rule 9510, Section 8.4, the District is providing you with the following information:

- A notification of AIA approval (this letter)
- A statement of tentative rule compliance (this letter)
- An approved Monitoring and Reporting Schedule

In addition, to maintain this exemption you must comply with all mitigation measures identified in the enclosed Monitoring and Reporting Schedule. Please notify the District of any changes to the project as identified in the approved Air Impact Assessment for this project.

Samir Sheikh
Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95356-8718
Tel: (209) 557-6400 FAX: (209) 557-6475

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
Tel: (559) 230-6000 FAX: (559) 230-6061

Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
Tel: (661) 392-5500 FAX: (661) 392-5585

www.valleyair.org www.healthyairliving.com

Change in Developer Form

If all or a portion of the project changes ownership, a completed Change in Developer form must be submitted to the District within thirty (30) days following the date of transfer.

Additional Requirements

- Dust Control Plan. Please be aware that you may be required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to commencing any earthmoving activities as described in District Rule 8021 – *Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities.*

- Asbestos Requirements for Demolitions. If demolition is involved, a Certified Asbestos Consultant will need to perform an asbestos survey prior to the demolition of a regulated facility. Following the completion of an asbestos survey; the asbestos survey, Asbestos Notification, Demolition Permit Release, and the proper fees are to be submitted to the District 10 working days prior to the removal of the Regulated Asbestos Containing Material and/or the demolition when no asbestos is present.

- Permits. Per District Rule 2010 (Permits Required), you may be required to obtain a District Authority to Construct prior to installation of equipment that controls or may emit air contaminants, including but not limited to emergency internal combustion engines, boilers, and baghouses.

To identify other District rules or regulations that apply to this project or to obtain information about District rules and permit requirements, the applicant is strongly encouraged to visit www.valleyair.org or contact the District's Small Business Assistance office nearest you:

Fresno office:	(559) 230-5888
Modesto office:	(209) 557-6446
Bakersfield office:	(661) 392-5665

Thank you for your cooperation in this matter. Please note the District also issued a letter to the land-use agency notifying the agency of this AIA approval. If you have any questions, please contact Mr. Ryan Grossman by telephone at (559) 230-6569 or by email at ryan.grossman@valleyair.org.

Sincerely,

Tom Jordan
Director of Policy and Government Affairs

For: Mark Montelongo
Program Manager

Enclosures

cc: Charlie Simpson
Basecamp Environmental, Inc.
802 W. Lodi Avenue
Lodi, CA 95240
csimpson@basecampenv.com

BaseCamp Environmental, Inc.

Memorandum

DATE: August 13, 2024

TO: Alisa Goulart, San Joaquin County Community Development Department

FROM: BaseCamp Environmental, Inc.

RE: Use Permit PA-1900085(UP)
Gurudwara Sahib Tracy Temple

Dear Ms. Goulart,

This memo provides responses to comments made by the San Joaquin Valley Air Pollution Control District (SJVAPCD) in a letter dated June 6, 2019 regarding potential air quality impacts of the Gurudwara Sahib Tracy Temple project. The proposed project is located at 21356 South Naglee Road just outside the Tracy City limits in southwestern San Joaquin County. The project proposes two-phase construction of a religious assembly building of approximately 48,257 square feet on an approximately 8.5-acre site, which would ultimately include the assembly hall, kitchen and dining area, classrooms, guest rooms, meeting rooms, and residential space for priests. The project also proposes the installation of 365 parking spaces. The project is applying for a Use Permit for the proposed construction.

Responses to the APCD comments are provided in the following sections, which are titled to reflect the major subjects of the APCD letter.

1. Project-Related Emissions

The SJVAPCD expects that the project would not exceed any of the significance thresholds established by SJVAPCD for criteria pollutants. To test this expectation, BaseCamp Environmental prepared an estimate of the construction and operational emissions of the project using the California Emissions Estimator Model (CalEEMod), the model recommended by the SJVAPCD. In preparing the CalEEMod run, the modeling assumed full buildout of the project and used default settings, including those developed for construction time.

The results of the CalEEMod run are attached to this memo as Exhibit A. A summary of the results is provided in Table 1 below, along with the CEQA significance thresholds for the criteria pollutants as established by SJVAPCD.

1a) Construction Emissions

As shown in Table 1, maximum project construction emissions for a calendar year would not exceed the SJVAPCD significance thresholds. This confirms the SJVAPCD's expectations regarding emissions, as far as construction activities are concerned.

TABLE 1

	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Significance Thresholds (tons/year)[1]	**10**	**10**	**100**	**27**	**15**	**15**
Construction Emissions (tons/year)[2]	0.19	1.10	1.30	<0.01	0.23	0.13
Exceeds threshold?	*No*	*No*	*No*	*No*	*No*	*No*
Operational Emissions (tons/year)[3]	0.53	0.42	2.69	0.01	0.62	0.17
Exceeds threshold?	*No*	*No*	*No*	*No*	*No*	*No*

[1] Applies to both construction and operational emissions.
[2] Maximum emissions in a calendar year.
[3] Annual emissions.

The SJVAPCD recommended that the project should utilize the cleanest available off-road construction equipment, including the latest tier equipment. As indicated above, project construction emissions would not exceed SJVAPCD thresholds; therefore, additional measures to reduce emissions are not required under CEQA. Nevertheless, it is expected that construction equipment used for the project would comply with applicable federal and State regulations for construction equipment. In addition, the following measures are expected to be incorporated within the project as conditions of approval:

- Tune and maintain all construction equipment to manufacturer's specifications.
- Use low-sulfur fuels or alternative fuels for construction equipment or use electrical equipment, whenever feasible.
- Limit idling of construction equipment and trucks to no longer than five minutes, in accordance with State regulations.
- Locate construction parking areas to minimize traffic interference.
- Provide adequate ingress, egress queuing storage areas at work sites and staging areas to minimize vehicle idling.

1b) Operational Emissions

As shown in the above table, project operational emissions would not exceed the SJVAPCD significance thresholds, thereby confirming the SJVAPCD's expectations regarding operational emissions. The CalEEMod run accounted for emissions from mobile, area, and energy sources. The project does not propose any stationary sources that would be a significant contributor to air pollutant emissions.

2. District Rule 9510 (Indirect Source Review)

SJVAPCD Rule 9510, also known as the Indirect Source Rule, requires projects that meet specified criteria to implement measures to reduce NOx and PM10 construction and operational emissions by specified percentages, either directly or through payment of an off-site fee. The

SJVAPCD considers the proposed project to be subject to Rule 9510 requirements, because it will receive a project-level discretionary approval from a public agency and will exceed 9,000 square feet of educational space.

In accordance with Rule 9510, BaseCamp submitted an Air Impact Assessment to the SJVAPCD the proposed project today. A copy of the application is attached. The SJVAPCD recommends that demonstration of compliance with Rule 9510, before issuance of the first building permit, be made a condition of project approval. It is recommended that the County make demonstration of compliance with Rule 9510 a condition of approval for the project.

3. District Rules and Regulations

3a) District Regulation VIII

The SJVAPCD letter states that the project may be subject to Regulation VIII, which controls fugitive dust emissions during construction activities. Compliance would include submittal of a Construction Notification Form and a Dust Control Plan, in accordance with SJVAPCD requirements, prior to commencing any earthmoving activities. Other dust control measures are expected to be incorporated in site improvement plans and specifications, along with construction contracts.

3b) District Rule 4002 (National Emissions Standards for Hazardous Air Pollutants)

The SJVAPCD notes that if an existing building will be renovated, partially demolished, or removed, the project may be subject to District Rule 4002. This rule requires a thorough inspection for asbestos to be conducted before any regulated facility is demolished or renovated. Since the project proposes the demolition of existing buildings, it is subject to Rule 4002. It is recommended that the County, as a condition of approval, require that the buildings proposed for demolition be evaluated by a qualified professional for the potential presence of asbestos, in accordance with Rule 4002. Should any asbestos containing materials be identified, the professional shall make recommendations regarding the demolition of the buildings and the disposal of their debris that would prevent the release of asbestos into the environment.

3c) Other District Rules and Regulations

The SJVAPCD letter further states that the project may be subject to District Rules 4102 (Nuisance), 4601 (Architectural Coatings), and 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). It is not expected that the project, given its characteristics and location, would generate emissions that would be considered a nuisance. The project would comply with Rules 4601 and 4641 in the use of architectural coatings and asphalt.

4. District Comment Letter

It is anticipated that the County has provided a copy of SJVAPCD's comment letter to the project proponent.

EXHIBIT A

CALEEMOD RESULTS FOR PROJECT

Sahib Temple Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Sahib Temple
Construction Start Date	5/1/2025
Operational Year	2028
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.40
Precipitation (days)	6.60
Location	37.765107042094826, -121.46151966155918
County	San Joaquin
City	Unincorporated
Air District	San Joaquin Valley APCD
Air Basin	San Joaquin Valley
TAZ	2139
EDFZ	4
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.26

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Place of Worship	48.3	1000sqft	8.50	48,257	4,826	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-10-A	Water Exposed Surfaces
Construction	C-10-B	Water Active Demolition Sites
Construction	C-10-C	Water Unpaved Construction Roads
Construction	C-11	Limit Vehicle Speeds on Unpaved Roads
Energy	E-1	Buildings Exceed 2019 Title 24 Building Envelope Energy Efficiency Standards
Water	W-7	Adopt a Water Conservation Strategy
Waste	S-1/S-2	Implement Waste Reduction Plan

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	11.3	31.7	31.1	0.05	1.37	19.8	21.2	1.26	10.1	11.4	5,478
Mit.	11.3	31.7	31.1	0.05	1.37	7.81	9.18	1.26	3.97	5.23	5,478
% Reduced	—	—	—	—	—	61%	57%	—	61%	54%	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.21	10.8	14.0	0.02	0.44	0.23	0.67	0.40	0.06	0.46	2,812
Mit.	1.21	10.8	14.0	0.02	0.44	0.23	0.67	0.40	0.06	0.46	2,812
% Reduced	—	—	—	—	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.02	6.01	7.14	0.01	0.25	1.03	1.28	0.23	0.49	0.72	1,371

Mit.	1.02	6.01	7.14	0.01	0.25	0.46	0.71	0.23	0.20	0.43	1,371
% Reduced	—	—	—	—	—	55%	45%	—	58%	40%	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.19	1.10	1.30	< 0.005	0.05	0.19	0.23	0.04	0.09	0.13	227
Mit.	0.19	1.10	1.30	< 0.005	0.05	0.08	0.13	0.04	0.04	0.08	227
% Reduced	—	—	—	—	—	55%	45%	—	58%	40%	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
2025	3.38	31.7	31.1	0.05	1.37	19.8	21.2	1.26	10.1	11.4	5,478
2026	11.3	10.2	14.0	0.02	0.38	0.23	0.61	0.35	0.06	0.41	2,822
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
2025	1.21	10.8	14.0	0.02	0.44	0.23	0.67	0.40	0.06	0.46	2,812
2026	1.15	10.2	13.8	0.02	0.38	0.23	0.61	0.35	0.06	0.41	2,804
Average Daily	—	—	—	—	—	—	—	—	—	—	—
2025	0.67	6.01	7.14	0.01	0.25	1.03	1.28	0.23	0.49	0.72	1,371
2026	1.02	3.45	4.74	0.01	0.13	0.08	0.21	0.12	0.02	0.14	929
Annual	—	—	—	—	—	—	—	—	—	—	—
2025	0.12	1.10	1.30	< 0.005	0.05	0.19	0.23	0.04	0.09	0.13	227
2026	0.19	0.63	0.86	< 0.005	0.02	0.01	0.04	0.02	< 0.005	0.03	154

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e

Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
2025	3.38	31.7	31.1	0.05	1.37	7.81	9.18	1.26	3.97	5.23	5,478
2026	11.3	10.2	14.0	0.02	0.38	0.23	0.61	0.35	0.06	0.41	2,822
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
2025	1.21	10.8	14.0	0.02	0.44	0.23	0.67	0.40	0.06	0.46	2,812
2026	1.15	10.2	13.8	0.02	0.38	0.23	0.61	0.35	0.06	0.41	2,804
Average Daily	—	—	—	—	—	—	—	—	—	—	—
2025	0.67	6.01	7.14	0.01	0.25	0.46	0.71	0.23	0.20	0.43	1,371
2026	1.02	3.45	4.74	0.01	0.13	0.08	0.21	0.12	0.02	0.14	929
Annual	—	—	—	—	—	—	—	—	—	—	—
2025	0.12	1.10	1.30	< 0.005	0.05	0.08	0.13	0.04	0.04	0.08	227
2026	0.19	0.63	0.86	< 0.005	0.02	0.01	0.04	0.02	< 0.005	0.03	154

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	6.40	5.06	45.9	0.11	0.13	9.44	9.57	0.12	2.40	2.52	12,690
Mit.	6.40	5.05	45.9	0.11	0.13	9.44	9.57	0.12	2.40	2.52	12,290
% Reduced	—	< 0.5%	< 0.5%	—	—	—	—	—	—	—	3%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	5.68	5.73	37.9	0.10	0.12	9.44	9.57	0.12	2.40	2.52	11,865
Mit.	5.68	5.72	37.9	0.10	0.12	9.44	9.57	0.12	2.40	2.52	11,465
% Reduced	—	< 0.5%	< 0.5%	—	—	—	—	—	—	—	3%

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.91	2.28	14.8	0.04	0.07	3.32	3.40	0.07	0.85	0.92	5,210
Mit.	2.91	2.27	14.8	0.04	0.07	3.32	3.40	0.07	0.85	0.92	4,810
% Reduced	—	< 0.5%	< 0.5%	—	—	—	—	—	—	—	8%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.53	0.42	2.69	0.01	0.01	0.61	0.62	0.01	0.15	0.17	863
Mit.	0.53	0.41	2.69	0.01	0.01	0.61	0.62	0.01	0.15	0.17	796
% Reduced	< 0.5%	< 0.5%	< 0.5%	< 0.5%	< 0.5%	—	< 0.5%	< 0.5%	—	< 0.5%	8%

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Mobile	4.93	4.50	43.4	0.11	0.08	9.44	9.53	0.08	2.40	2.48	11,223
Area	1.44	0.02	2.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	8.66
Energy	0.03	0.54	0.45	< 0.005	0.04	—	0.04	0.04	—	0.04	924
Water	—	—	—	—	—	—	—	—	—	—	15.3
Waste	—	—	—	—	—	—	—	—	—	—	519
Refrig.	—	—	—	—	—	—	—	—	—	—	0.19
Total	6.40	5.06	45.9	0.11	0.13	9.44	9.57	0.12	2.40	2.52	12,690
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Mobile	4.56	5.19	37.4	0.10	0.08	9.44	9.53	0.08	2.40	2.48	10,406
Area	1.09	—	—	—	—	—	—	—	—	—	—
Energy	0.03	0.54	0.45	< 0.005	0.04	—	0.04	0.04	—	0.04	924
Water	—	—	—	—	—	—	—	—	—	—	15.3
Waste	—	—	—	—	—	—	—	—	—	—	519

Refrig.	—	—	—	—	—	—	—	—	—	—	0.19
Total	5.68	5.73	37.9	0.10	0.12	9.44	9.57	0.12	2.40	2.52	11,865
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.62	1.73	13.3	0.04	0.03	3.32	3.35	0.03	0.85	0.87	3,747
Area	1.26	0.01	1.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	4.27
Energy	0.03	0.54	0.45	< 0.005	0.04	—	0.04	0.04	—	0.04	924
Water	—	—	—	—	—	—	—	—	—	—	15.3
Waste	—	—	—	—	—	—	—	—	—	—	519
Refrig.	—	—	—	—	—	—	—	—	—	—	0.19
Total	2.91	2.28	14.8	0.04	0.07	3.32	3.40	0.07	0.85	0.92	5,210
Annual	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.29	0.32	2.42	0.01	0.01	0.61	0.61	0.01	0.15	0.16	620
Area	0.23	< 0.005	0.19	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.71
Energy	0.01	0.10	0.08	< 0.005	0.01	—	0.01	0.01	—	0.01	153
Water	—	—	—	—	—	—	—	—	—	—	2.53
Waste	—	—	—	—	—	—	—	—	—	—	85.9
Refrig.	—	—	—	—	—	—	—	—	—	—	0.03
Total	0.53	0.42	2.69	0.01	0.01	0.61	0.62	0.01	0.15	0.17	863

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Mobile	4.93	4.50	43.4	0.11	0.08	9.44	9.53	0.08	2.40	2.48	11,223
Area	1.44	0.02	2.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	8.66
Energy	0.03	0.53	0.45	< 0.005	0.04	—	0.04	0.04	—	0.04	916
Water	—	—	—	—	—	—	—	—	—	—	12.2

Waste	—	—	—	—	—	—	—	—	—	—	130
Refrig.	—	—	—	—	—	—	—	—	—	—	0.19
Total	6.40	5.05	45.9	0.11	0.13	9.44	9.57	0.12	2.40	2.52	12,290
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Mobile	4.56	5.19	37.4	0.10	0.08	9.44	9.53	0.08	2.40	2.48	10,406
Area	1.09	—	—	—	—	—	—	—	—	—	—
Energy	0.03	0.53	0.45	< 0.005	0.04	—	0.04	0.04	—	0.04	916
Water	—	—	—	—	—	—	—	—	—	—	12.2
Waste	—	—	—	—	—	—	—	—	—	—	130
Refrig.	—	—	—	—	—	—	—	—	—	—	0.19
Total	5.68	5.72	37.9	0.10	0.12	9.44	9.57	0.12	2.40	2.52	11,465
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.62	1.73	13.3	0.04	0.03	3.32	3.35	0.03	0.85	0.87	3,747
Area	1.26	0.01	1.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	4.27
Energy	0.03	0.53	0.45	< 0.005	0.04	—	0.04	0.04	—	0.04	916
Water	—	—	—	—	—	—	—	—	—	—	12.2
Waste	—	—	—	—	—	—	—	—	—	—	130
Refrig.	—	—	—	—	—	—	—	—	—	—	0.19
Total	2.91	2.27	14.8	0.04	0.07	3.32	3.40	0.07	0.85	0.92	4,810
Annual	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.29	0.32	2.42	0.01	0.01	0.61	0.61	0.01	0.15	0.16	620
Area	0.23	< 0.005	0.19	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.71
Energy	0.01	0.10	0.08	< 0.005	0.01	—	0.01	0.01	—	0.01	152
Water	—	—	—	—	—	—	—	—	—	—	2.02
Waste	—	—	—	—	—	—	—	—	—	—	21.5
Refrig.	—	—	—	—	—	—	—	—	—	—	0.03
Total	0.53	0.41	2.69	0.01	0.01	0.61	0.62	0.01	0.15	0.17	796

3. Construction Emissions Details

3.1. Demolition (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.40	22.2	19.9	0.03	0.92	—	0.92	0.84	—	0.84	3,437
Demolition	—	—	—	—	—	0.26	0.26	—	0.04	0.04	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.61	0.55	< 0.005	0.03	—	0.03	0.02	—	0.02	94.2
Demolition	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.11	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	15.6
Demolition	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.04	0.78	0.00	0.00	0.13	0.13	0.00	0.03	0.03	141
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.24	0.06	< 0.005	< 0.005	0.05	0.06	< 0.005	0.01	0.02	213

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	3.57
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	5.83
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.59
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.97

3.2. Demolition (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.40	22.2	19.9	0.03	0.92	—	0.92	0.84	—	0.84	3,437
Demolition	—	—	—	—	—	0.16	0.16	—	0.02	0.02	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.61	0.55	< 0.005	0.03	—	0.03	0.02	—	0.02	94.2
Demolition	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.01	0.11	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	15.6
Demolition	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.04	0.78	0.00	0.00	0.13	0.13	0.00	0.03	0.03	141
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.24	0.06	< 0.005	< 0.005	0.05	0.06	< 0.005	0.01	0.02	213
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	3.57
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	5.83
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.59
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.97

3.3. Site Preparation (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.31	31.6	30.2	0.05	1.37	—	1.37	1.26	—	1.26	5,314

Dust From Material Movement	—	—	—	—	—	19.7	19.7	—	10.1	10.1	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.87	0.83	< 0.005	0.04	—	0.04	0.03	—	0.03	146
Dust From Material Movement	—	—	—	—	—	0.54	0.54	—	0.28	0.28	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.16	0.15	< 0.005	0.01	—	0.01	0.01	—	0.01	24.1
Dust From Material Movement	—	—	—	—	—	0.10	0.10	—	0.05	0.05	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.05	0.91	0.00	0.00	0.15	0.15	0.00	0.03	0.03	165
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	4.17
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.69
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.4. Site Preparation (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.31	31.6	30.2	0.05	1.37	—	1.37	1.26	—	1.26	5,314
Dust From Material Movement	—	—	—	—	—	7.67	7.67	—	3.94	3.94	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.87	0.83	< 0.005	0.04	—	0.04	0.03	—	0.03	146
Dust From Material Movement	—	—	—	—	—	0.21	0.21	—	0.11	0.11	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.16	0.15	< 0.005	0.01	—	0.01	0.01	—	0.01	24.1
Dust From Material Movement	—	—	—	—	—	0.04	0.04	—	0.02	0.02	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.05	0.91	0.00	0.00	0.15	0.15	0.00	0.03	0.03	165
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	4.17
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.69
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Grading (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.74	16.3	17.9	0.03	0.72	—	0.72	0.66	—	0.66	2,970
Dust From Material Movement	—	—	—	—	—	7.08	7.08	—	3.42	3.42	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.89	0.98	< 0.005	0.04	—	0.04	0.04	—	0.04	163
Dust From Material Movement	—	—	—	—	—	0.39	0.39	—	0.19	0.19	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.16	0.18	< 0.005	0.01	—	0.01	0.01	—	0.01	26.9
Dust From Material Movement	—	—	—	—	—	0.07	0.07	—	0.03	0.03	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.04	0.78	0.00	0.00	0.13	0.13	0.00	0.03	0.03	141
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	7.15
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.18
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.6. Grading (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.74	16.3	17.9	0.03	0.72	—	0.72	0.66	—	0.66	2,970
Dust From Material Movement	—	—	—	—	—	2.76	2.76	—	1.34	1.34	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.89	0.98	< 0.005	0.04	—	0.04	0.04	—	0.04	163
Dust From Material Movement	—	—	—	—	—	0.15	0.15	—	0.07	0.07	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.16	0.18	< 0.005	0.01	—	0.01	0.01	—	0.01	26.9
Dust From Material Movement	—	—	—	—	—	0.03	0.03	—	0.01	0.01	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.04	0.78	0.00	0.00	0.13	0.13	0.00	0.03	0.03	141

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	7.15
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.18
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.38	3.52	4.39	0.01	0.15	—	0.15	0.13	—	0.13	810

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.64	0.80	< 0.005	0.03	—	0.03	0.02	—	0.02	134
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.06	1.06	0.00	0.00	0.17	0.17	0.00	0.04	0.04	191
Vendor	0.01	0.28	0.09	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	235
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.84	0.00	0.00	0.17	0.17	0.00	0.04	0.04	172
Vendor	0.01	0.30	0.10	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	234
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.29	0.00	0.00	0.06	0.06	0.00	0.01	0.01	59.3
Vendor	< 0.005	0.10	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	78.8
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	9.82
Vendor	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	13.1
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.8. Building Construction (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.38	3.52	4.39	0.01	0.15	—	0.15	0.13	—	0.13	810
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.64	0.80	< 0.005	0.03	—	0.03	0.02	—	0.02	134
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.06	1.06	0.00	0.00	0.17	0.17	0.00	0.04	0.04	191
Vendor	0.01	0.28	0.09	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	235
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.84	0.00	0.00	0.17	0.17	0.00	0.04	0.04	172
Vendor	0.01	0.30	0.10	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	234
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.29	0.00	0.00	0.06	0.06	0.00	0.01	0.01	59.3

Vendor	< 0.005	0.10	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	78.8
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	9.82
Vendor	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	13.1
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.32	2.91	3.83	0.01	0.11	—	0.11	0.10	—	0.10	711
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.53	0.70	< 0.005	0.02	—	0.02	0.02	—	0.02	118
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.05	0.98	0.00	0.00	0.17	0.17	0.00	0.04	0.04	186
Vendor	0.01	0.27	0.09	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	230
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.77	0.00	0.00	0.17	0.17	0.00	0.04	0.04	168
Vendor	0.01	0.28	0.09	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	230
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.23	0.00	0.00	0.05	0.05	0.00	0.01	0.01	51.0
Vendor	< 0.005	0.08	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	68.0
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	8.44
Vendor	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	11.3
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Building Construction (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.32	2.91	3.83	0.01	0.11	—	0.11	0.10	—	0.10	711
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.53	0.70	< 0.005	0.02	—	0.02	0.02	—	0.02	118
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.05	0.98	0.00	0.00	0.17	0.17	0.00	0.04	0.04	186
Vendor	0.01	0.27	0.09	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	230
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.77	0.00	0.00	0.17	0.17	0.00	0.04	0.04	168
Vendor	0.01	0.28	0.09	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	230
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.23	0.00	0.00	0.05	0.05	0.00	0.01	0.01	51.0
Vendor	< 0.005	0.08	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	68.0
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	8.44
Vendor	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	11.3
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Paving (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.76	7.12	9.94	0.01	0.32	—	0.32	0.29	—	0.29	1,516
Paving	0.33	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.39	0.54	< 0.005	0.02	—	0.02	0.02	—	0.02	83.1
Paving	0.02	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.07	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	13.8
Paving	< 0.005	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.04	0.72	0.00	0.00	0.13	0.13	0.00	0.03	0.03	138
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	7.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.16
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.12. Paving (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.76	7.12	9.94	0.01	0.32	—	0.32	0.29	—	0.29	1,516
Paving	0.33	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.39	0.54	< 0.005	0.02	—	0.02	0.02	—	0.02	83.1
Paving	0.02	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.07	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	13.8
Paving	< 0.005	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.04	0.72	0.00	0.00	0.13	0.13	0.00	0.03	0.03	138
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	7.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.16
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Architectural Coating (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	134
Architectural Coatings	11.2	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.05	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	7.34
Architectural Coatings	0.61	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	1.22
Architectural Coatings	0.11	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.20	0.00	0.00	0.03	0.03	0.00	0.01	0.01	37.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.89
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.31
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.14. Architectural Coating (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	134
Architectural Coatings	11.2	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.05	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	7.34
Architectural Coatings	0.61	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	1.22
Architectural Coatings	0.11	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.20	0.00	0.00	0.03	0.03	0.00	0.01	0.01	37.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.89
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.31
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	4.93	4.50	43.4	0.11	0.08	9.44	9.53	0.08	2.40	2.48	11,223
Total	4.93	4.50	43.4	0.11	0.08	9.44	9.53	0.08	2.40	2.48	11,223
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	4.56	5.19	37.4	0.10	0.08	9.44	9.53	0.08	2.40	2.48	10,406
Total	4.56	5.19	37.4	0.10	0.08	9.44	9.53	0.08	2.40	2.48	10,406
Annual	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	0.29	0.32	2.42	0.01	0.01	0.61	0.61	0.01	0.15	0.16	620

Total	0.29	0.32	2.42	0.01	0.01	0.61	0.61	0.01	0.15	0.16	620

4.1.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	4.93	4.50	43.4	0.11	0.08	9.44	9.53	0.08	2.40	2.48	11,223
Total	4.93	4.50	43.4	0.11	0.08	9.44	9.53	0.08	2.40	2.48	11,223
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	4.56	5.19	37.4	0.10	0.08	9.44	9.53	0.08	2.40	2.48	10,406
Total	4.56	5.19	37.4	0.10	0.08	9.44	9.53	0.08	2.40	2.48	10,406
Annual	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	0.29	0.32	2.42	0.01	0.01	0.61	0.61	0.01	0.15	0.16	620
Total	0.29	0.32	2.42	0.01	0.01	0.61	0.61	0.01	0.15	0.16	620

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	—	—	—	—	—	—	—	—	—	—	281
Total	—	—	—	—	—	—	—	—	—	—	281

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	—	—	—	—	—	—	—	—	—	—	281
Total	—	—	—	—	—	—	—	—	—	—	281
Annual	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	—	—	—	—	—	—	—	—	—	—	46.6
Total	—	—	—	—	—	—	—	—	—	—	46.6

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	—	—	—	—	—	—	—	—	—	—	279
Total	—	—	—	—	—	—	—	—	—	—	279
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	—	—	—	—	—	—	—	—	—	—	279
Total	—	—	—	—	—	—	—	—	—	—	279
Annual	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	—	—	—	—	—	—	—	—	—	—	46.2
Total	—	—	—	—	—	—	—	—	—	—	46.2

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	0.03	0.54	0.45	< 0.005	0.04	—	0.04	0.04	—	0.04	643
Total	0.03	0.54	0.45	< 0.005	0.04	—	0.04	0.04	—	0.04	643
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	0.03	0.54	0.45	< 0.005	0.04	—	0.04	0.04	—	0.04	643
Total	0.03	0.54	0.45	< 0.005	0.04	—	0.04	0.04	—	0.04	643
Annual	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	0.01	0.10	0.08	< 0.005	0.01	—	0.01	0.01	—	0.01	106
Total	0.01	0.10	0.08	< 0.005	0.01	—	0.01	0.01	—	0.01	106

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	0.03	0.53	0.45	< 0.005	0.04	—	0.04	0.04	—	0.04	638
Total	0.03	0.53	0.45	< 0.005	0.04	—	0.04	0.04	—	0.04	638
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	0.03	0.53	0.45	< 0.005	0.04	—	0.04	0.04	—	0.04	638
Total	0.03	0.53	0.45	< 0.005	0.04	—	0.04	0.04	—	0.04	638
Annual	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	0.01	0.10	0.08	< 0.005	0.01	—	0.01	0.01	—	0.01	106
Total	0.01	0.10	0.08	< 0.005	0.01	—	0.01	0.01	—	0.01	106

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.03	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.06	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.34	0.02	2.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	8.66
Total	1.44	0.02	2.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	8.66
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.03	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.06	—	—	—	—	—	—	—	—	—	—
Total	1.09	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.19	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.03	< 0.005	0.19	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.71
Total	0.23	< 0.005	0.19	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.71

4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.03	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.06	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.34	0.02	2.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	8.66
Total	1.44	0.02	2.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	8.66
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.03	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.06	—	—	—	—	—	—	—	—	—	—
Total	1.09	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.19	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.03	< 0.005	0.19	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.71
Total	0.23	< 0.005	0.19	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.71

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	—	—	—	—	—	—	—	—	—	—	15.3
Total	—	—	—	—	—	—	—	—	—	—	15.3
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	—	—	—	—	—	—	—	—	—	—	15.3
Total	—	—	—	—	—	—	—	—	—	—	15.3
Annual	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	—	—	—	—	—	—	—	—	—	—	2.53
Total	—	—	—	—	—	—	—	—	—	—	2.53

4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	—	—	—	—	—	—	—	—	—	—	12.2
Total	—	—	—	—	—	—	—	—	—	—	12.2
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	—	—	—	—	—	—	—	—	—	—	12.2
Total	—	—	—	—	—	—	—	—	—	—	12.2
Annual	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	—	—	—	—	—	—	—	—	—	—	2.02
Total	—	—	—	—	—	—	—	—	—	—	2.02

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	—	—	—	—	—	—	—	—	—	—	519
Total	—	—	—	—	—	—	—	—	—	—	519
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	—	—	—	—	—	—	—	—	—	—	519
Total	—	—	—	—	—	—	—	—	—	—	519
Annual	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	—	—	—	—	—	—	—	—	—	—	85.9
Total	—	—	—	—	—	—	—	—	—	—	85.9

4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	—	—	—	—	—	—	—	—	—	—	130
Total	—	—	—	—	—	—	—	—	—	—	130
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—

Place of Worship	—	—	—	—	—	—	—	—	—	—	130
Total	—	—	—	—	—	—	—	—	—	—	130
Annual	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	—	—	—	—	—	—	—	—	—	—	21.5
Total	—	—	—	—	—	—	—	—	—	—	21.5

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	—	—	—	—	—	—	—	—	—	—	0.19
Total	—	—	—	—	—	—	—	—	—	—	0.19
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	—	—	—	—	—	—	—	—	—	—	0.19
Total	—	—	—	—	—	—	—	—	—	—	0.19
Annual	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	—	—	—	—	—	—	—	—	—	—	0.03
Total	—	—	—	—	—	—	—	—	—	—	0.03

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	—	—	—	—	—	—	—	—	—	—	0.19
Total	—	—	—	—	—	—	—	—	—	—	0.19
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	—	—	—	—	—	—	—	—	—	—	0.19
Total	—	—	—	—	—	—	—	—	—	—	0.19
Annual	—	—	—	—	—	—	—	—	—	—	—
Place of Worship	—	—	—	—	—	—	—	—	—	—	0.03
Total	—	—	—	—	—	—	—	—	—	—	0.03

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	5/1/2025	5/14/2025	5.00	10.0	—
Site Preparation	Site Preparation	5/30/2025	6/13/2025	5.00	10.0	—
Grading	Grading	6/14/2025	7/12/2025	5.00	20.0	—
Building Construction	Building Construction	7/13/2025	5/31/2026	5.00	230	—
Paving	Paving	6/1/2026	6/29/2026	5.00	20.0	—
Architectural Coating	Architectural Coating	6/30/2026	7/28/2026	5.00	20.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Rubber Tired Dozers	Diesel	Average	2.00	8.00	367	0.40
Demolition	Excavators	Diesel	Average	3.00	8.00	36.0	0.38
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74

Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Rubber Tired Dozers	Diesel	Average	2.00	8.00	367	0.40
Demolition	Excavators	Diesel	Average	3.00	8.00	36.0	0.38
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42

Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	15.0	11.9	LDA,LDT1,LDT2
Demolition	Vendor	—	9.10	HHDT,MHDT
Demolition	Hauling	2.90	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	11.9	LDA,LDT1,LDT2
Site Preparation	Vendor	—	9.10	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	15.0	11.9	LDA,LDT1,LDT2
Grading	Vendor	—	9.10	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	20.3	11.9	LDA,LDT1,LDT2
Building Construction	Vendor	7.91	9.10	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT

Paving	—	—	—	—
Paving	Worker	15.0	11.9	LDA,LDT1,LDT2
Paving	Vendor	—	9.10	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	4.05	11.9	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	9.10	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	15.0	11.9	LDA,LDT1,LDT2
Demolition	Vendor	—	9.10	HHDT,MHDT
Demolition	Hauling	2.90	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	11.9	LDA,LDT1,LDT2
Site Preparation	Vendor	—	9.10	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	15.0	11.9	LDA,LDT1,LDT2
Grading	Vendor	—	9.10	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT

Building Construction	—	—	—	—
Building Construction	Worker	20.3	11.9	LDA,LDT1,LDT2
Building Construction	Vendor	7.91	9.10	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	11.9	LDA,LDT1,LDT2
Paving	Vendor	—	9.10	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	4.05	11.9	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	9.10	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	72,386	24,129	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	2,500	—
Site Preparation	—	—	15.0	0.00	—
Grading	—	—	20.0	0.00	—
Paving	0.00	0.00	0.00	0.00	2.50

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Place of Worship	2.50	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	204	0.03	< 0.005
2026	0.00	204	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Place of Worship	335	289	1,333	172,037	3,336	2,875	13,264	1,711,371

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year

Place of Worship	335	289	1,333	172,037	3,336	2,875	13,264	1,711,371

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	72,386	24,129	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Place of Worship	498,493	204	0.0330	0.0040	2,000,668

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Place of Worship	493,990	204	0.0330	0.0040	1,983,887

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Place of Worship	1,509,909	67,738

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Place of Worship	1,207,927	54,190

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Place of Worship	275	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Place of Worship	68.8	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Place of Worship	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Place of Worship	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Place of Worship	Stand-alone retail refrigerators and freezers	R-134a	1,430	< 0.005	1.00	0.00	1.00
Place of Worship	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Place of Worship	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Place of Worship	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Place of Worship	Stand-alone retail refrigerators and freezers	R-134a	1,430	< 0.005	1.00	0.00	1.00
Place of Worship	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	22.1	annual days of extreme heat
Extreme Precipitation	0.95	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	0	0	0	N/A
Drought	0	0	0	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	1	1	1	2
Drought	1	1	1	2

Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	58.2
AQ-PM	40.2
AQ-DPM	45.3
Drinking Water	76.7
Lead Risk Housing	6.24
Pesticides	79.6
Toxic Releases	26.7
Traffic	55.0
Effect Indicators	—
CleanUp Sites	71.8
Groundwater	92.4
Haz Waste Facilities/Generators	78.4
Impaired Water Bodies	87.0
Solid Waste	35.7

Sensitive Population	—
Asthma	39.2
Cardio-vascular	72.1
Low Birth Weights	49.3
Socioeconomic Factor Indicators	—
Education	39.2
Housing	25.7
Linguistic	31.3
Poverty	13.3
Unemployment	33.6

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	70.97395098
Employed	41.16514821
Median HI	82.7665854
Education	—
Bachelor's or higher	63.35172591
High school enrollment	100
Preschool enrollment	50.64801745
Transportation	—
Auto Access	65.16104196
Active commuting	33.22212242
Social	—
2-parent households	93.40433723
Voting	72.64211472

Neighborhood	—
Alcohol availability	73.15539587
Park access	46.65725651
Retail density	17.92634416
Supermarket access	27.17823688
Tree canopy	61.04196073
Housing	—
Homeownership	69.22879507
Housing habitability	74.41293468
Low-inc homeowner severe housing cost burden	76.83818812
Low-inc renter severe housing cost burden	89.38791223
Uncrowded housing	52.3675093
Health Outcomes	—
Insured adults	66.95752598
Arthritis	85.3
Asthma ER Admissions	43.4
High Blood Pressure	64.8
Cancer (excluding skin)	66.1
Asthma	61.7
Coronary Heart Disease	91.8
Chronic Obstructive Pulmonary Disease	86.1
Diagnosed Diabetes	87.3
Life Expectancy at Birth	61.2
Cognitively Disabled	58.3
Physically Disabled	92.6
Heart Attack ER Admissions	27.3
Mental Health Not Good	64.8
Chronic Kidney Disease	90.3

Obesity	52.9
Pedestrian Injuries	19.6
Physical Health Not Good	78.6
Stroke	91.3
Health Risk Behaviors	—
Binge Drinking	18.0
Current Smoker	62.2
No Leisure Time for Physical Activity	62.4
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	8.5
Elderly	88.2
English Speaking	40.2
Foreign-born	73.1
Outdoor Workers	54.8
Climate Change Adaptive Capacity	—
Impervious Surface Cover	72.8
Traffic Density	61.5
Traffic Access	0.0
Other Indices	—
Hardship	46.1
Other Decision Support	—
2016 Voting	58.4

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	58.0

Healthy Places Index Score for Project Location (b)	72.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Actual parcel size
Construction: Construction Phases	Limited demolition.
Construction: Paving	Estimated parking area.

Indirect Source Review
Complete Project Summary Sheet &
Monitoring and Reporting Schedule

Project Name:	**GURUDWARA SAHIB TEMPLE**
Applicant Name:	**Gurudwara Sahib Tracy**
Project Location:	**21356 S. NAGLEE ROAD LARCH ROAD, NAGLEE ROAD APN: 212-050-01**
Project Description:	**LAND USE: Educational Facilities - 34439 Square Feet - Place of Worship Educational Facilities - 34439 Square Feet - Place of Worship Educational Facilities - 34439 Square Feet - Place of Worship Educational Facilities - 34439 Square Feet - Place of Worship Educational Facilities - 13818 Square Feet - Day-Care Center Educational Facilities - 13818 Square Feet - Place of Worship Educational Facilities - 13818 Square Feet - Place of Worship Educational Facilities - 13818 Square Feet - Place of Worship ACREAGE: 8.50**
ISR Project ID Number:	**C-20240396**
Applicant ID Number:	**C-303993**
Permitting Public Agency:	**COUNTY OF SAN JOAQUIN**
Public Agency Permit No:	**PA-1900085, CONDITIONAL USE PERMIT**

Existing Emission Reduction Measures

There are no Existing Measures for this project

Non-District Enforced Emission Reduction Measures

Enforcing Agency	Measure	Specific Condition	Source of Requirements
SAN JOAQUIN COUNTY	Install Electric Vehicle (EV) Chargers	Install electric vehicle chargers with 2 outlets total	2022 California Green Building Standards Code

Number of Non-District Enforced Measures: 1

District Enforced Emission Reduction Measures

Enforcing Agency	Measure	Specific Condition
SJVAPCD	Construction and Operation - Recordkeeping	For each project phase, all records shall be maintained on site during construction and for a period of ten years following either the end of construction or the issuance of the first certificate of occupancy, whichever is later. Records shall be made available for District inspection upon request.
SJVAPCD	Construction and Operational Dates	For each project phase, maintain records of (1) the construction start and end dates and (2) the date of issuance of the first certificate of occupancy, if applicable.
SJVAPCD	Construction and Operation - Exempt from Off-site Fee	For each project phase, within 30-days of issuance of the first certificate of occupancy, if applicable, submit to the District a summary report of the construction start, and end dates, and the date of issuance of the first certificate of occupancy. Otherwise, submit to the District a summary report of the construction start and end dates within 30-days of the end of each phase of construction.

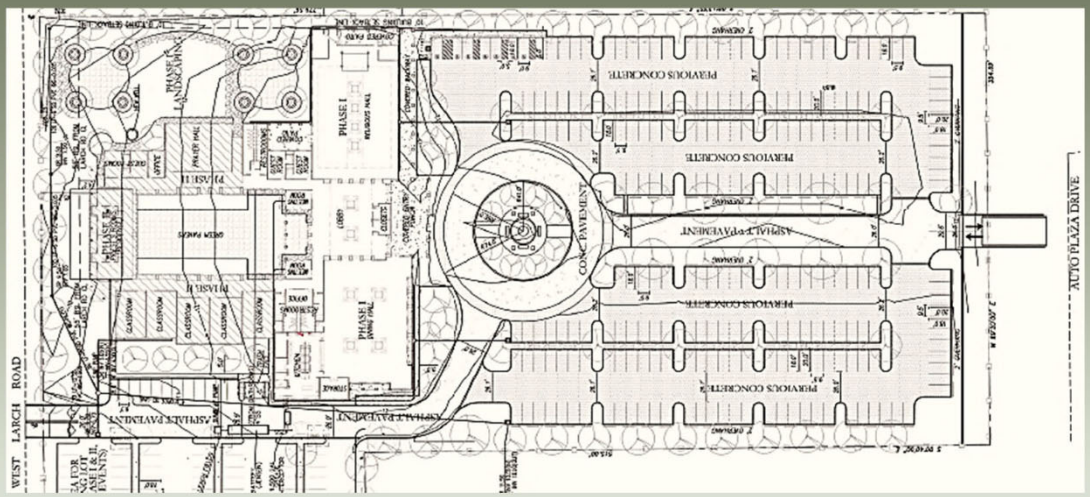
Number of District Enforced Measures: 3

ATTACHMENT B – TRAFFIC IMPACT ANALYSES

Traffic Impact Analysis for the Proposed Gurudwara Sahib @ 21356 South Naglee Road, Tracy, CA

for San Joaquin County, CA

May 5, 2022



Traffic Impact Analysis for the Proposed Gurudwara Sahib Located @ 21356 South Naglee Road, Tracy, California

Final Report

Prepared for:
San Joaquin County

Prepared by:
Advanced Mobility Group

May 5, 2022

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1.0 INTRODUCTION AND EXECUTIVE SUMMARY

INTRODUCTION

The purpose of this report is to document results of a traffic impact study for the proposed Gurudwara Sahib located at 21356 South Naglee Road, Tracy. The Site Vicinity Map is shown in **Figure 1**.

SUMMARY

Based on the results of the analysis, the following is a summary of our findings:

Existing Traffic Conditions

The two study intersections operate at acceptable Level of Service (LOS) C or better indicating acceptable conditions.

Proposed Project Trip Generation

The Project is estimated to attract approximately 200 attendees during the weekday and 300 during the weekend worship events. It is estimated that the Project will generate approximately 20 weekday PM peak hour and 267 peak hour trips during weekends. Since the proposed project starts operation after 10 AM, it is expected there won't be any peak hour trips during the typical AM commute peak hours of 7-9 AM.

The religious assembly also proposes to have four (4) special events per year. The special event is assumed to include 700 attendees. It is estimated that the Project will generate approximately 623 peak hour trips.

Existing Plus Approved Projects (EPAP) Traffic Condition

Based on discussions with the County and City of Tracy staff, four approved projects in the vicinity of the proposed Project were included in the evaluation. Similar to the Existing scenario, it is estimated that both study intersections would operate acceptably at LOS C or better during peak hours and special events.

Existing Plus Approved Plus Project Traffic Condition

Similar to the Existing Plus Approved Projects scenario, it is estimated that both study intersections would operate acceptably at LOS C or better during peak hours and special events.

The proposed project site plan shows 258 parking stalls with six accessible and two van parking spaces. Including future 73 spaces reserve for parking overflow, the total parking provided would be 331 spaces.

The estimated parking demand based on average ITE rate and County parking requirements for both weekdays and weekend services could be adequately accommodated. However, estimated parking demand for special event would meet County minimums (including overflow spaces) but slightly short (5 spaces) based on ITE average parking demand rate.

It is recommended that paved shoulder should be provided on W. Larch Road to meet occasional high parking demand overflow during its busiest season which might exceed spaces reserved for parking overflow (such as important Sikh religious festivals, etc.).

Cumulative (No Project) Conditions

The scenario is similar to the Existing Conditions, but with a projected growth rate of one percent per year applied over 20 years to project traffic demands for the Year 2041.

Based on discussions with the City of Tracy staff, a signal might be planned for the intersection of Auto Plaza Drive and Naglee Road in the future. Therefore, a signal was assumed for the intersection of Auto Plaza Drive and Naglee Road. It is estimated that both study intersections would operate acceptably at LOS B or better during peak hours and special events.

Cumulative plus Project Conditions

It is estimated that both study intersections would operate acceptably at LOS B or better during peak hours and special events.

Project Fair Share Cost

The estimated total project fair share cost for the future signal at the intersection of Auto Plaza Drive and Naglee Road is approximately $106,076.

2.0 EXISTING SETTING

This section describes the existing transportation conditions in the vicinity of the study area, including descriptions of the existing street system and intersection operating conditions. The study area is shown in **Figure 1**.

EXISTING STREET SYSTEM

Important roadways adjacent to the Project site are discussed below:

Regional Roads

The Project site is located north of the City of Tracy, in an unincorporated part of San Joaquin County. The Project site is served regionally by Interstate 205 (I-205), located generally to the south.

I-205 provides access to Tracy and to I-580 to the west, which connects with the greater San Francisco Bay Area and Silicon Valley employment centers. It has six lanes in the vicinity of the project.

The *Interstate 205/Naglee Road interchange* is located between Corral Hollow Road to the east and Byron Road to the west. Currently, in the project vicinity Naglee Road is a six-lane divided roadway.

The latest available 2017 Caltrans traffic volume report indicates that the annual average daily traffic (ADT) volumes on I-205 is approximately 106,000 vehicles per day (vpd) west of Naglee Road.

Local Roads

These are key roadways that connects to I-205 to the south and the rest of the County.

Naglee Road is a six-lane north-south divided arterial roadway that forms the western boundary of the project. The Project is less than half a mile from the I-205 ramp to the south. The road extends from I-205 ramp in the south for nearly three miles to the north when it connects with Lammers Road. The ADT volume near the Project vicinity is approximately 3,000 vpd.

Auto Plaza Drive is generally an east-west road located to the south of the Project site. It forms the northern boundary of West Valley Mall. The road connects West Valley Mall to the Tracy Pavilion. Sidewalk is located on the south side of the road. The ADT volume near the Project vicinity is approximately 1,000 vpd.

West Larch Road is an east-west rural road that forms the northern boundary of the Project site. In the project area it connects to Naglee Road in the west and Corral Hollow Road to the east. The ADT volume near the Project vicinity is approximately 2,500 vpd.

EXISTING PEDESTRIAN FACILITIES

Pedestrian facilities consist of crosswalks, sidewalks, pedestrian signals, and off-street paths, which provide safe and convenient routes for pedestrians to access the destinations such as institutions, businesses, public transportation, and recreation facilities.

In the Project vicinity, due to the rural nature of the area, most of the roadways lack sidewalks and crosswalks. Sidewalks exists on Naglee Road south of Auto Plaza Drive and sidewalks on Auto Plaza Drive adjacent to the Project are located on the southside. Sidewalks do not exist on West Larch Road.

EXISTING BICYCLE FACILITIES

Bicycle paths, lanes and routes are typical examples of bicycle transportation facilities, which are defined by Caltrans as being in one of the following four classes:

1. Class I – Provides a completely separated facility designed for the exclusive use of bicyclists and pedestrians with crossing points minimized.
2. Class II – Provides a designated lane for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and cross- flows by pedestrians and motorists permitted.
3. Class III – Provides a route designated by signs or pavement markings and shared with motorists.
4. Class IV – A separated bikeway, often referred to as a cycle track or protected bike lane, is for the exclusive use of bicycles, physically separated from motor traffic with a vertical feature.

The area is primarily farmland and rural with two-lane rural roadways north of Auto Plaza Drive. Bicycle facilities do not currently exist in the Project vicinity. Class I bike path exists on Naglee Road, south of Auto Plaza Drive.

EXISTING TRANSIT FACILITIES

There is no transit service within the Project vicinity. There are no bus stops in the immediate vicinity of the Project site.

EXISTING PEAK HOUR VOLUMES

Intersection turning movement counts were collected for the two intersections on September 22 2021.
The study intersections and associated traffic controls are as follows:

1) Naglee Road and West Larch Road
2) Naglee Road and Auto Plaza Drive

Typically, peak hour counts are conducted during 6-8 AM and 4-6 PM to capture the typical commute peak hours. In addition, since the proposed Gurudwara Sahib peak is estimated to be on a Sunday around 11 AM, counts were also collected between 10 AM and 12 noon. Therefore, intersection turning movement counts were collected during both AM and PM peak periods as follows:

- 7 AM – 9 AM & 4 PM – 6 PM (to capture typical adjacent roadway peak)
- 10 AM – 12 noon on Sunday (to represent project adjacent roadway peak)

These counts were adjusted to pre-C19 condition.

PeMs Analysis for I-5

A very reliable source to check for Pre-C19 traffic condition is the Performance Measurement System (PeMS) Data Source provided by Caltrans. AMG checked PeMs for traffic volume comparison along I-205 close to the Project area. Based on discussions with the City[1], it was determined that traffic volumes would be adjusted up by seven (7) percent and two (2) percent to the 2021 collected data for the two

[1] *November 2, 2021, email with County staff*

study intersections respectively during the AM and PM peak hour to obtain normalized counts for the pre-C19 conditions.

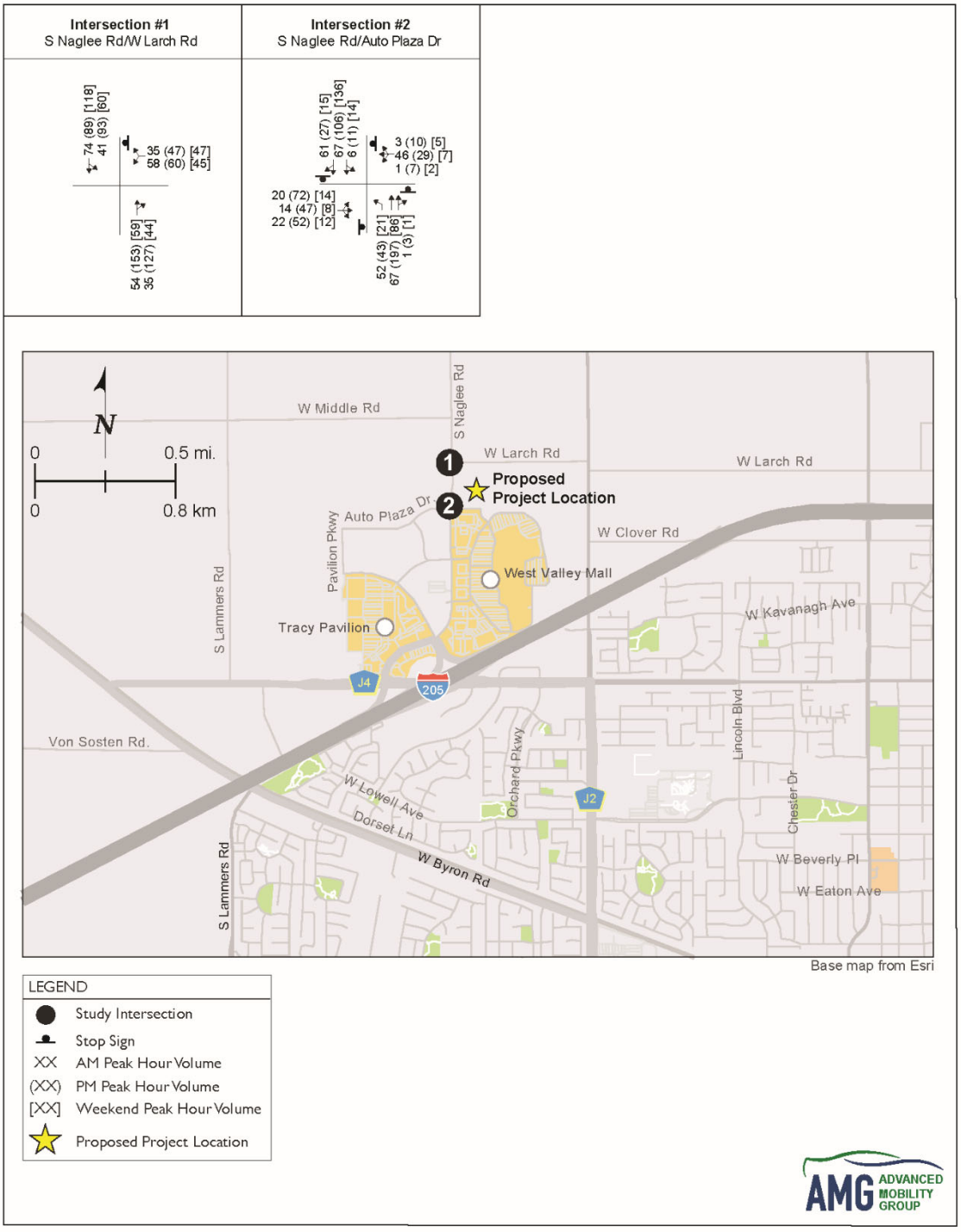
Appendix A includes all the data sheets for the collected intersection vehicle, bicycle and pedestrian counts. **Figure 1** shows the existing conditions peak hour traffic volumes and lane geometry and traffic control at the study intersections.

Based on input from County staff, the peak hour traffic conditions for the following five scenarios were analyzed:

i. Existing
ii. Existing plus Approved Projects
iii. Existing plus Approved Projects plus the Proposed Project
iv. Cumulative No Project
v. Cumulative plus the Proposed Project

Traffic Impact Analysis for the Proposed Gurdwara Sahib Located at 21356 South Naglee Road, Tracy, CA Figure

Project Vicinity & Existing Peak Hour Volumes, Lane Geometry and Controls 1



LEVEL OF SERVICE METHODOLOGY

Level of Service is a qualitative index of the performance of an element of the transportation system. Level of Service (LOS) is a rating scale running from A to F, with A indicating no congestion of any kind, and F indicating intolerable congestion and delays.

The 2010 Highway Capacity Manual (HCM) is the standard reference published by the Transportation Research Board and contains the specific criteria and methods to be used in assessing LOS. There are several software packages that have been developed to implement HCM. In this study, the Synchro software was used to calculate the LOS at the study intersections.

Table 1: Signalized Intersection LOS Criteria

LOS	Driver's Perception and Traffic Operation Description	Delay in Seconds
A	Operations with very low delay occurring with favorable progression and/or short cycle length.	< 10
B	Operations with low delay occurring with good progression and/or short cycle lengths.	> 10 – 20
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	> 20 - 35
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop, and individual cycle failures are noticeable.	> 35 – 55
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	> 55 - 80
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	> 80

Signalized Intersections

The relationship between average control delay, driver's perception of traffic, and LOS for signalized intersections is summarized in **Table 1**.

Unsignalized Intersections

The method of unsignalized intersection capacity analysis used in this study is from Chapter 19, "Two-Way Stop-Controlled Intersections" of the Highway Capacity Manual. This method applies to two-way STOP sign or YIELD sign-controlled intersections (or one-way STOP sign or YIELD sign controlled intersections at three-way intersections). At such intersections, drivers on the minor street are forced to use judgment when selecting gaps in the major flow through which to execute crossings or turning maneuvers. Thus, the capacity of the controlled legs of an intersection is based on three factors:

1. The distribution of gaps in the major street traffic stream.
2. Driver judgment in selecting gaps through which to execute their desired maneuvers.
3. Follow-up time required to move into the front-of-queue position.

The level of service criterion for two-way STOP controlled intersections is somewhat different from the criterion used for signalized intersections. The primary reason for this is the difference that drivers expect a signalized intersection to carry higher traffic volumes than unsignalized intersections. Additionally, several driver behavior conditions combine to make delays at signalized intersections less onerous than at unsignalized intersections.

The HCM provides procedures for calculating LOS on the minor street approaches and individual movements. It does not specify how a local agency must utilize that information. Depending on the availability of gaps, the minor approach might be operating at LOS D, E, or F while the overall intersection operates at LOS C or better. A minor approach that operates at LOS D, E, or F does not automatically translate into a need for a traffic signal. A signal warrant would still need to be met. There are many instances where only a few vehicles are experiencing LOS D, E, or F on the minor approach while the whole intersection operates at an acceptable LOS. A signal is usually not warranted under such conditions.

Table 2 summarizes the relationship between delay and LOS for unsignalized intersections. At side-street stop-controlled intersections, the delay is calculated for each stop-controlled movement, the left-turn movement from the major street, as well as the intersection average. The intersection average delay and highest movement/approach delay are reported for side street stop-controlled intersections.

Table 2: Unsignalized Intersection LOS Criteria

LOS	Driver's Perception and Traffic Operation Description	Delay in Seconds
A	Little or no delays	< 10
B	Short traffic delays	> 10 – 15
C	Average traffic delays	> 15 - 25
D	Long traffic delays	> 25 - 35
E	Very long traffic delays	> 35 – 50
F	Extreme traffic delays with intersection capacity exceeded	> 50

SIGNIFICANCE CRITERIA

San Joaquin County

As per the San Joaquin County 2035, General Plan Draft Environmental Report dated October 2014, Congestion Management Program (CMP) Level of Service - The County is to maintain and enforce Level of Service (LOS) standards consistent with the San Joaquin Council of Governments (SJCOG) Congestion Management Program (CMP) for State highways and designated County roadways and intersections of regional significance. Per the CMP, all designated CMP roadways and intersections shall operate at LOS D or better except for roadways with "grandfathered" LOS. LOS for State highways shall be maintained in cooperation with Caltrans. The County LOS standards for intersections is LOS "D" or better on Minor Arterials and roadways of higher classification and LOS "C" or better on all other roads. The County shall maintain the following:

1. On State highways, LOS D or Caltrans standards whichever is stricter.
2. Within a city's sphere of influence, LOS D, or the city planned standards for that level of service.
3. On Mountain House Gateways, as defined in the Master Plan, LOS D, on all other roads, LOS C.

For State highways that are designated as part of SJCOG's CMP, both the Caltrans and CMP LOS standards shall apply. Where roadways are designated as part of SJCOG's CMP, both the County and CMP LOS standards shall apply. (Source: Existing GP, Transportation, Roadways, Policy 8, modified)
For CMP intersections or roadways currently operating or expected to operate at LOS E or F under No Project conditions, the Project would result in a significant impact if it would increase:

1. Average delay by 4 seconds or more (intersections); or
2. The volume-to-capacity (v/c) ratio by 1.0 or more.

3.0 EXISTING TRAFFIC CONDITION

This section presents the assessment of traffic conditions without the proposed Project.

INTERSECTION LEVEL OF SERVICE

To accurately model the traffic condition, AMG created a Synchro traffic analysis model to determine the intersection LOS. The Existing Conditions traffic operations were evaluated based on levels of service criteria using Synchro. Several intersection attributes (such as lane geometries, truck percentage, signal phasing and traffic control) were coded into the Synchro software model to evaluate the study intersections.

The results of the LOS analysis for the existing intersections are shown in **Table 3**. All the intersections operate at acceptable LOS C or better indicating acceptable conditions.

Table 3: Existing LOS of Study Intersections

ID	Intersection	Existing Control	Weekday				Weekend	
			A.M.		P.M.		Late A.M.	
			Delay	LOS	Delay	LOS	Delay	LOS
1	Naglee Rd/W Larch Rd	TWS	10.5	B	13.3	B	11.4	B
2	Naglee Rd/Auto Plaza Dr	TWS	13.0	B	16.2	C	11.1	B

Note:
TWS - Two Way Stop control

Detailed level of service worksheets is provided in **Appendix B**.

4.0 EXISTING PLUS APPROVED PROJECTS (NO PROJECT) TRAFFIC CONDITION

The Existing Plus Approved (No Project) Traffic Condition (EPAP) AM/PM condition is a near-term future background condition. This condition is referred to in this traffic impact study as EPAP No Project conditions. Development of land uses, and roadway improvements associated with previously approved projects are assumed in this condition.

Based on discussions with the County and City of Tracy, the following approved projects in the Project vicinity were provided.[2]

- Tracy Assisted Living and Memory Care
- 15K Sq-ft multi-tenant commercial at 3280 W. Grant Line Rd
- 100+ room motel at 3095 N. Corral Hollow Road
- 100+ room motel at Orchard Pkwy
- Southwinds Church (Phase 3)

[2] *September 21, 2021, email from County staff and September 23, 2021, email from City of Tracy staff*

Estimated trips were added to the study intersections. **Figure 2** shows the Existing plus Approved Projects (EPAP) Conditions peak hour turning movement volumes and lane geometry.

The results of the LOS are shown in **Table 4**. There is a slight increase in delays, but LOS remains at LOS C or better.

Table 4: Existing plus Approved Projects LOS of Study Intersections

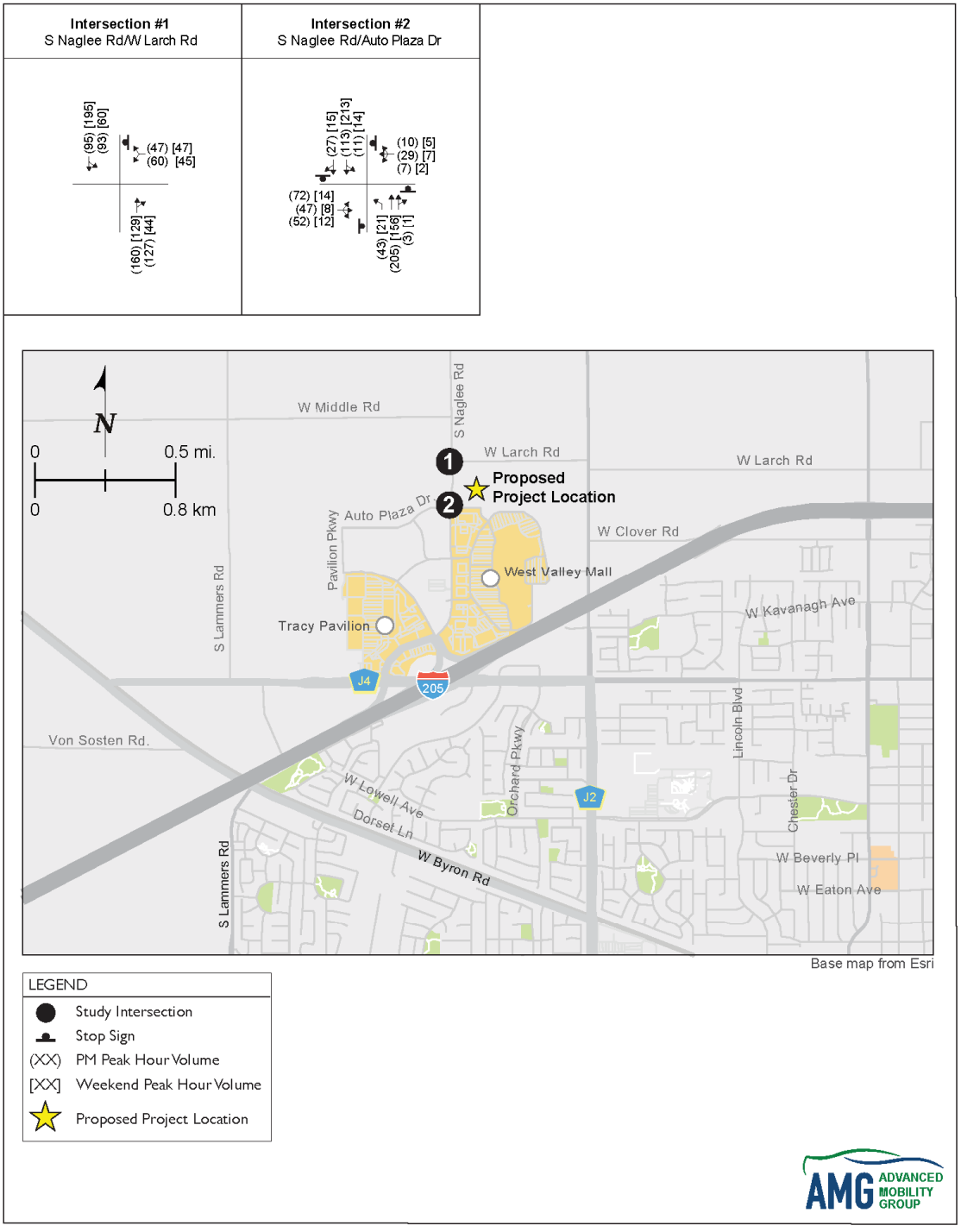
			Existing				EPAP			
			Weekday		Weekend		Weekday		Weekend	
ID	Intersection	Existing Control	P.M.		Late A.M.		P.M.		Late A.M.	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Naglee Rd/W Larch Rd	TWS	13.3	B	11.4	B	13.5	B	11.9	B
2	Naglee Rd/Auto Plaza Dr	TWS	16.2	C	11.1	B	16.5	C	11.9	B

Note:
TWS - Two Way Stop control

Traffic Impact Analysis for the Proposed Gurdwara Sahib Located at 21356 South Naglee Road, Tracy, CA

Existing Plus Approved Projects Peak Hour Volumes and Lane Configurations

Figure 2



5.0 EXISTING PLUS APPROVED PLUS PROJECT TRAFFIC CONDITION

The proposed Gurudwara Sahib is located at 21356 South Naglee Road, Tracy, CA. The following are key attributes of the proposed religious assembly development:

- Maximum of 300 people to be completed in two (2) phases over four (4) years.
- On Sundays, the site is expected to have 200-300 people
- The religious assembly also proposes to have four (4) special events per year with an average of 700 attendees. These events are considered accessory to the main use, which is religious assembly.
- The operating hours for this project will be 10:00 a.m. through 7:00 p.m., seven (7) days per week, with a maximum of fifteen (15) employees.
- Phase One, to be completed in eighteen (18) months, includes the construction of 27,185 square foot building to be used for religious assembly, a dining hall, a kitchen, an office, guest rooms, and meeting rooms.
- Phase Two, to be completed in four (4) years, includes the construction of a 13,911 square foot addition to the original building to be used for classrooms, guest rooms, and residence rooms for priests.
- Access to the project will be from Auto Plaza Drive and Larch Road.
- Parking spaces provided: 258 spaces

The proposed project site plan is shown in **Figure 3**.

TRIP GENERATION

Trip generation is defined as the number of "vehicle trips" produced by a particular land use or project. A trip is defined as a one-direction vehicle movement. The total number of trips generated by each land use includes the inbound and outbound trips.

Based on the 2008 Traffic Study Guidelines, the peak hour trip generation for a project should be estimated based on the *Trip Generation, 10th Edition (most current)*, published by the Institute of Transportation Engineers (ITE) or based on trip generation from similar project.

The trip generation rates for the proposed Project are based on a previously approved Gurudwara traffic impact study report in the County.[3] The trip generation rates were estimated based on driveway counts.

AMG used the driveway trip rates from the study to estimate potential trips for the proposed Project during weekday PM peak hour, weekends and special events. The Project is estimated to generate approximately 20 weekday PM peak hour, 267 weekends and 623 special events peak hour as shown in **Table 5**. Since the proposed project starts operation after 10 AM, it is expected there won't be any peak hour trips during the typical AM commute peak hours of 7-9 AM.

[3] *Traffic Impact Study for the Expansion of a Sikh Temple - Gurdwara Gur Nanak Parkash in San Joaquin County, July 25, 2011*

Figure 3

Proposed Project Site Plan

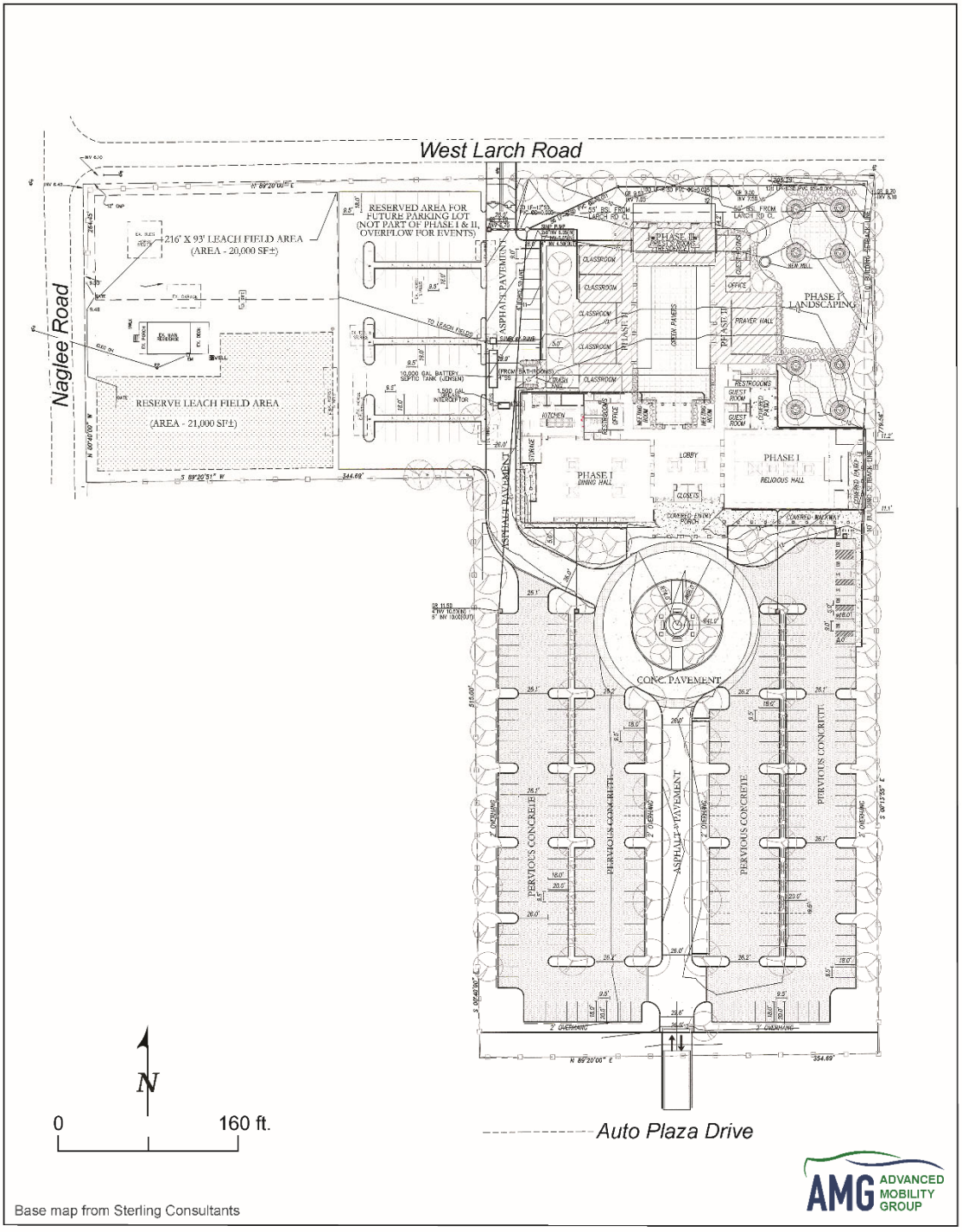


Table 5: Proposed Project Trip Generation

Land Use	Size		Weekday P.M. Peak [A]				Size		Weekend P.M. Peak [A]				Size		Special Events Peak [B]			
			Rate	In	Out	Total			Rate	In	Out	Total			Rate	In	Out	Total
Gurdwara Sahib	200	People	0.10	14	6	20	300	People	0.89	117	150	267	700	people	0.89	274	349	623

Note:
A -
Based on Sikh Temple - Gurdwara Gur Nanak Parkash report @ 16215 W. Grant Line Rd, February 2011
B - *Special Events*

TRIP DISTRIBUTION

Trip distribution is a process that approximates the "proportion of vehicles" between a project site and various destinations outside the project study area. The trip assignment process determines the various routes that vehicles would take from the Project site to each destination using the estimated trip distribution.

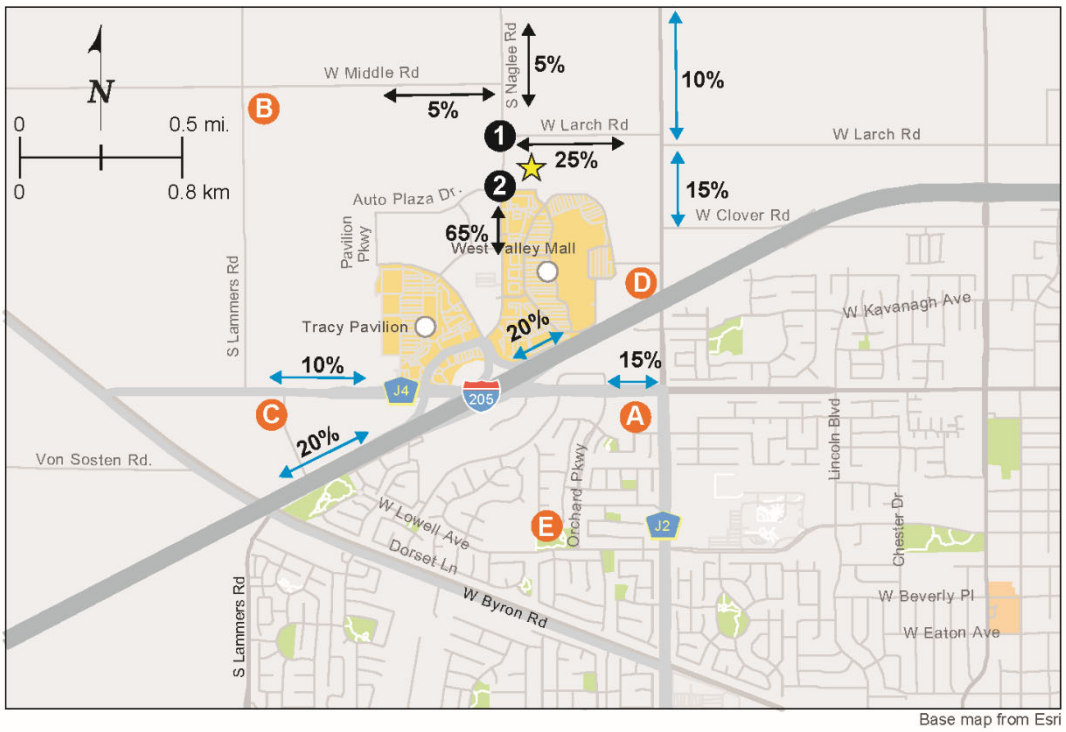
The Project is expected to "generate" and "attract" trips throughout the County and from other locations throughout the area. Directional trip distribution for Project generated trips was estimated based on existing traffic flow patterns, geographic location of the Project site, and discussions with County staff.

Since it is a religious development, it is estimated that some visitor traffic might be accessing the Project site through I-205 freeway. The estimated trip distribution patterns are shown on **Figure 4** and Project only trips are shown on **Figure 5**.

Traffic Impact Analysis for the Proposed Gurdwara Sahib Located at 21356 South Naglee Road, Tracy, CA

Project Trip Distribution

Figure 4



LEGEND

- Study Intersection Location
- Primary Distribution
- Secondary Distribution
- Proposed Project Location

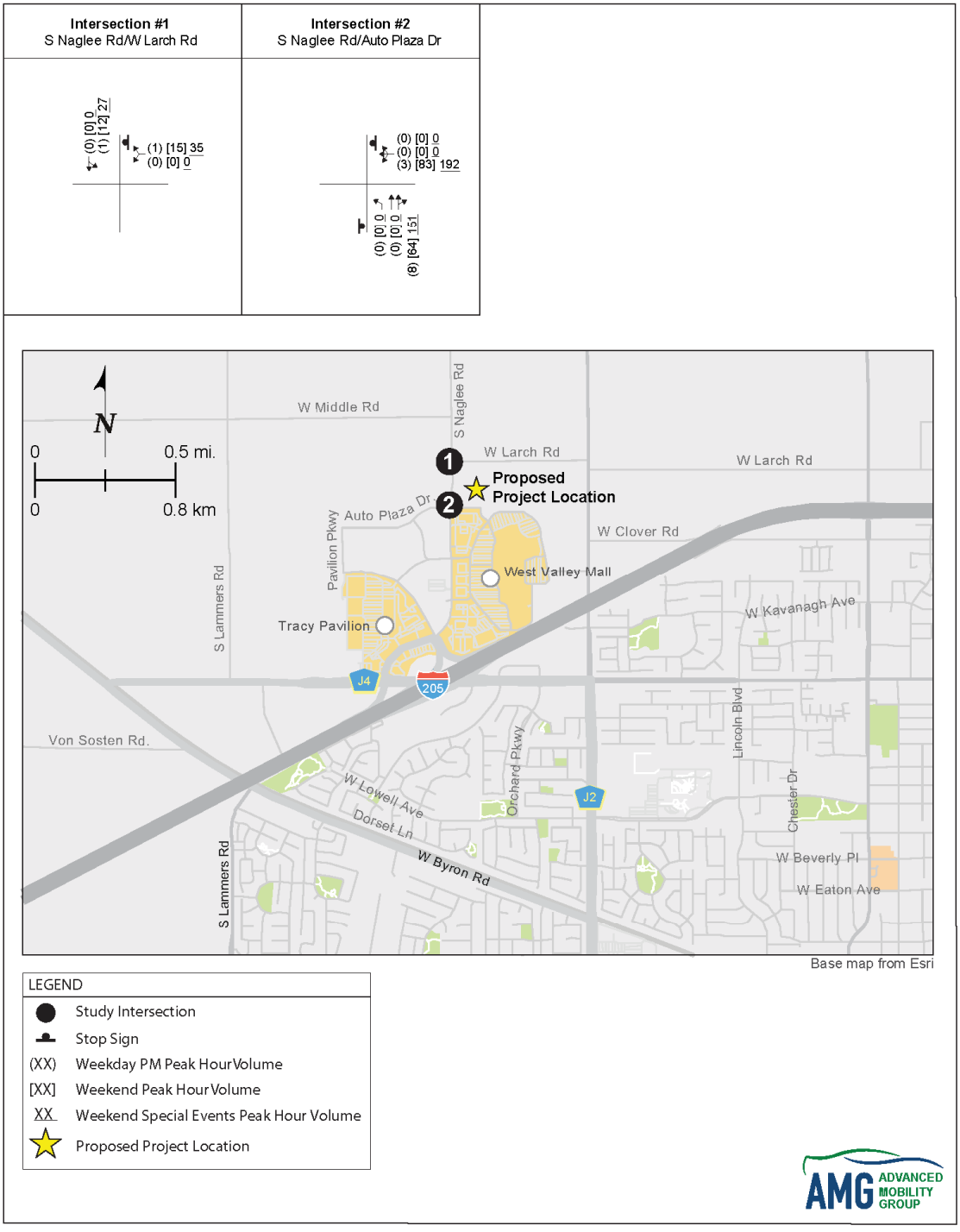
Approved Projects

- A Tracy Assisted Living and Memory Care
- B Southwinds Church (Phase3)
- C 15K sq. ft. Multitenant Commercial at 3280 W Grant Line Rd
- D 100+ Room Motel at 3095 N Corral Hollow Rd
- E 100+ Room Motel at Orchard Pkwy

AMG ADVANCED MOBILITY GROUP

Figure 5

Project Only Peak Hour Turning Movements



INTERSECTION LEVEL OF SERVICE ANALYSIS

This section presents the assessment of potential transportation impacts of the proposed Project. **Figure 6** shows the Existing plus Approved plus Project (EPAPP) Conditions peak hour turning movement volumes and lane geometry.

Table 6 shows the LOS under EPAPP Conditions during the Peak Hour. Similar to the Existing scenario, all intersections operate acceptably at LOS C or better during PM and weekend peak hours, and special events. It should be noted that the weekend PM peak hour volumes were used to analyze LOS during the special events. This could be considered conservative or worst-case scenario since typically traffic volumes are lower during the off-peak. Detailed level of service worksheets is provided in **Appendix D**.

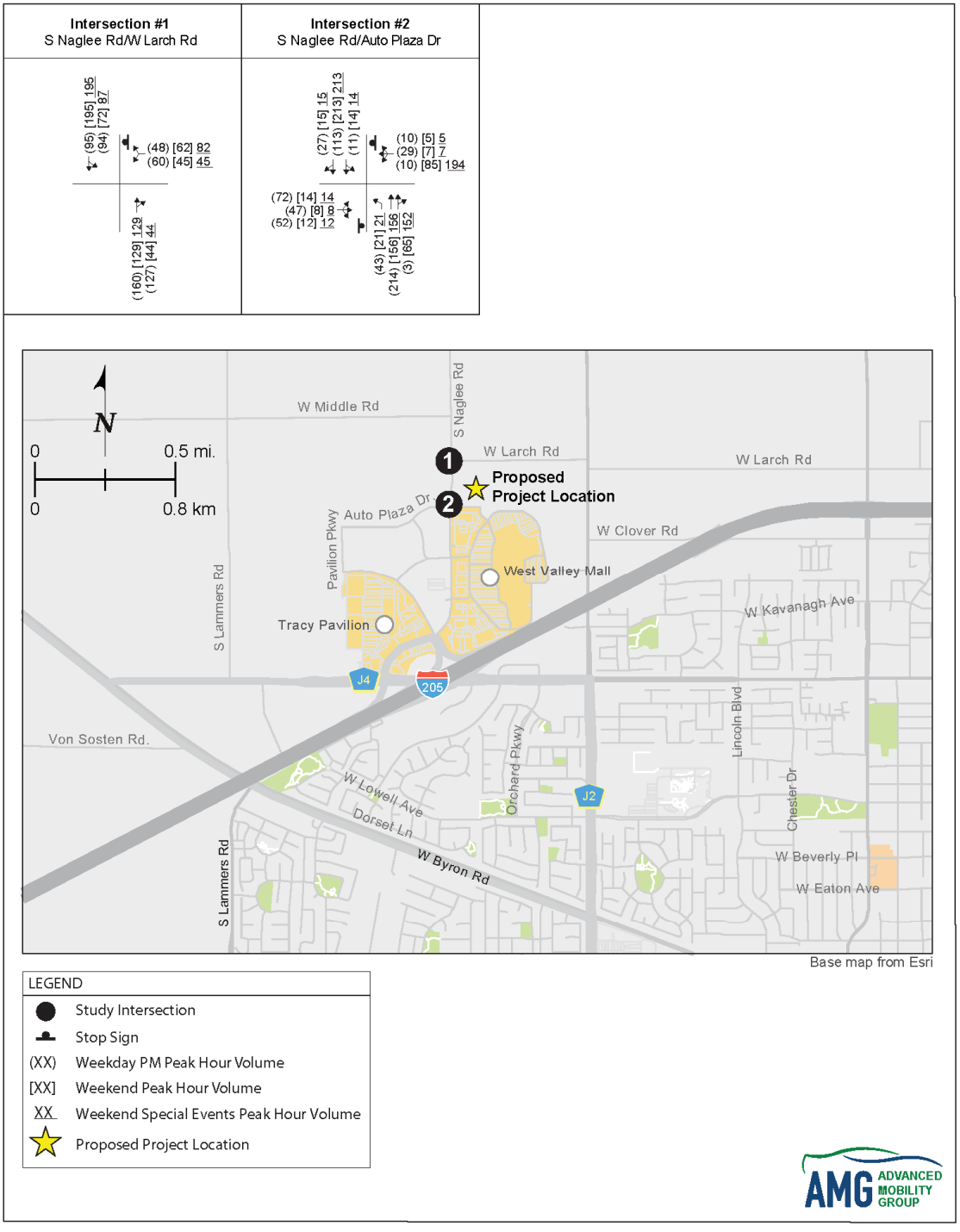
Table 6: EPAP plus Project (EPAPP) Peak Hour LOS

			EPAP				EPAP+Project					
			Weekday		Weekend		Weekday		Weekend		Special Events [A]	
ID	Intersection	Existing Control	P.M.		Late A.M.		P.M.		Late A.M.		Weekend	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Naglee Rd/W Larch Rd	TWS	13.3	B	11.9	B	13.5	B	11.8	B	11.9	B
2	Naglee Rd/Auto Plaza Dr	TWS	16.2	C	11.9	B	16.6	C	13.9	B	19.5	C

Note:
TWS - Two Way Stop control
[A] - Special Events

Figure 6

Existing Plus Approved Plus Project Peak Hour Volumes and Lane Configurations



PROPOSED ACCESS, PARKING AND CIRCULATION

Two driveway access are proposed for the site as shown in **Figure 3**. The main project driveway access is located on Auto Plaza Drive at approximately 500 feet to the east of the intersection of Naglee Road and Auto Plaza Drive as shown in **Exhibit 1**. The proposed secondary driveway on W. Larch Road is approximately 345 feet from Naglee Road.

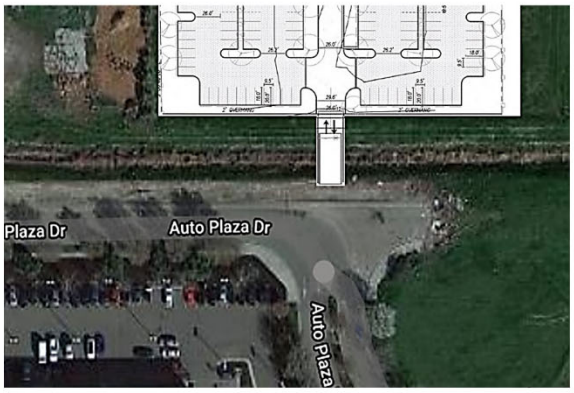


Exhibit 1: Main Access on Auto Plaza Drive

Both access driveways are expected to be stop control at the driveway.

The main entrance to the proposed project site is centrally located and would be aligned with the current intersection of Auto Plaza Drive as shown in **Exhibit 1**.

It is assumed that the prima facie speed in the Project vicinity along Auto Plaza Drive is 25 mph. Based on American Association of State Highway and Transportation Officials (AASHTO) guidelines, a stopping sight distance of 155 feet is required for a roadway with 25 mph speed. Based on field review, the existing driveway has a sight distance of more than 500 feet, which provides adequate line of sight for drivers exiting the site in both the southbound and the westbound directions. It is recommended that all project access driveways should have unobstructed views of the roadway, clear of any vegetation, landscaping and roadside objects, including project entry signage, in both directions. Adjacent to the project site W. Larch Road is rural farmland, so sight visibility is not an issue for the proposed secondary driveway located on that road.

Recommended Project Entrance Improvements

The proposed driveway on Auto Plaza Drive is approximately 26 feet wide as shown in **Exhibit 2**. This would be adequate to accommodate two-way traffic. The site plan showed the first access point to parking spaces on each side of the driveway entry is less than 20-feet beyond the driveway. To prevent any backups within this short area near the entrance, it is recommended that a longer driveway "throat" be created as shown in **Exhibit 2**. The longer distance will accommodate at least 4-5 vehicle queue and prevent queue overflow beyond the entrance onto Auto Plaza Drive.

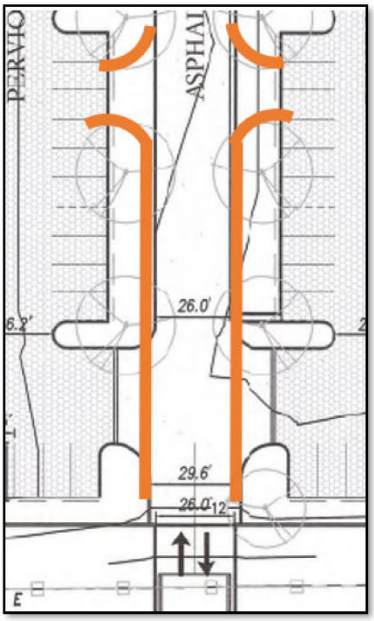


Exhibit 2: Recommended Driveway Improvement

At the Project driveway access on Auto Plaza Drive, it is recommended to provide a right-turn and through lane at the exit. For eastbound on Auto Plaza Drive, a left-turn and shared through-right turn lane are recommended. The northbound

approach should also provide a left-turn and shared through, right-turn lane configuration. An All Way Stop in the future will provide better traffic control if congestion is observed during weekend and special events. This would likely provide the best traffic control especially during the weekend and special events when 700 people (or nearly 620 vehicles) could be expected. However, the County will defer to City of Tracy decision on this intersection's controls and striping.

Parking Demand and Circulation Access

Based on the ITE Parking Generation Manual (5th Edition) rates for a religious facility (such as a church), an average peak period parking demand of 0.48 vehicles per attendee is expected. This seems reasonable considering that typically a family goes to a religious event together as opposed to driving individually and the previously approved Sikh Temple study indicated that "staff observed that the majority of the vehicles that arrived at these sites carried more than two persons in each car...[4]" It should be noted that the manual does not have parking survey data for a Sikh temple or a Hindu temple.

The following is the estimated parking demand based on the ITE Parking Generation Manual:

	Visitors	Parking Demand
Weekday	200	96
Weekend	300	144
Special Event	700	336

Based on the San Joaquin County Parking and Loading Manual, a religious assembly land use requires 0.33 parking spaces per seat. Based on this rate the following would be required:

	Visitors	Parking Demand
Weekday	200	66
Weekend	300	99
Special Event	700	231

In addition, per County requirements, a minimum of 7 accessible spaces should be provided for a parking lot with spaces in the range of 201 to 300 spaces.

The proposed Project site plan shows 258 stalls in a parking lot that includes six accessible and two van parking spaces. The project indicated 73 reserve future parking stalls. It was indicated as being reserved for parking overflow. Therefore, including future reserve for parking overflow, the total parking provided would be 331 spaces. Thus, the proposed site plan regular parking spaces provided appears to meet the minimum ITE and County parking requirements for both expected weekdays and weekend services. Parking spaces provided for special event (including overflow spaces) would meet County minimums but slightly short (5 spaces) based on ITE average parking demand rate.

In summary, the site provides more than adequate parking for all its operations apart from the few special events proposed. Per County's general policy, all overflow parking will be required to remain on site.

[4] *Traffic Impact Study for the Expansion of a Sikh Temple - Gurdwara Gur Nanak Parkash in San Joaquin County, July 25, 2011*

6.0 CUMULATIVE NO PROJECT CONDITIONS

This section details expected traffic conditions at the study intersections under Cumulative (No Project) Conditions. This analysis scenario is defined as Cumulative conditions without the proposed Project. The scenario is similar to the Existing Conditions, but with a projected growth rate of one percent per year applied over 20 years to project traffic demands for approximately the Year 2041.

Figure 7 shows projected turning movement volumes at the study intersection for the Cumulative No Project Conditions for AM and PM peak hours.

INTERSECTION LEVEL OF SERVICE - CUMULATIVE NO PROJECT CONDITIONS

Based on discussions with the City of Tracy staff, a signal might be planned for the intersection of Auto Plaza Drive and Naglee Road in the future[5]. Therefore, a signal is assumed for the intersection of Auto Plaza Drive and Naglee Road. The intersection LOS analysis results for Cumulative No Project Conditions are summarized in **Table 7**. Under this scenario, all intersections operate at acceptable LOS B or better.

Table 7: Cumulative (No Project) Peak Hour LOS

			Existing				Cumulative No Project				
			Weekday		Weekend			Weekday		Weekend	
ID	Intersection	Existing Control	P.M.		Late A.M.		Cumulative Control	P.M.		P.M.	
			Delay	LOS	Delay	LOS		Delay	LOS	Delay	LOS
1	Naglee Rd/W Larch Rd	TWS	13.3	B	11.4	B	TWS	13.2	B	10.5	B
2	Naglee Rd/Auto Plaza Dr	TWS	16.2	C	11.1	B	Signal	5.5	A	4.1	A

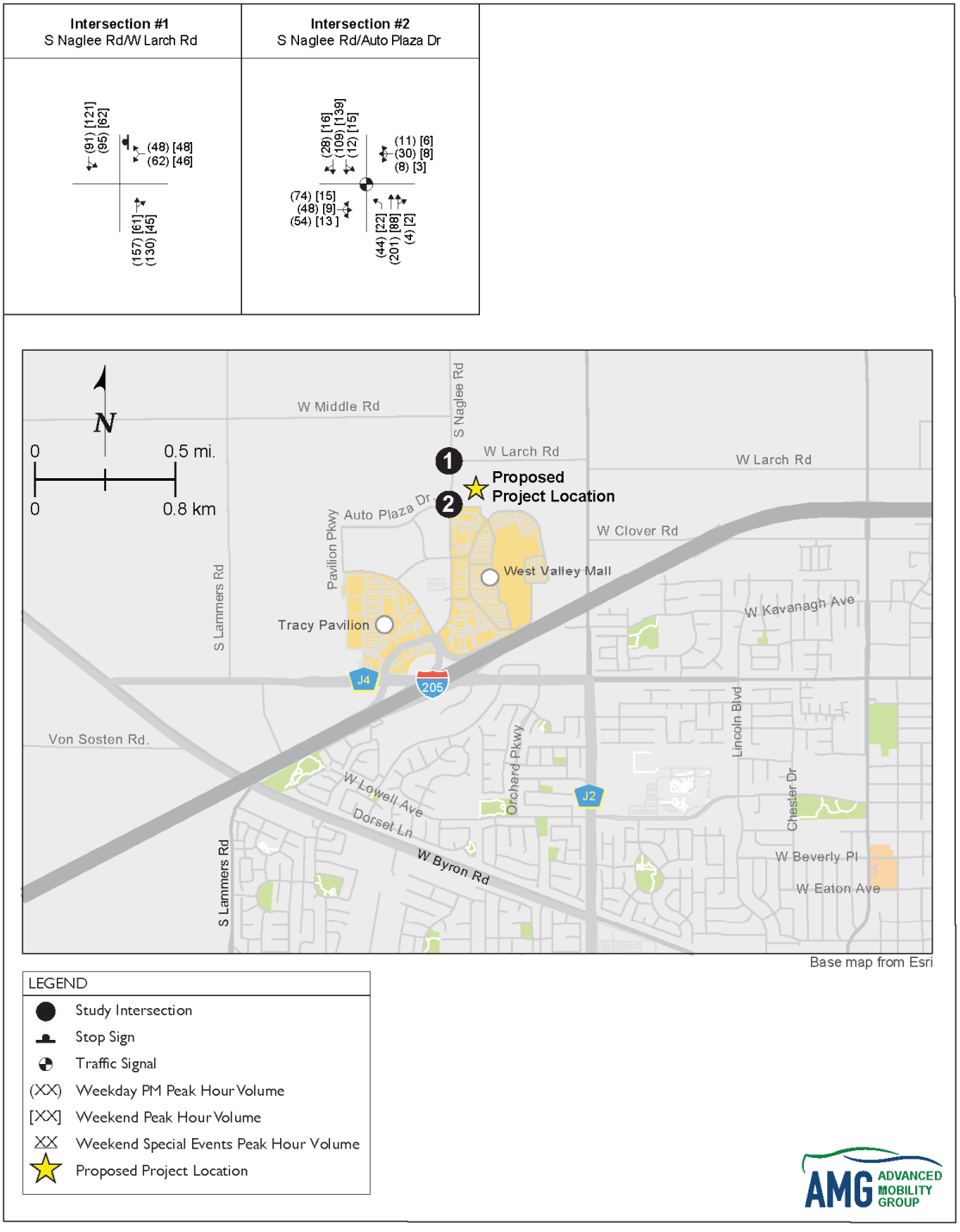
Note:
TWS - Two Way Stop control
[A] - Special Events

Detailed calculation sheets for Cumulative no Project Conditions are contained in **Appendix E**.

[5] *September 23, 2021, email with City of Tracy staff*

Figure 7

Cumulative No Project Peak Hour Volumes and Lane Configurations



7.0 CUMULATIVE PLUS PROJECT CONDITIONS

This scenario is identical to Cumulative Conditions, with the addition of projected traffic from the proposed development of the Project. Trip generation, distribution, and assignment for the proposed Project are identical to that assumed under Existing plus Approved plus Project Conditions. **Figure 8** shows projected turning movement volumes at the study intersection for Cumulative plus Project Conditions.

INTERSECTION LEVEL OF SERVICE ANALYSIS – CUMULATIVE PLUS PROJECT CONDITIONS

Similar to the Cumulative No Project Conditions, a signal is assumed for the intersection of Auto Plaza Drive and Naglee Road.

The intersection LOS analysis results for Cumulative plus Project Conditions are summarized in **Table 8.** All intersections are estimated to operate acceptably at LOS B or better during commute and weekend peak hours and special events.

Table 8: Cumulative Plus Project Peak Hour LOS

			Cumulative NP				Cumulative Plus Project					
			Weekday		Weekend		Weekday		Weekend		Special Events [A]	
ID	Intersection	Cumulative Control	P.M.		P.M.		P.M.		P.M.		Weekend	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Naglee Rd/W Larch Rd	TWS	13.2	B	10.5	B	13.2	B	10.6	B	11.0	B
2	Naglee Rd/Auto Plaza Dr	Signal	5.5	A	4.1	A	5.5	A	4.9	A	5.9	A

Note:
TWS - Two Way Stop control
[A] *- Special Events*

Detailed calculation sheets for Cumulative plus Project Conditions are contained in **Appendix F.**

PROJECT FAIR SHARE CALCULATION

As indicated earlier a signal is planned for the intersection of Auto Plaza Drive and Naglee Road in the future. A project fair share contribution to build the signal was calculated. The fair share is calculated based on City of Tracy data[6] and County of San Joaquin Traffic Impact Study guidelines under Cumulative plus Project Conditions. As appropriate the Project sponsor might be required to pay a fair share contribution of the associated mitigation measure.

For fairshare analysis, the cumulative PM peak hour volumes for the intersection were obtained from the City of Tracy Transportation Master Plan[7]. The weekday PM cumulative peak hour volume was prorated to obtain the weekend cumulative peak hour volume. The estimated project traffic for the three analysis period are shown in **Table 9**.

[66] *City of Tracy Traffic Impact Analysis for Warehouse Development at 14800 W. Schulte Road: Final Report Comments, March 2021*
[7] *Transportation Master Plan, November 2012, Figure 4.14*

Figure 8

Cumulative Plus Project Peak Hour Volumes and Lane Configurations

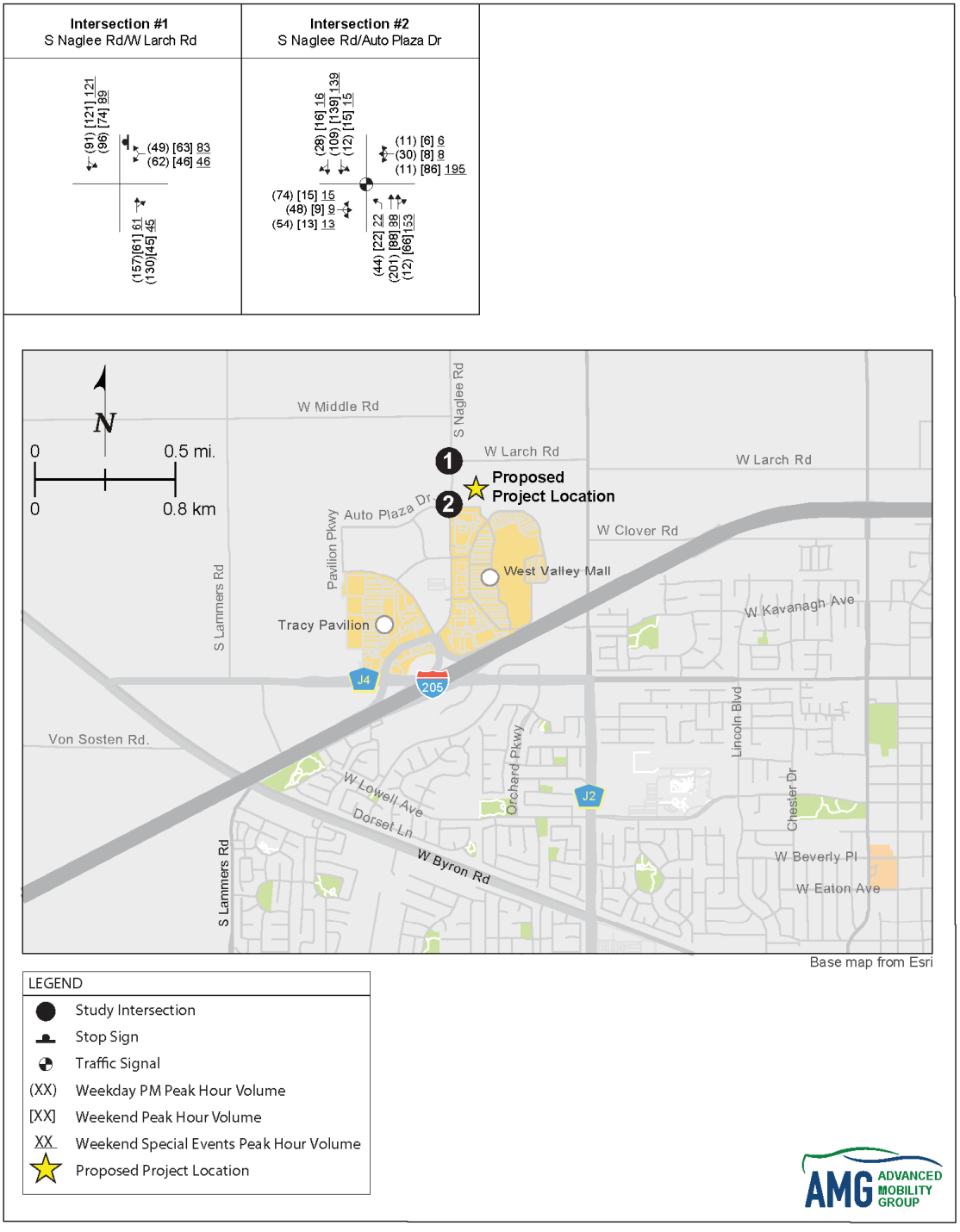


Table 9: Cumulative Plus Project – Estimated Share of Project Traffic During Peak Periods

		P.M.				Weekend				Special Events				
Intersection	Existing Control	Proj Trips	2021 Ex Trips	Cum Build-Out + P Trips	Project Equitable Share	Proj Trips	2021 Ex Trips	Cum Build-Out + P Trips	Project Equitable Share	Proj Trips	2021 Ex Trips	Cum Build-Out + P Trips	Project Equitable Share	Average Equitable Share
S Naglee Rd/Auto Plaza Dr	TWS	11	604	870	4.1%	147	321	604	52.0%	343	321	800	71.7%	42.6%

Note:
Based on Equitable Share Responsibility Equation C-1 of the Caltrans' Guide for the Preparation of Traffic Impact Studies (Dec 2002)

It should be noted that only four Special Events per year which occur during the weekends. Therefore, the relative impact of the trips in a year (365 days) could be split assuming 4 events during the year, 100/365 weekends (52 weeks x 2 days – 4 events), and the remainder 261/365 for weekdays. The estimated project fairshare of the signal is shown in **Table 10**.

Table 10: Cumulative Plus Project – Estimated Project Fairshare

	Weekday	Weekend	Special Events	Total Fairshare
Traffic % Share	4.1%	52.0%	42.6%	
Assumed Impact Days (Year)	261	100	4	
% Share Days	71.5%	27.4%	1.1%	
Estimated Fairshare	*3%*	*14%*	*0.5%*	***17.7%***

AMG used the estimated cost of $600,000 for a new signal which is based on information from the City of Tracy as indicated earlier. The estimated project fair share cost is shown in **Table 11**.

Table 11: Project Fair Share Improvement Cost

Intersection	Signal Cost Estimate	Project Fairshare %	Project Fairshare Cost
S Naglee Rd/Auto Plaza Dr	$600,000	17.7%	$106,076

Note:
Signal cost based on City of Tracy TIA for Warehouse Development at 14800 W. Schulte Road: Final Report Comments, Mar 2021

The estimated total project fair share cost is approximately $106,076.

8.0 CONCLUSION

Based on the results of the analysis, the following is a summary of our findings:

Existing Traffic Conditions

The two study intersections operate at acceptable Level of Service (LOS) C or better indicating acceptable conditions.

Proposed Project Trip Generation

The Project is estimated to attract approximately 200 attendees during the weekday and 300 during the weekend worship events. It is estimated that the Project will generate approximately 20 weekday PM peak hour and 267 peak hour trips during weekends.

The religious assembly also proposes to have four (4) special events per year. The special event is assumed to include 700 attendees. It is estimated that the Project will generate approximately 623 peak hour trips.

Existing Plus Approved Projects (EPAP) Traffic Condition

Based on discussions with the County and City of Tracy staff, four approved projects in the vicinity of the proposed Project were included in the evaluation. Similar to the Existing scenario, it is estimated that both study intersections would operate acceptably at LOS C or better during peak hours and special events.

Existing Plus Approved Plus Project Traffic Condition

Similar to the Existing Plus Approved Projects scenario, it is estimated that both study intersections would operate acceptably at LOS C or better during peak hours and special events.

The proposed project site plan shows 258 parking stalls with six accessible and two van parking spaces. Including future 73 spaces reserve for parking overflow, the total parking provided would be 331 spaces.

The estimated parking demand based on average ITE rate and County parking requirements for both weekdays and weekend services could be adequately accommodated. However, estimated parking demand for special event would meet County minimums (including overflow spaces) but slightly short (5 spaces) based on ITE average parking demand rate.

It is recommended that paved shoulder should be provided on W. Larch Road to meet occasional high parking demand overflow during its busiest season which might exceed spaces reserved for parking overflow (such as important Sikh religious festivals, etc.).

Cumulative (No Project) Conditions

The scenario is similar to the Existing Conditions, but with a projected growth rate of one percent per year applied over 20 years to project traffic demands for the Year 2041.

Based on discussions with the City of Tracy staff, a signal might be planned for the intersection of Auto Plaza Drive and Naglee Road in the future. Therefore, a signal was assumed for the intersection of Auto Plaza Drive and Naglee Road. It is estimated that both study intersections would operate acceptably at LOS B or better during peak hours and special events.

Cumulative plus Project Conditions

It is estimated that both study intersections would operate acceptably at LOS B or better during peak hours and special events.

Project Fair Share Cost

The estimated total project fair share cost for the future signal at the intersection of Auto Plaza Drive and Naglee Road is approximately $106,076.

REFERENCES

1. *Trip Generation, 10th Edition*, published by the Institute of Transportation Engineers (ITE)
2. Performance Measurement System (PeMS) Data Source
3. *Traffic Impact Study for the Expansion of a Sikh Temple - Gurudwara Gur Nanak Parkash in San Joaquin County, July 25, 2011*

Advanced Mobility Group

Christopher Thnay, PE, AICP	Principal/Project Manager
Joy Bhattacharya, PE, PTOE	QA/QC
Shruti Shrivastava	Project Engineer

Persons Consulted

Jeffrey Levers, T.E.	Department of Public Works
Marilissa Loera	Department of Public Works
Anju Pillai, PE	City of Tracy
Al Gali	City of Tracy

Appendix A TRAFFIC VOLUME COUNTS

Appendix B INTERSECTION LOS ANALYSIS: EXISTING CONDITIONS LOS CALCULATION SHEETS

Appendix C ANALYSIS: EXISTING PLUS APPROVED PROJECTS CONDITIONS

- LOS CALCULATION SHEETS

Appendix D ANALYSIS: EXISTING PLUS APPROVED PLUS PROJECT CONDITIONS

- LOS CALCULATION SHEETS

Appendix E ANALYSIS: CUMULATIVE NO PROJECT CONDITIONS

- LOS CALCULATION SHEETS

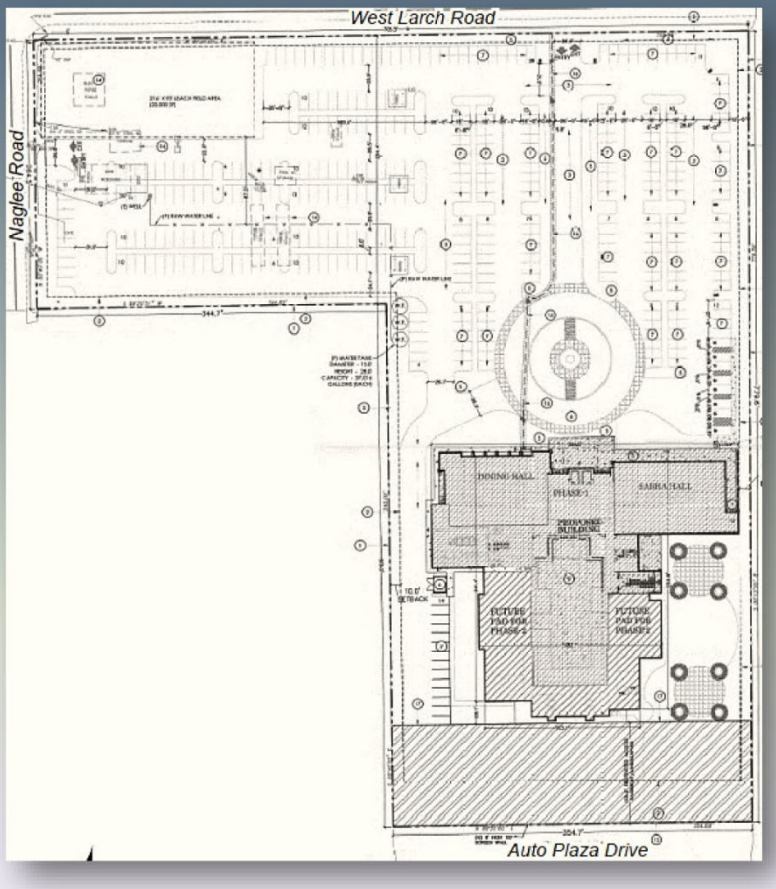
Appendix F ANALYSIS: CUMULATIVE PLUS PROJECT CONDITIONS

- **LOS CALCULATION SHEETS**

Traffic Impact Analysis for the Proposed Gurudwara Sahib @ 21356 South Naglee Road, Tracy, CA

for San Joaquin County, CA

August 12, 2024



Traffic Impact Analysis for the Proposed Gurudwara Sahib Located @ 21356 South Naglee Road, Tracy, California

Final Report

Prepared for:
San Joaquin County

Prepared by:
Advanced Mobility Group

August 12, 2024

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1.0 INTRODUCTION AND EXECUTIVE SUMMARY

INTRODUCTION

The purpose of this report is to document the results of a traffic impact study for the proposed Gurudwara Sahib located at 21356 South Naglee Road, Tracy. The project is located on the southeast corner at the intersection of Naglee Road and West Larch Road. The proposed project will consist of a single-story building that will include a worship area, a dining hall, and several meeting rooms. The approximate building area is 51,353 square feet (sf).

SUMMARY

Based on the results of the analysis, the following is a summary of our findings:

Existing Traffic Conditions

Two of the intersections operate at acceptable LOS C or better indicating acceptable conditions. The T-intersection of Naglee Road and W Larch Road is estimated to operate at LOS E during late Sunday morning. Peak hour signal warrant evaluated for the intersection of is not met.

Proposed Project Trip Generation

The Project is estimated to attract approximately 100 attendees during the weekday and 250 during the weekend worship events. It is estimated that the Project will generate approximately 10 weekday PM peak hour and 223 peak hour trips during weekends.

The religious assembly also proposes to have four (4) special events per year. The special event is assumed to include 500 attendees. It is estimated that the Project will generate approximately 445 peak hour trips during special events.

Existing Plus Approved Projects (EPAP) Traffic Condition

Based on discussions with the County and City of Tracy staff, four approved projects in the vicinity of the proposed Project were included in the evaluation. Two of the intersections operate at acceptable LOS C or better indicating acceptable conditions. However, the intersection of Naglee Road and W Larch Road is estimated to deteriorate from LOS E to LOS F during late Sunday AM hours.

It is estimated that the intersection will operate at LOS C if it is converted to All Way Stop Control.

Existing Plus Approved Plus Project Traffic Condition

Similar to the Existing Plus Approved Projects scenario, it is estimated that two study intersections would operate acceptably at LOS C or better during peak hours and special events. Also, as in the EPAP scenario, the intersection of Naglee Road and W Larch Road is estimated to operate at LOS F during late Sunday morning. Due to increased traffic volumes and an uptick of collisions since 2019, use of All Way Stop Control (AWSC) would be appropriate. A peak hour signal warrant for the intersection of Naglee Road and W Larch Road is met during late Sunday morning and during special events so having an AWSC might be a good interim measure. This would also provide for further traffic monitoring of the AWSC operation.

The proposed Project site plan shows 365 parking stalls and eight ADA parking spaces. Therefore, the estimated parking demand based on the average ITE rate and County parking requirements for both weekdays and weekend services could be adequately accommodated.

It is estimated that a significant amount of traffic would be using this driveway to enter the site. To prevent any slowing or backups that could block northbound through traffic, a right-turn deceleration lane should be provided.

Cumulative (No Project) Condition

The scenario is similar to the Existing Conditions, but with a projected growth rate of one percent per year applied over 20 years to project traffic demands for the Year 2044.

It is estimated that two study intersections (Naglee Road/W Larch Road and Naglee Road/Auto Plaza Drive) would operate unacceptably at LOS E/F for one of the peak hours. A peak hour signal warrant for the intersection of Naglee Road and W Larch Road is met during late Sunday morning. As indicated under Existing Plus Approved Plus Project scenario, due to increased traffic volumes and an uptick of collisions since 2019 at the intersection of Naglee Road and W Larch Road, use of All Way Stop Control (AWSC) would be appropriate interim measure. Further monitoring could determine if additional traffic control might be necessary in the long-term.

Cumulative plus Project Condition

Similar to the Cumulative No Project Condition, it is estimated that two study intersections (Naglee Road/W Larch Road and Naglee Road/Auto Plaza Drive) would operate unacceptably at LOS E/F during the peak hours and during special events. A peak hour signal warrant for the intersection of Naglee Road and W Larch Road is met during late Sunday morning and special events. As indicated under Existing Plus Approved Plus Project scenario, due to increased traffic volumes and an uptick of collisions since 2019 at the intersection of Naglee Road and W Larch Road, use of All Way Stop Control (AWSC) would be appropriate interim measure. Further monitoring could determine if additional traffic control might be necessary in the long-term. If a signal is installed, the LOS would operate at LOS D or better.

2.0 PURPOSE OF PROJECT AND STUDY APPROACH

PROJECT OBJECTIVES DESCRIPTION

The purpose of this traffic impact study is to evaluate potential traffic impacts of the proposed Gurudwara Sahib. The construction of the Gurudwara Sahib will include two project phases. Phase 1 will include a single-story building that will include a worship area, a dining hall, several meeting rooms, and a large outdoor courtyard. Phase 2 will consist of several future pads surrounding that courtyard. The approximate Phase 1 building area is 51,353 square feet (sf). The Site Vicinity Map is shown in **Figure 1**.

STUDY APPROACH

The following are key steps of the study approach:

- Conduct traffic counts to establish baseline traffic conditions
- Conduct trip generation and distribution of project trips
- Determine traffic condition for the following scenarios[1]:
  - Existing Traffic Condition
  - Existing + Approved Projects (EPAP) Traffic Condition
  - Existing + Approved Projects + Project Traffic Condition
  - Cumulative (No Project) Traffic Condition
  - Cumulative Plus Project Traffic Condition
- Determine LOS and VMT impact of project trips based on established Significance Criteria

[1] Based on input by County Staff

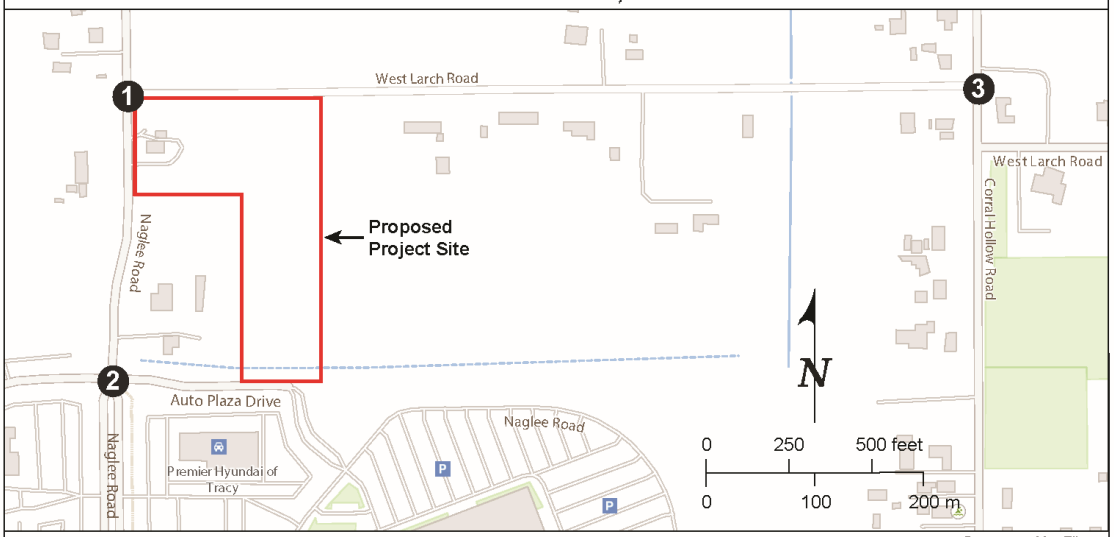
Traffic Impact Analysis for the Proposed Gurdwara Sahib Located at 21356 South Naglee Road, Tracy, CA

Figure 1

Site Vicinity & Study Intersections

Site Vicinity Map

Base map: MapTiler



Study Intersections

Base map: MapTiler

No.	Intersection
1	Naglee Rd & W Larch Rd
2	Naglee Rd & Auto Plaza Dr
3	Corral Hollow Rd & W Larch Rd

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3.0 EXISTING SETTING

This section describes the existing transportation conditions in the vicinity of the study area, including descriptions of the existing street system and intersection operating conditions. The study area is shown in **Figure 1**.

EXISTING STREET SYSTEM

Important roadways adjacent to the Project site are discussed below:

Regional Roads

The Project site is located north of the City of Tracy, in an unincorporated part of San Joaquin County. The Project site is served regionally by Interstate 205 (I-205), located generally to the south.

I-205 provides access to Tracy and to I-580 to the west, which connects with the greater San Francisco Bay Area and Silicon Valley employment centers. It has six lanes in the vicinity of the project.

The *Interstate 205/Naglee Road interchange* is located between Corral Hollow Road to the east and Byron Road to the west. Currently, in the project vicinity Naglee Road is a two-lane roadway.

The latest available 2017 Caltrans traffic volume report indicates that the annual average daily traffic (ADT) volumes on I-205 is approximately 106,000 vehicles per day (vpd) west of Naglee Road.

Local Roads

These are key roadways that connect I-205 to the south and the rest of the County.

Naglee Road is a two-lane north-south roadway that forms the western boundary of the project. The Project is less than half a mile from the I-205 ramp to the south. The road extends from I-205 ramp in the south for nearly three miles to the north when it connects with Lammers Road. The ADT volume near the Project vicinity is approximately 5,270 vpd.[2]

Auto Plaza Drive is generally an east-west road located to the south of the Project site. It forms the northern boundary of West Valley Mall. The road connects West Valley Mall to the Tracy Pavilion. Sidewalk is located on the south side of the road. The ADT volume near the Project vicinity is less than 1,000 vpd.

West Larch Road is an east-west rural road that forms the northern boundary of the Project site. In the project area it connects Naglee Road in the west and Corral Hollow Road to the east. The ADT volume near the Project vicinity is approximately 3,860 vpd.[3]

Corral Hollow Road is a two-to-six-lane north-south major arterial roadway serving Tracy, that extends from I-580 in the south to northern Tracy city limits. Near the project vicinity it is a two-lane roadway, and the speed limit is 35 mph. The ADT volume near the project vicinity is less than 1,000 vpd.

[2] *ADT counts conducted on February 29, 2024*
[3] *ADT counts conducted on February 29, 2024*

EXISTING PEDESTRIAN FACILITIES

Pedestrian facilities consist of crosswalks, sidewalks, pedestrian signals, and off-street paths, which provide safe and convenient routes for pedestrians to access the destinations such as institutions, businesses, public transportation, and recreation facilities.

In the Project vicinity, due to the rural nature of the area, most of the roadways lack sidewalks and crosswalks. Sidewalks exists on Naglee Road south of Auto Plaza Drive and sidewalks on Auto Plaza Drive adjacent to the Project are located on the southside. Sidewalks do not exist on West Larch Road.

EXISTING BICYCLE FACILITIES

Bicycle paths, lanes and routes are typical examples of bicycle transportation facilities, which are defined by Caltrans as being in one of the following four classes:

1. Class I – Provides a completely separated facility designed for the exclusive use of bicyclists and pedestrians with crossing points minimized.
2. Class II – Provides a designated lane for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and cross- flows by pedestrians and motorists permitted.
3. Class III – Provides a route designated by signs or pavement markings and shared with motorists.
4. Class IV – A separated bikeway, often referred to as a cycle track or protected bike lane, is for the exclusive use of bicycles, physically separated from motor traffic with a vertical feature.

The area is primarily farmland and rural with two-lane rural roadways north of Auto Plaza Drive. Bicycle facilities do not currently exist in the Project vicinity. Class I bike path exists on Naglee Road, south of Auto Plaza Drive.

EXISTING TRANSIT FACILITIES

There is limited transit service near the Project vicinity. Tracer Route A serves the West Valley Mall just to the south, and Route B has a stop at the West Valley Mall and the DMV office about 0.4 mile west.

TRAFFIC DATA COLLECTION

Based on location of the project and our experience of the area, the following three study intersections as shown in **Exhibit 1** were selected for analysis:

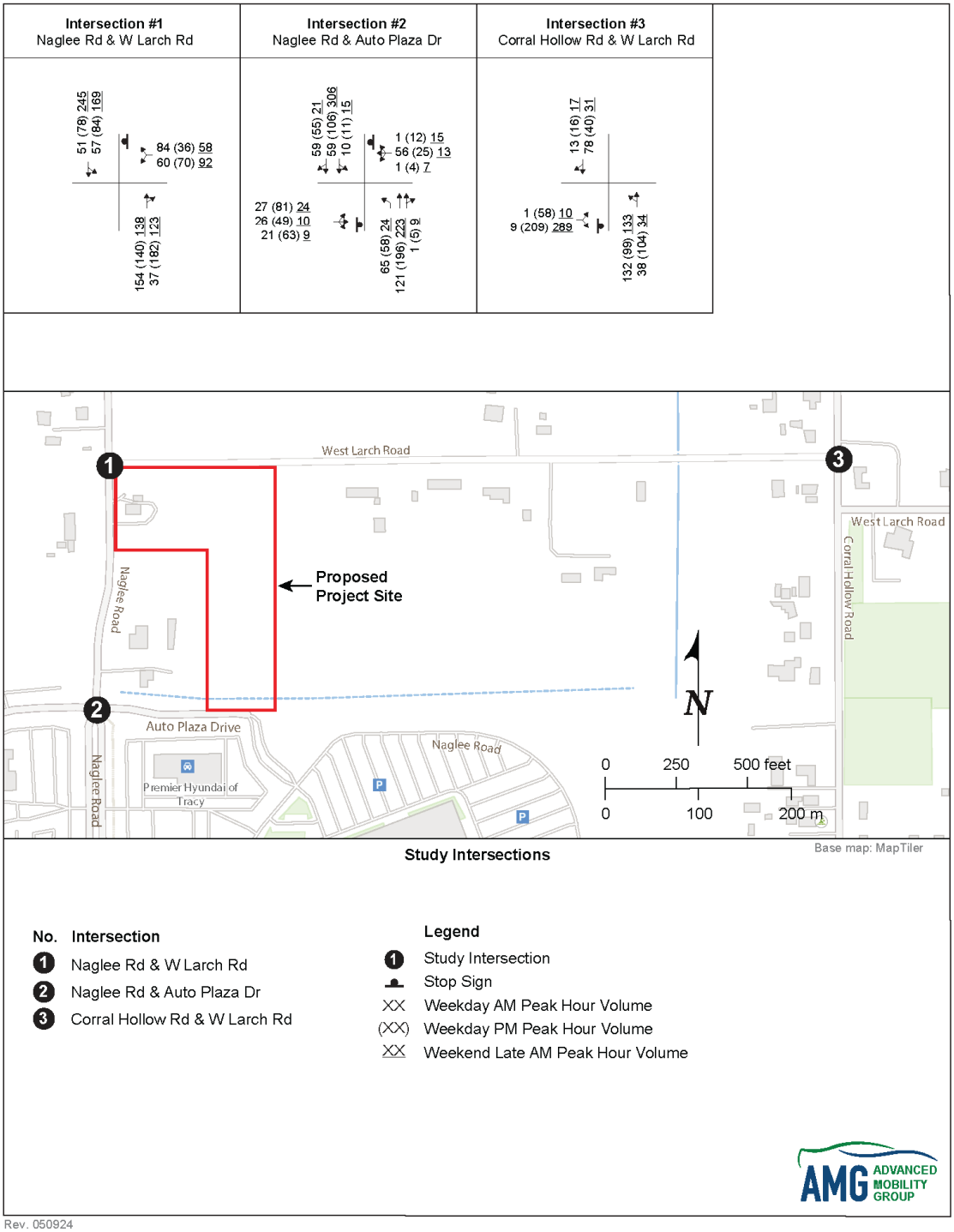
1) Naglee Road and West Larch Road
2) Naglee Road and Auto Plaza Drive
3) Corral Hallow Road and Larch Road

AMG collected Weekday A.M., Weekday P.M., and Weekend Late A.M. intersection turning movement counts for the three intersections on February 28-29, and March 3, 2024. **Figure 2** shows the existing conditions peak hour traffic volumes and lane geometry and traffic control at the study intersections. Average Daily Traffic (ADT) volume was collected on Naglee Road between Auto Drive Plaza and W Larch Road and on W Larch Road between Naglee Road and Corral Hollow Drive. **Appendix A** includes all the data sheets for the collected intersection vehicle, bicycle and pedestrian counts.

Traffic Impact Analysis for the Proposed Gurdwara Sahib Located at 21356 South Naglee Road, Tracy, CA

Figure 2

Existing Peak Hour Volumes, Lane Geometry, and Controls



Study Intersections

No.	Intersection
1	Naglee Rd & W Larch Rd
2	Naglee Rd & Auto Plaza Dr
3	Corral Hollow Rd & W Larch Rd

Legend

- 1 Study Intersection
- Stop Sign
- XX Weekday AM Peak Hour Volume
- (XX) Weekday PM Peak Hour Volume
- XX Weekend Late AM Peak Hour Volume

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LEVEL OF SERVICE METHODOLOGY

Level of Service is a qualitative index of the performance of an element of the transportation system. Level of Service (LOS) is a rating scale running from A to F, with A indicating no congestion of any kind, and F indicating intolerable congestion and delays.

The 2010 Highway Capacity Manual (HCM) is the standard reference published by the Transportation Research Board and contains the specific criteria and methods to be used in assessing LOS. There are several software packages that have been developed to implement HCM. In this study, the Synchro software was used to calculate the LOS at the study intersections.

Table 1: Signalized Intersection LOS Criteria

LOS	Driver's Perception and Traffic Operation Description	Delay in Seconds
A	Operations with very low delay occurring with favorable progression and/or short cycle length.	< 10
B	Operations with low delay occurring with good progression and/or short cycle lengths.	> 10 – 20
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	> 20 - 35
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop, and individual cycle failures are noticeable.	> 35 – 55
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	> 55 - 80
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	> 80

Signalized Intersections

The relationship between average control delay, driver's perception of traffic, and LOS for signalized intersections is summarized in **Table 1**.

Unsignalized Intersections

The method of unsignalized intersection capacity analysis used in this study is from Chapter 19, "Two-Way Stop-Controlled Intersections" of the Highway Capacity Manual. This method applies to two-way STOP sign or YIELD sign-controlled intersections (or one-way STOP sign or YIELD sign controlled intersections at three-way intersections). At such intersections, drivers on the minor street are forced to use judgment when selecting gaps in the major flow through which to execute crossings or turning maneuvers. Thus, the capacity of the controlled legs of an intersection is based on three factors:

1. The distribution of gaps in the major street traffic stream.
2. Driver judgment in selecting gaps through which to execute their desired maneuvers.
3. Follow-up time required to move into the front-of-queue position.

The level of service criterion for two-way STOP controlled intersections is somewhat different from the criterion used for signalized intersections. The primary reason for this is the difference that drivers expect a signalized intersection to carry higher traffic volumes than unsignalized intersections. Additionally, several driver behavior conditions combine to make delays at signalized intersections less onerous than at unsignalized intersections.

The HCM provides procedures for calculating LOS on the minor street approaches and individual movements. It does not specify how a local agency must utilize that information. Depending on the availability of gaps, the minor approach might be operating at LOS D, E, or F while the overall intersection operates at LOS C or better. A minor approach that operates at LOS D, E, or F does not automatically translate into a need for a traffic signal. A signal warrant would still need to be met. There are many instances where only a few vehicles are experiencing LOS D, E, or F on the minor approach while the whole intersection operates at an acceptable LOS. A signal is usually not warranted under such conditions.

Table 2 summarizes the relationship between delay and LOS for unsignalized intersections. At side-street stop-controlled intersections, the delay is calculated for each stop-controlled movement, the left-turn movement from the major street, as well as the intersection average. The intersection average delay and highest movement/approach delay are reported for side street stop-controlled intersections.

Table 2: Unsignalized Intersection LOS Criteria

LOS	Driver's Perception and Traffic Operation Description	Delay in Seconds
A	Little or no delays	< 10
B	Short traffic delays	> 10 – 15
C	Average traffic delays	> 15 - 25
D	Long traffic delays	> 25 - 35
E	Very long traffic delays	> 35 – 50
F	Extreme traffic delays with intersection capacity exceeded	> 50

SIGNIFICANCE CRITERIA

San Joaquin County

As per the San Joaquin County 2035, General Plan Draft Environmental Report dated October 2014, Congestion Management Program (CMP) Level of Service - The County is to maintain and enforce Level of Service (LOS) standards consistent with the San Joaquin Council of Governments (SJCOG) Congestion Management Program (CMP) for State highways and designated County roadways and intersections of regional significance. Per the CMP, all designated CMP roadways and intersections shall operate at LOS D or better except for roadways with "grandfathered" LOS. LOS for State highways shall be maintained in cooperation with Caltrans. The County LOS standards for intersections is LOS "D" or better on Minor Arterials and roadways of higher classification and LOS "C" or better on all other roads. The County shall maintain the following:

1. On State highways, LOS D or Caltrans standards whichever is stricter.
2. Within a city's sphere of influence, LOS D, or the city planned standards for that level of service.
3. On Mountain House Gateways, as defined in the Master Plan, LOS D, on all other roads, LOS C.

For State highways that are designated as part of SJCOG's CMP, both the Caltrans and CMP LOS standards shall apply. Where roadways are designated as part of SJCOG's CMP, both the County and CMP LOS standards shall apply. (Source: Existing GP, Transportation, Roadways, Policy 8, modified)
For CMP intersections or roadways currently operating or expected to operate at LOS E or F under No Project conditions, the Project would result in a significant impact if it would increase:

1. Average delay by 4 seconds or more (intersections); or
2. The volume-to-capacity (v/c) ratio by 1.0 or more.

4.0 EXISTING TRAFFIC CONDITION

This section presents the assessment of traffic conditions without the proposed Project.

INTERSECTION LEVEL OF SERVICE

To accurately model the traffic condition, AMG created a Synchro traffic analysis model to determine the intersection LOS. The Existing Conditions traffic operations were evaluated based on levels of service criteria using Synchro. Several intersection attributes (such as lane geometries, truck percentage, signal phasing and traffic control) were coded into the Synchro software model to evaluate the study intersections.

The results of the LOS analysis for the existing intersections are shown in **Table 3**. Two of the intersections operate at acceptable LOS C or better indicating acceptable conditions. The T-intersection of Naglee Road and W Larch Road is estimated to operate at LOS E during late Sunday morning. This is due to the delay experienced by the relatively high westbound volumes (left and right turn volume total 150 vph) on Larch Road during the late Sunday AM hours.

Table 3: Existing LOS of Study Intersections

			Weekday				Weekend	
			A.M.		P.M.		Late A.M.	
ID	Intersection	Existing Control	Delay	LOS	Delay	LOS	Delay	LOS
1	Naglee Rd/W Larch Rd	OWSC	12.5	B	15.0	C	36.2	E
2	Naglee Rd/Auto Plaza Dr	TWSC	16.5	C	14.2	B	17.0	C
3	Corral Hollow Rd/W Larch Rd	OWSC	9.4	A	12.2	B	11.0	B

Note:
OWSC: One-Way Stop Control
TWSC: Two-Way Stop Control

Detailed level of service worksheets is provided in **Appendix B**.

SIGNAL WARRANT

A peak hour signal warrant was conducted for the intersection of Naglee Road and W Larch Road which is currently stop control on the minor W Larch Road. Peak hour signal warrant is not met for the intersection. The result is shown in **Table 4**. Signal warrant sheets and detailed level of service worksheets are provided in **Appendix B**.

Table 4: Summary of Peak Hour Signal Warrant Analysis for Naglee Road & W. Larch Road

Scenario	Weekday PM	Late AM Sunday	Special Events
Existing	No	No	NA
EPAP	No	No	NA
EPAPP	No	Met	Met
Cumulative NP	No	Met	NA
Cumulative PP	No	Met	Met

5.0 EXISTING PLUS APPROVED PROJECTS (NO PROJECT) TRAFFIC CONDITION

The Existing Plus Approved (No Project) Traffic Condition (EPAP) Weekday P.M. & Weekend Late A.M. condition is a near-term future background condition. This condition is referred to in this traffic impact study as EPAP No Project conditions. Development of land uses, and roadway improvements associated with previously approved projects are assumed in this condition.

Based on discussions with the County and City of Tracy, the following approved projects in the Project vicinity were provided.[4]

- Tracy Assisted Living and Memory Care
- 15K Sq-ft multi-tenant commercial at 3280 W. Grant Line Rd
- 100+ room motel at 3095 N. Corral Hollow Road
- 100+ room motel at Orchard Pkwy
- Southwinds Church (Phase 3)

Estimated trips were added to the study intersections. **Figure 3** shows the Existing plus Approved Projects (EPAP) Conditions peak hour turning movement volumes and lane geometry.

The results of the LOS are shown in **Table 5**. Two of the intersections operate at acceptable LOS C or better indicating acceptable conditions. However, the intersection of Naglee Road and W Larch Road is estimated to deteriorate from LOS E to LOS F during late Sunday AM hours. It is estimated that the intersection will operate at LOS C if converted to All Way Stop Control as shown in **Table 6**. The intersection will operate at LOS A if signalized.

Table 5: Existing plus Approved Projects LOS of Study Intersections

			Existing				EPAP			
			Weekday		Weekend		Weekday		Weekend	
			P.M.		Late A.M.		P.M.		Late A.M.	
ID	Intersection	Existing Control	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Naglee Rd/W Larch Rd	OWSC	15.0	C	36.2	E	15.3	C	64.9	F
2	Naglee Rd/Auto Plaza Dr	TWSC	14.2	B	17.0	C	14.5	B	20.7	C
3	Corral Hollow Rd/W Larch Rd	OWSC	12.2	B	11.0	B	12.2	B	11.0	B

Note:
OWSC: One-Way Stop Control
TWSC: Two-Way Stop Control

[4] *September 21, 2021, email from County staff and September 23, 2021, email from City of Tracy staff*

Table 6: Existing plus Approved Projects LOS (Mitigated Alternative)

ID	Intersection	Existing Control	EPAP				Mitigated Control	EPAP (Mitigated)			
			Weekday		Weekend			Weekday		Weekend	
			P.M.		Late A.M.			P.M.		Late A.M.	
			Delay	LOS	Delay	LOS		Delay	LOS	Delay	LOS
1	Naglee Rd/W Larch Rd	OWSC	15.3	C	64.9	F	Signal	6.9	A	7.4	A
							AWSC	9.9	A	20.4	C

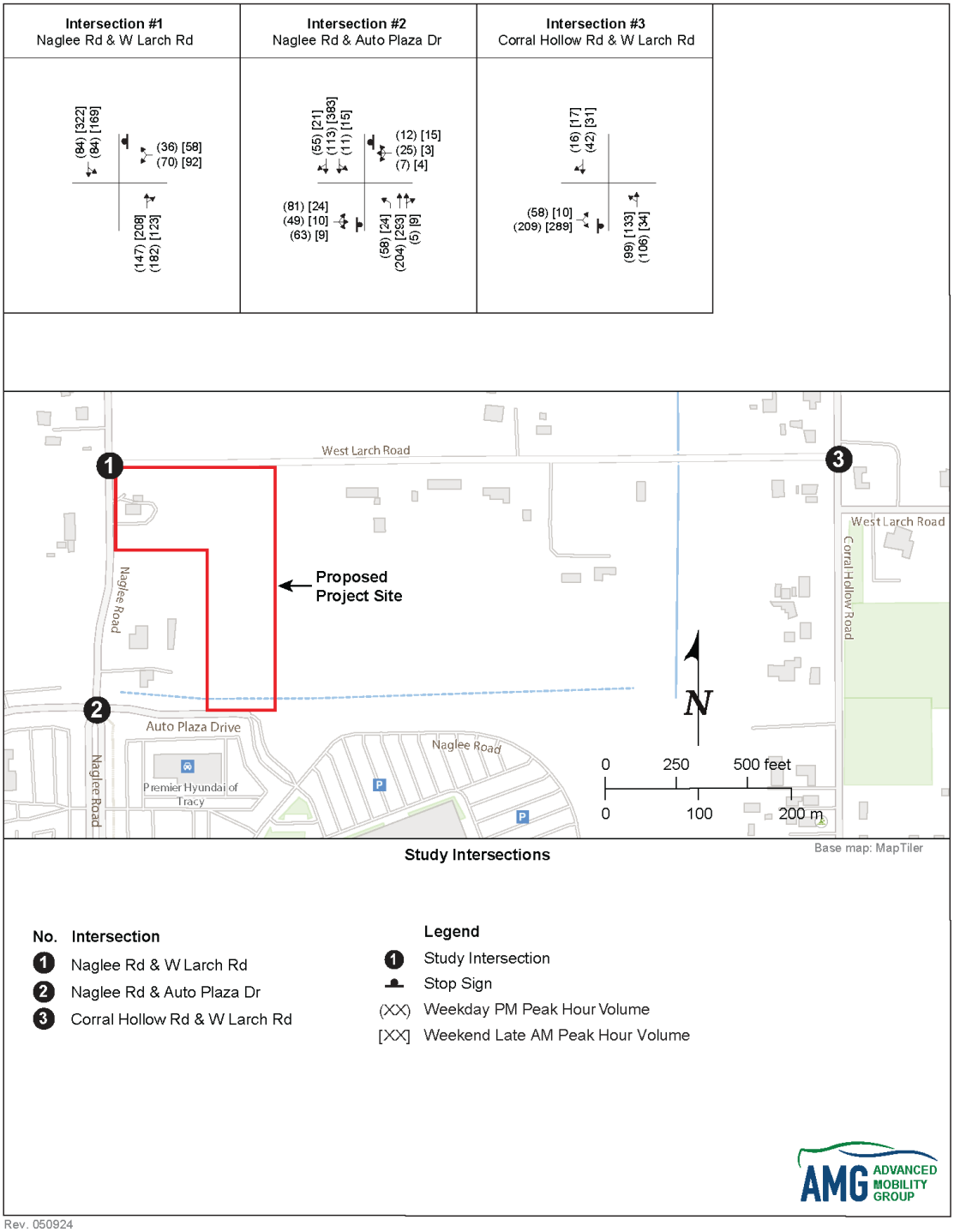
Note:
OWSC: One-Way Stop Control
TWSC: Two-Way Stop Control

Detailed level of service worksheets and results of peak hour signal warrant are provided in **Appendix C.**

Traffic Impact Analysis for the Proposed Gurdwara Sahib Located at 21356 South Naglee Road, Tracy, CA

Figure 3

Existing Plus Approved Projects (No Project) Peak Hour Volumes and Lane Configurations



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6.0 EXISTING PLUS APPROVED PLUS PROJECT TRAFFIC CONDITION

The proposed Gurudwara Sahib is located at 21356 South Naglee Road, Tracy, CA. The following are key attributes of the proposed religious assembly development:

- Maximum of 250 people to be completed in two (2) phases over four (4) years.
- On Sundays, the site is expected to have average of 250 people
- The religious assembly also proposes to have four (4) special events per year with a maximum of 500 attendees. These events are considered accessory to the main use, which is religious assembly.
- The operating hours for this project will be 10:00 a.m. through 7:00 p.m., seven (7) days per week, with a maximum of fifteen (15) employees.
- Phase One, to be completed in eighteen (18) months, includes the construction of 34,439 square foot building to be used for religious assembly, a dining hall, a kitchen, an office, guest rooms, and meeting rooms.
- Phase Two includes the construction of a 13,818 square foot addition to the original building to be used for classrooms, guest rooms, and residence rooms for priests.
- Access to the project will be from Naglee Road and Larch Road.
- Parking spaces provided: 365 spaces[5]

The proposed project site plan is shown in **Figure 4**.

TRIP GENERATION

Trip generation is defined as the number of "vehicle trips" produced by a particular land use or project. A trip is defined as a one-direction vehicle movement. The total number of trips generated by each land use includes the inbound and outbound trips.

Based on the 2008 Traffic Study Guidelines, the peak hour trip generation for a project should be estimated based on the *Trip Generation, 10th Edition (most current)*, published by the Institute of Transportation Engineers (ITE) or based on trip generation from similar project.

The trip generation rates for the proposed Project are based on a previously approved Gurudwara traffic impact study report in the County.[6] The trip generation rates were estimated based on driveway counts.

AMG used the driveway trip rates from the study to estimate potential trips for the proposed Project during weekday PM peak hour, weekends and special events. The Project is estimated to generate approximately 10 weekday PM peak hour, 223 weekends and 445 special events peak hour as shown in **Table 6**. Since the proposed project starts operation after 10 AM, it is expected there won't be any peak hour trips during the typical AM commute peak hours of 7-9 AM.

[5] *PA-1900085 (C) Application Packet (Received April 16, 2024)*
[6] *Traffic Impact Study for the Expansion of a Sikh Temple - Gurdwara Gur Nanak Parkash in San Joaquin County, July 25, 2011*

Figure 4

Proposed Project Site Plan

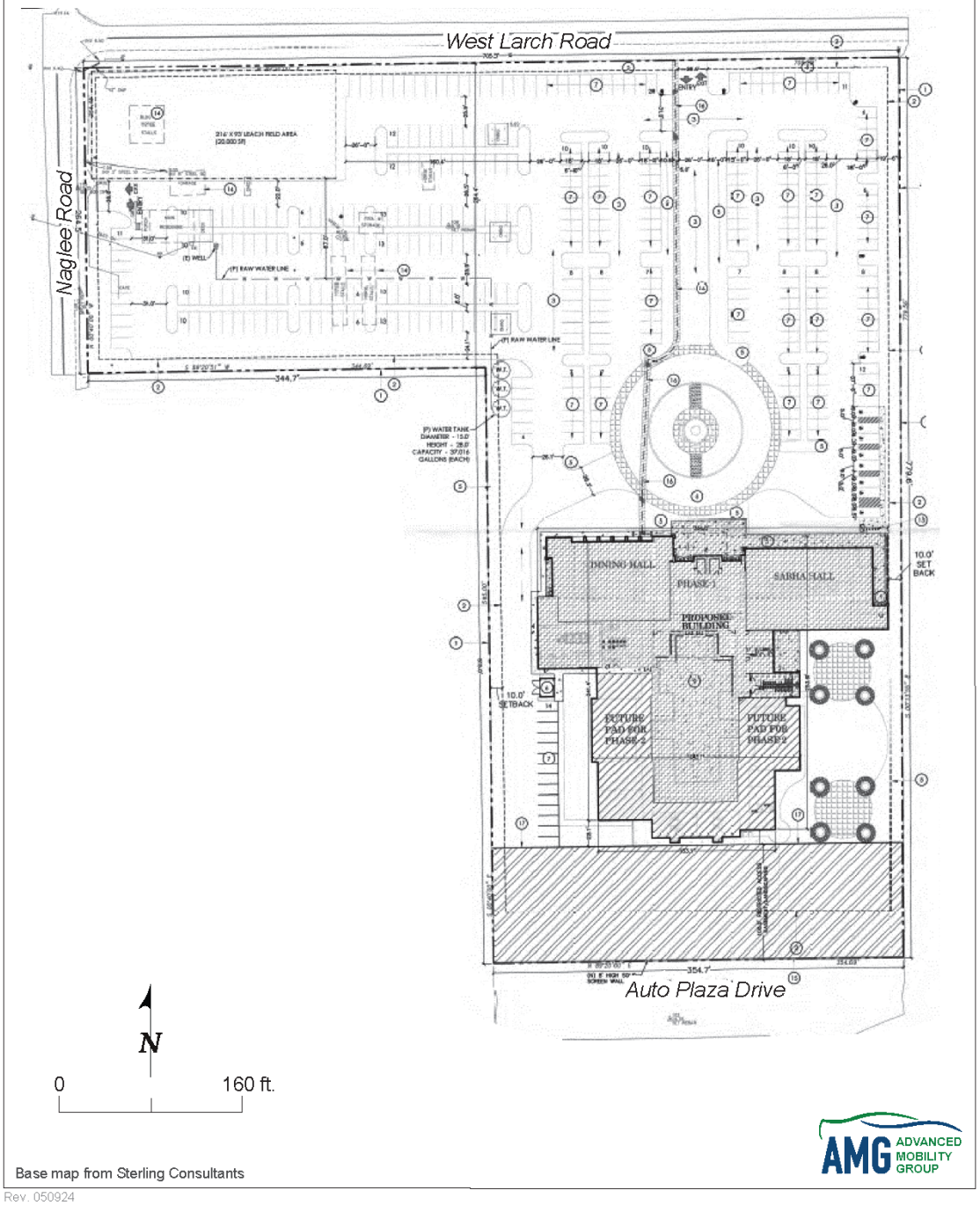

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Table 7: Proposed Project Trip Generation

Land Use	Size		Weekday P.M. Peak [A]				Size		Weekend P.M. Peak [A]				Size		Special Events Peak [B]			
			Rate	In	Out	Total			Rate	In	Out	Total			Rate	In	Out	Total
Gurdwara Sahib	100	People	0.10	7	3	10	250	People	0.89	98	125	223	500	people	0.89	196	249	445

Note:
A - Based on information provided by Applicant dated Oct 27, 2023 (PA1900085); received from County April 16, 2024
B - Special Events

TRIP DISTRIBUTION

Trip distribution is a process that approximates the "proportion of vehicles" between a project site and various destinations outside the project study area. The trip assignment process determines the various routes that vehicles would take from the Project site to each destination using the estimated trip distribution.

The Project is expected to "generate" and "attract" trips throughout the County and from other locations throughout the area. Directional trip distribution for Project generated trips was estimated based on existing traffic flow patterns, geographic location of the Project site, and discussions with County staff.

Since it is a religious development, it is estimated that some visitor traffic might be accessing the Project site through I-205 freeway. The estimated trip distribution patterns are shown on **Figure 5** and Project only trips are shown on **Figure 6**.

INTERSECTION LEVEL OF SERVICE ANALYSIS

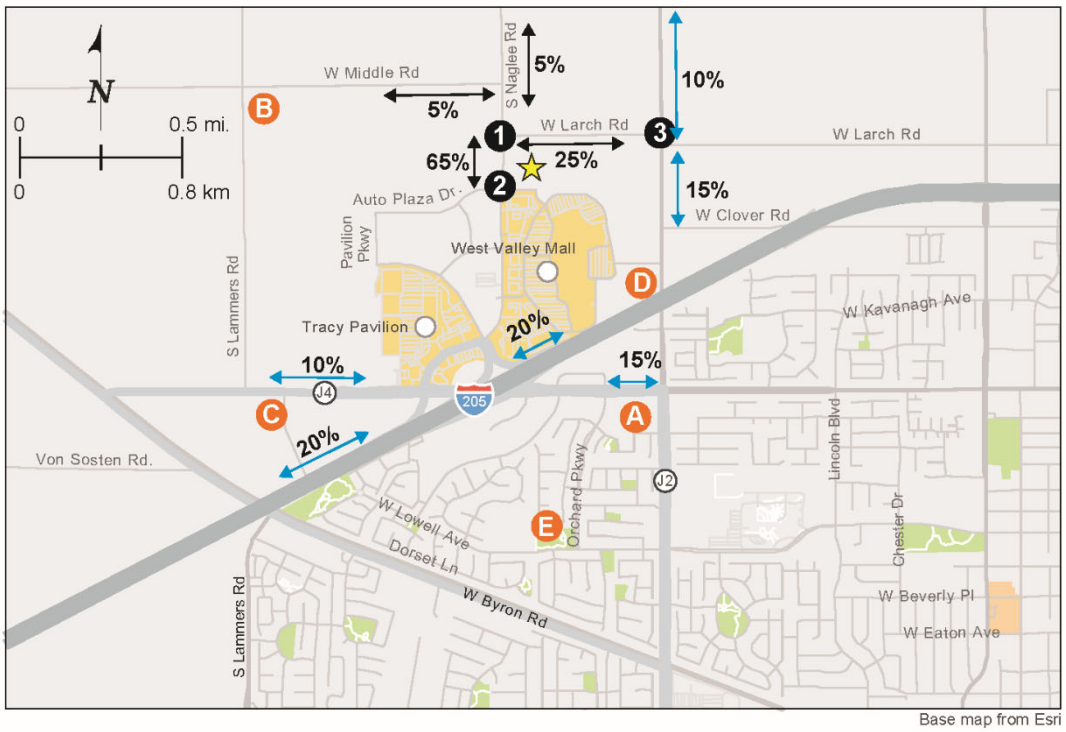
This section presents the assessment of potential transportation impacts of the proposed Project. **Figure 7** shows the Existing plus Approved plus Project (EPAPP) Conditions peak hour turning movement volumes and lane geometry.

Table 7 shows the LOS under EPAPP Conditions during the Peak Hour. Similar to the EPAP scenario, the intersection of Naglee Road and W Larch Road is estimated to operate at LOS F during late Sunday morning and during special events. It should be noted that the weekend PM peak hour volumes were used to analyze LOS during the special events. This could be considered conservative or worst-case scenario since typically traffic volumes are lower during the off-peak.

Traffic Impact Analysis for the Proposed Gurdwara Sahib Located at 21356 South Naglee Road, Tracy, CA

Project Trip Distribution

Figure 5



Legend

- Study Intersection Location
- Primary Distribution
- Secondary Distribution
- Proposed Project Site

Approved Projects

- A Tracy Assisted Living and Memory Care
- B Southwinds Church (Phase3)
- C 15K sq. ft. Multitenant Commercial at 3280 W Grant Line Rd
- D 100+ Room Motel at 3095 N Corral Hollow Rd
- E 100+ Room Motel at Orchard Pkwy

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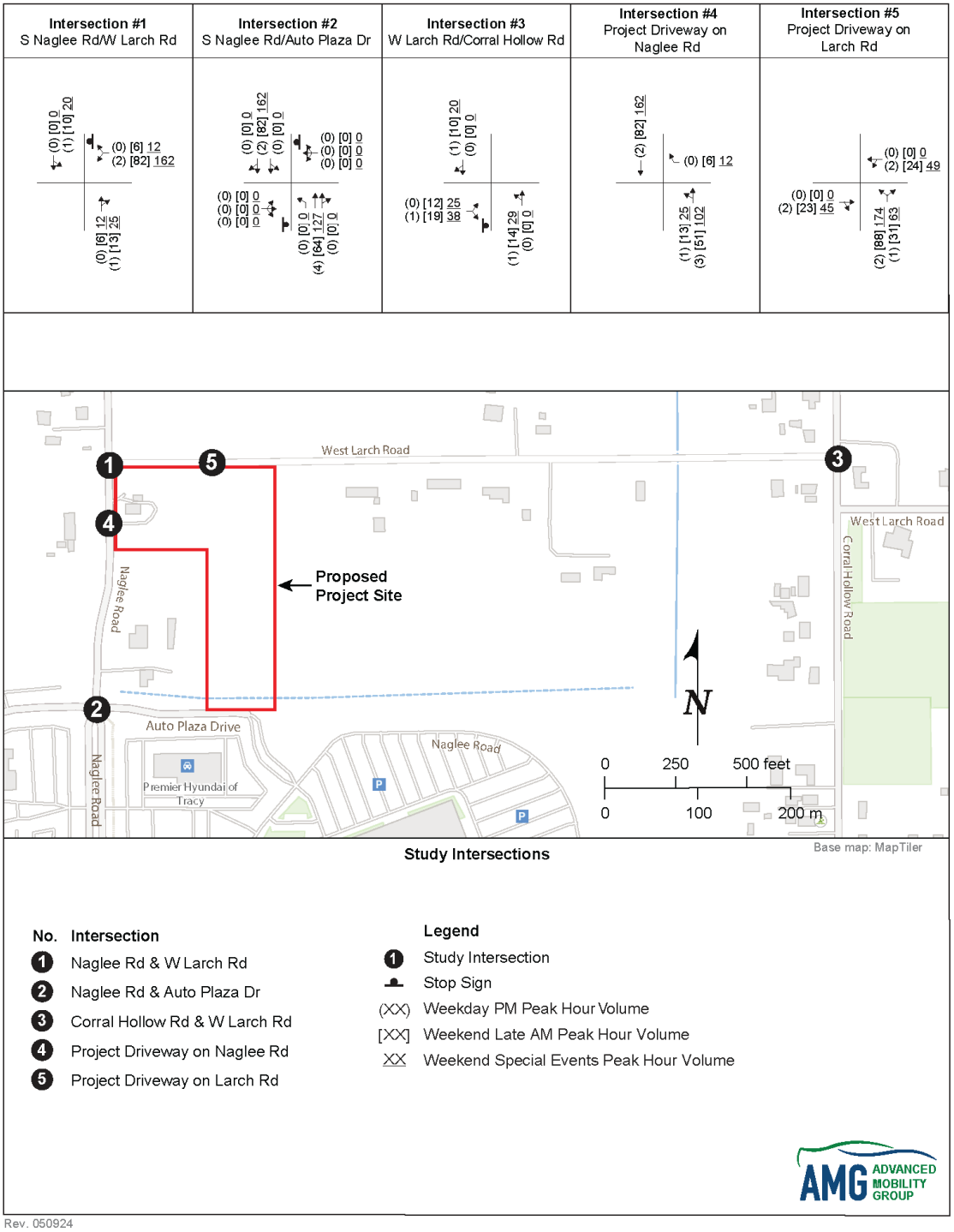
Figure 6

Project Only Peak Hour Volumes and Lane Configurations



Study Intersections

No.	Intersection
1	Naglee Rd & W Larch Rd
2	Naglee Rd & Auto Plaza Dr
3	Corral Hollow Rd & W Larch Rd
4	Project Driveway on Naglee Rd
5	Project Driveway on Larch Rd

Legend

- 1 Study Intersection
- Stop Sign
- (XX) Weekday PM Peak Hour Volume
- [XX] Weekend Late AM Peak Hour Volume
- XX Weekend Special Events Peak Hour Volume

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As shown in **Table 4**, peak hour signal warrant for the intersection of Naglee Road and W Larch Road is met during late Sunday morning and during special events.

Since this location meets at least one signal warrant, this means it also meets All Way Stop Control (AWSC) Warrant C, a transition to a signal control. Therefore, instead of a signal, an AWSC would also be acceptable. With an AWSC, except during Special Events, the LOS would operate at LOS D or better as shown in **Table 7**. The intersection is estimated to operate at LOS E during Special Events.

It is noted that the current hourly traffic volumes do not meet the AWSC warrant. However, a review of the collision data[7] from the past 10 years indicated an uptick since 2019. Therefore, it is recommended to install AWSC as a proactive measure due to the anticipated increase in traffic volumes in the near future.

Table 8: EPAP plus Project (EPAPP) Peak Hour LOS

			EPAP + Project							EPAP + Project (Mitigated)					
			Weekday		Weekend		Special Events			Weekday		Weekend		Special Events	
ID	Intersection	Existing Control	P.M.		Late A.M.		Weekend		Mitigated Control	P.M.		Late A.M.		Weekend	
			Delay	LOS	Delay	LOS	Delay	LOS		Delay	LOS	Delay	LOS	Delay	LOS
1	Naglee Rd/W Larch Rd	OWSC	15.5	C	347.2	F	740.7	F	AWSC	10.1	B	26.9	D	39.5	E
2	Naglee Rd/Auto Plaza Dr	TWSC	23.7	C	26.4	D	34.7	D							
3	Corral Hollow Rd/W Larch Rd	OWSC	12.3	B	11.9	B	13.3	B							

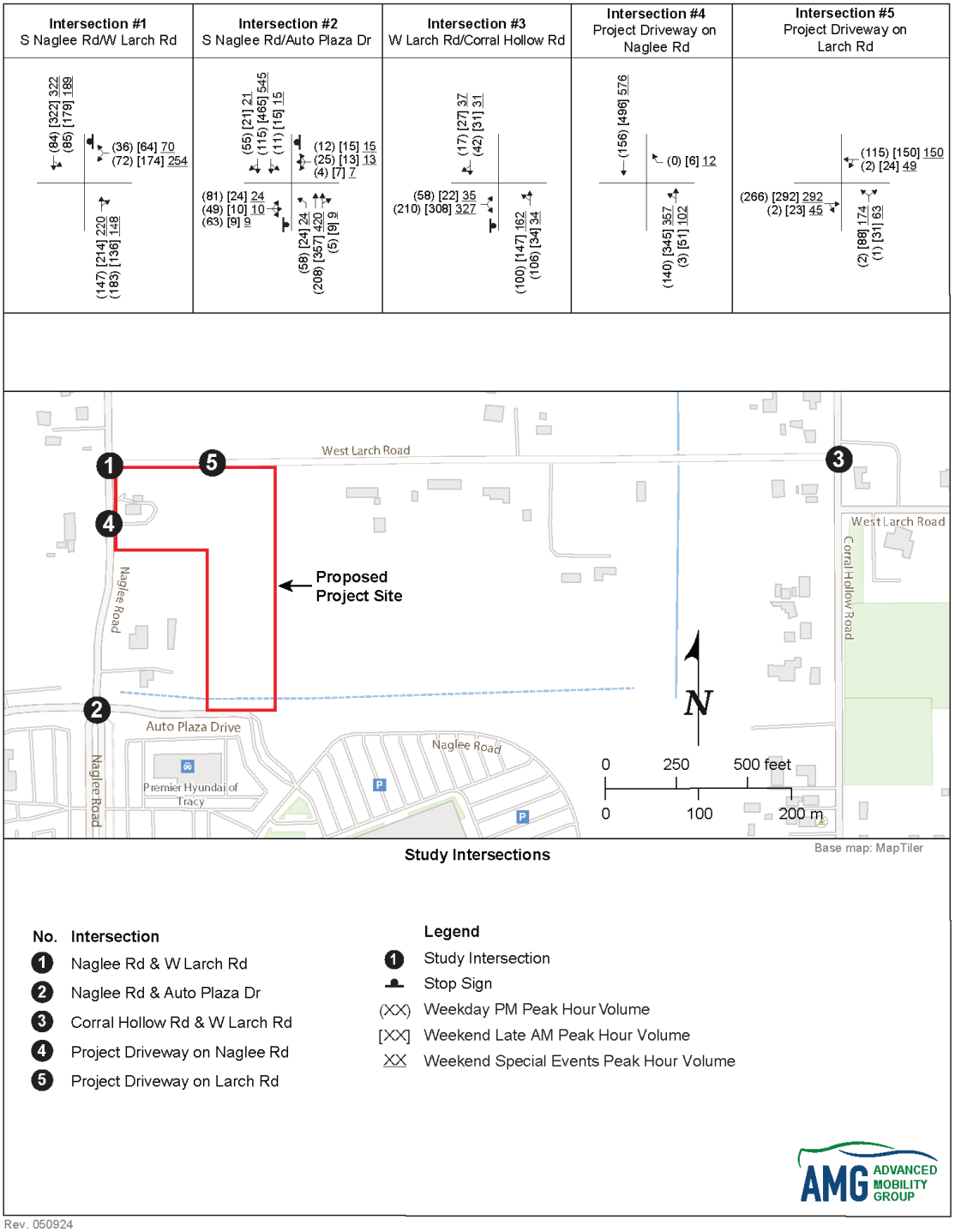
Note:
OWSC: One-Way Stop Control
TWSC: Two-Way Stop Control

Detailed level of service worksheets, results of peak hour signal warrant and collision summary are provided in **Appendix D**.

[7] *Based on collision data in County's Crossroads database*

Figure 7

Existing Plus Approved Plus Project Peak Hour Volumes and Lane Configurations



Study Intersections

No.	Intersection
1	Naglee Rd & W Larch Rd
2	Naglee Rd & Auto Plaza Dr
3	Corral Hollow Rd & W Larch Rd
4	Project Driveway on Naglee Rd
5	Project Driveway on Larch Rd

Legend

1	Study Intersection
	Stop Sign
(XX)	Weekday PM Peak Hour Volume
[XX]	Weekend Late AM Peak Hour Volume
XX	Weekend Special Events Peak Hour Volume

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PROPOSED ACCESS, PARKING AND CIRCULATION

Two driveway access are proposed for the site as shown in **Figure 4**. The main project driveway access is located on Larch Road at approximately 515 feet to the east of the intersection of Naglee Road and Larch Road as shown in **Exhibit 1**. The proposed secondary driveway on Naglee Road is approximately 107 feet south of Larch Road. Both access driveways are expected to be stop control at the driveway.

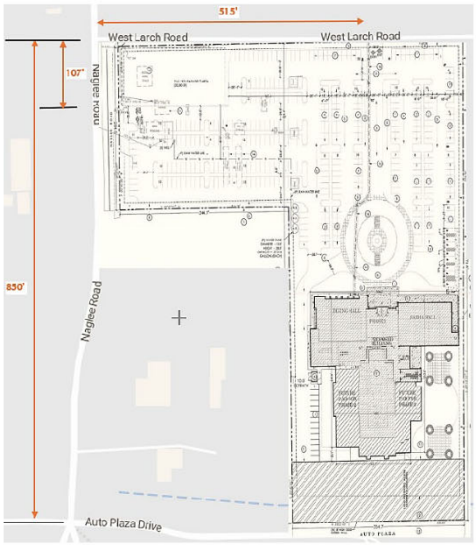


Exhibit 1: Project Driveway Locations

Based on speed data collected, it could be assumed that the 85th percentile speed in the Project vicinity along Larch Road is between 45-50 mph. Based on American Association of State Highway and Transportation Officials (AASHTO) guidelines, a stopping sight distance of 360-425 feet is required for a roadway with 50 mph speed. Based on field review, the existing driveway has a sight distance of more than 500 feet in both directions, which provides adequate line of sight for drivers exiting the site in both the eastbound and the westbound directions.

The sight visibility from the secondary driveway on Naglee Road is also clear. It is recommended that all project access driveways should have unobstructed views of the roadway, clear of any vegetation, landscaping and roadside objects, including project entry signage, in both directions.

The driveway on Naglee Road is approximately 107 feet south of Larch Road. Based on good access management, it is recommended that the proposed driveway should be a right-in and right-out driveway. To prevent left-turn exit and southbound left-turn inbound traffic, flexible delineator posts should be installed on the center median on Naglee Road.

It is estimated that a significant amount of traffic would be using this driveway to enter the site. To prevent any slowing or backups that could block northbound through traffic, a right-turn deceleration lane should be provided.

Recommended Project Entrance Improvements

Both of the proposed driveways on Larch Road and Naglee Road are shown as 26 feet wide. This would be adequate to accommodate two-way traffic.

Larch Road Driveway Access

The site plan showed the first access point to parking spaces on each side of the driveway entry is less than 25-feet beyond the driveway. To prevent any backups

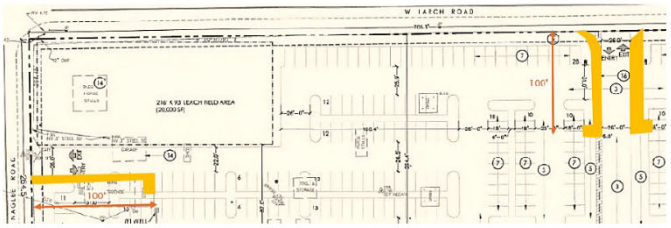


Exhibit 2: Recommended Driveway Improvement

within this short area near the entrance, it is recommended that a longer driveway "throat" be created as shown in **Exhibit 2**. The longer distance (100-feet or more) will accommodate at least 4-5 vehicles and prevent queue overflow beyond the entrance onto Larch Road.

Naglee Road Driveway Access

The first access point to parking spaces of the driveway entry is also shown as less than 25-feet beyond the driveway. A longer driveway "throat" (100-feet or more) as shown in **Exhibit 2** will accommodate at least 4-5 vehicles and prevent queue overflow beyond the entrance onto Naglee Road.

It is recommended that access within the site should be designed so that internal circulation between the two driveways would not be circuitous.

Parking Demand

Based on the ITE Parking Generation Manual (5th Edition) rates for a religious facility (such as a church), an average peak period parking demand of 0.48 vehicles per attendee is expected. This seems reasonable considering that typically a family goes to a religious event together as opposed to driving individually and the previously approved Sikh Temple study indicated that "staff observed that the majority of the vehicles that arrived at these sites carried more than two persons in each car…[8]" It should be noted that the manual does not have parking survey data for a Sikh temple or a Hindu temple.

The following is the estimated parking demand based on the ITE Parking Generation Manual:

	Visitors	Parking Demand
Weekday	100	48
Weekend	250	120
Special Event	500	240

Based on the San Joaquin County Parking and Loading Manual, a religious assembly land use requires 0.33 parking spaces per seat. Based on this rate the following would be required:

	Visitors	Parking Demand
Weekday	100	33
Weekend	250	83
Special Event	500	165

In addition, per County requirements, a minimum of 7 accessible spaces should be provided for a parking lot with spaces in the range of 201 to 300 spaces.

The proposed Project site plan shows 365 parking stalls and eight ADA parking spaces. Thus, the proposed regular parking spaces provided appears to meet the minimum ITE and County parking requirements for both expected weekdays, weekend services and special event.

In summary, the site provides more than adequate parking for all its operations.

[8] *Traffic Impact Study for the Expansion of a Sikh Temple - Gurdwara Gur Nanak Parkash in San Joaquin County, July 25, 2011*

7.0 CUMULATIVE NO PROJECT CONDITIONS

This section details expected traffic conditions at the study intersections under Cumulative (No Project) Conditions. This analysis scenario is defined as Cumulative conditions without the proposed Project. The scenario is similar to the Existing Conditions, but with a projected growth rate of one percent per year applied over 20 years to project traffic demands for approximately the Year 2044.

Figure 8 shows projected turning movement volumes at the study intersection for the Cumulative No Project Conditions for AM and PM peak hours.

INTERSECTION LEVEL OF SERVICE - CUMULATIVE NO PROJECT CONDITIONS

It is our understanding that based on information provided by the City of Tracy staff, a signal would not be required for the intersection of Auto Plaza Drive and Naglee Road in the future[9]. It is estimated that the intersection of Auto Plaza Drive and Naglee Road will operate at LOS E during the PM peak hour as shown in **Table 8**. Assuming an AWSC, the intersection of Naglee Road and W Larch Road is estimated to operate at LOS E during late Sunday morning.

As shown in **Table 4**, peak hour signal warrant for the intersection of Naglee Road and W Larch Road is met during late Sunday morning. With a signal, the LOS would operate at LOS B or better as shown in **Table 8**.

Table 9: Cumulative (No Project) Peak Hour LOS

			Existing				Cumulative NP					Cum NP (Mitigated)				
			Weekday		Weekend			Weekday		Weekend			Weekday		Weekend	
			P.M.		Late A.M.			P.M.		Late A.M.			P.M.		Late A.M.	
ID	Intersection	Existing Control	Delay	LOS	Delay	LOS	Cumulative Control	Delay	LOS	Delay	LOS	Mitigated Control	Delay	LOS	Delay	LOS
1	Naglee Rd/W Larch Rd	OWSC	15.0	C	36.2	E	OWSC	19.5	C	282.3	F	AWSC	11.5	B	45.1	E
2	Naglee Rd/Auto Plaza Dr	TWSC	22.4	C	17.0	C	TWSC	46.8	E	31.0	D	AWSC	13.1	B	13.0	B
3	Corral Hollow Rd/W Larch Rd	OWSC	12.2	B	11.0	B	OWSC	14.5	B	12.1	B					

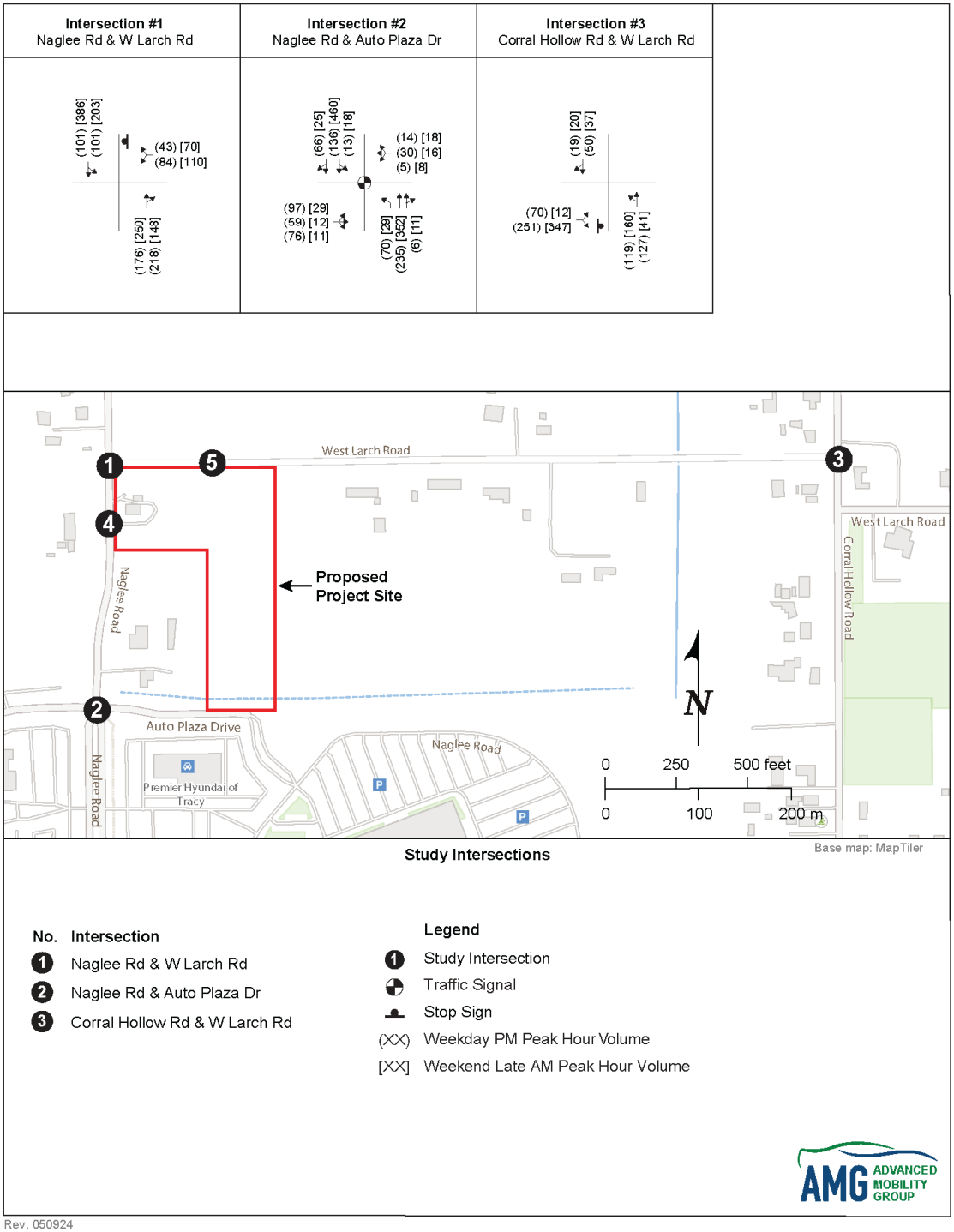
Note:
OWSC: One-Way Stop Control
TWSC: Two-Way Stop Control

Detailed calculation sheets for Cumulative no Project Conditions and results of peak hour signal warrant are contained in **Appendix E**.

[9] *July 31, 2023, City of Tracy staff letter to Alisa Goulart, Community Development Department (Gurudwara Sahib Tracy on 21356 South Naglee Road, PA19-00085 (UP))*

Figure 8

Cumulative No Project Peak Hour Volumes and Lane Configurations



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8.0 CUMULATIVE PLUS PROJECT CONDITIONS

This scenario is identical to Cumulative Conditions, with the addition of projected traffic from the proposed development of the Project. Trip generation, distribution, and assignment for the proposed Project are identical to that assumed under Existing plus Approved plus Project Conditions. **Figure 9** shows projected turning movement volumes at the study intersection for Cumulative plus Project Conditions.

INTERSECTION LEVEL OF SERVICE ANALYSIS – CUMULATIVE PLUS PROJECT CONDITIONS

Similar to the Cumulative No Project Conditions, a signal is assumed for the intersection of Auto Plaza Drive and Naglee Road.

The intersection LOS analysis results for Cumulative plus Project Conditions are summarized in **Table 9**. Similar to the Cumulative No Project scenario, the intersection of Naglee Road and W Larch Road is estimated to operate at LOS F during weekend peak hours. Under AWSC, the intersection is estimated to operate at LOS F as shown in **Table 9**. It is anticipated that with a signal, the LOS would operate at LOS D or better.

Table 10: Cumulative Plus Project Peak Hour LOS

			Cumulative NP				Cumulative + Project							Cumulative + Project (Mitigated)					
			Weekday		Weekend		Weekday		Weekend		Special Events			Weekday		Weekend		Special Events	
ID	Intersection	Existing Control	P.M.		Late A.M.		P.M.		Late A.M.		Weekend		Mitigated Control	P.M.		Late A.M.		Weekend	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		Delay	LOS	Delay	LOS	Delay	LOS
1	Naglee Rd/W Larch Rd	OWSC	19.5	C	282.3	F	19.8	C	644.5	F	1056.3	F	AWSC	11.6	B	62.4	F	80.8	F
2	Naglee Rd/Auto Plaza Dr	TWSC	46.8	E	31.0	D	48.2	E	44.4	E	69.5	F	AWSC	13.2	B	15.1	C	18.2	C
3	Corral Hollow Rd/W Larch Rd	OWSC	14.5	B	12.1	B	14.6	B	13.5	B	15.7	C							

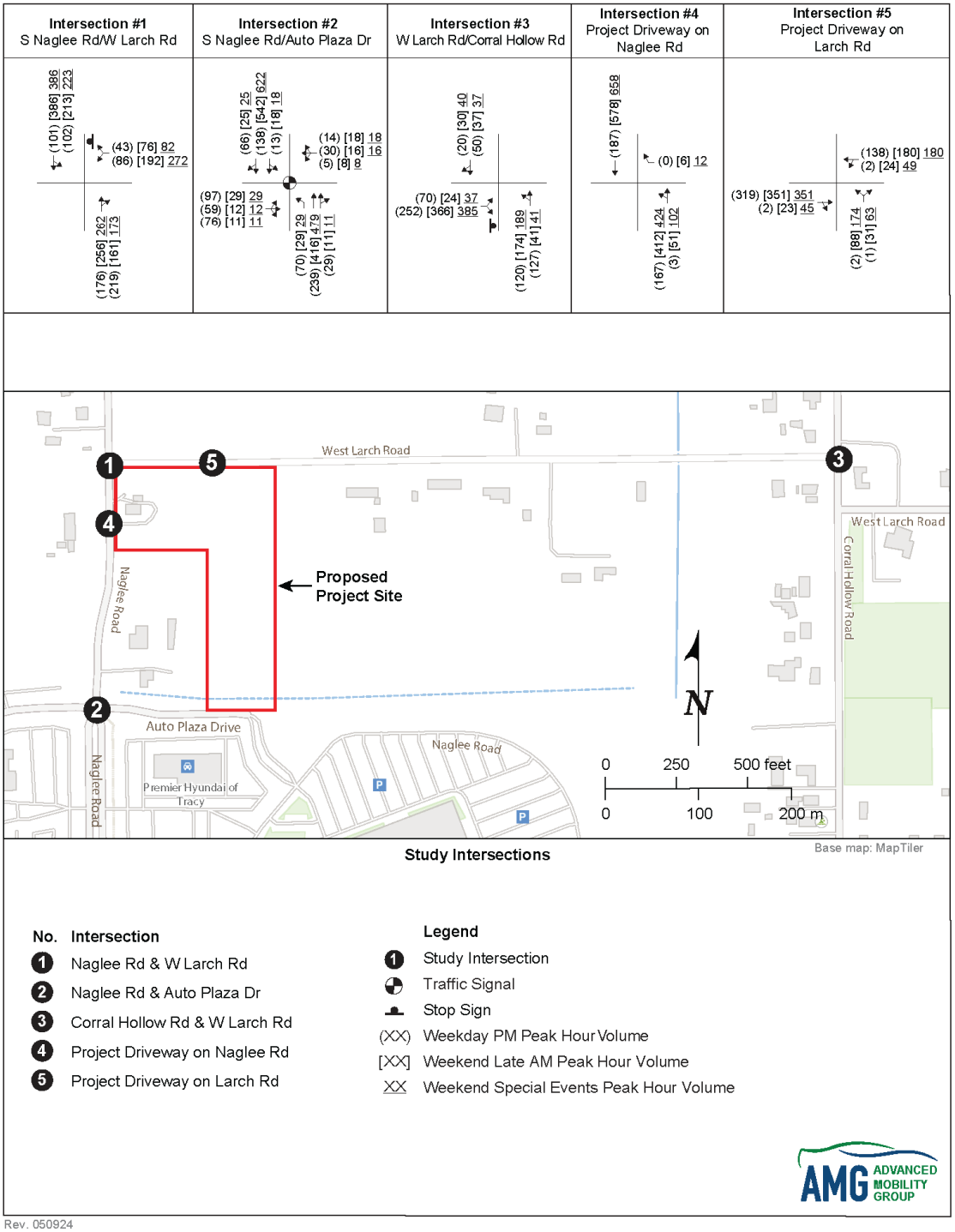
Notes:
OWSC: One-Way Stop Control
TWSC: Two-Way Stop Control

Detailed calculation sheets for Cumulative plus Project Conditions and results of peak hour signal warrant are contained in **Appendix F**.

Traffic Impact Analysis for the Proposed Gurdwara Sahib Located at 21356 South Naglee Road, Tracy, CA

Figure 9

Cumulative Plus Project Peak Hour Volumes and Lane Configurations



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9.0 CONCLUSION

Based on the results of the analysis, the following is a summary of our findings:

Existing Traffic Conditions

Two of the intersections operate at acceptable LOS C or better indicating acceptable conditions. The T-intersection of Naglee Road and W Larch Road is estimated to operate at LOS E during late Sunday morning. Peak hour signal warrant evaluated for the intersection of is not met.

Proposed Project Trip Generation

The Project is estimated to attract approximately 100 attendees during the weekday and 250 during the weekend worship events. It is estimated that the Project will generate approximately 10 weekday PM peak hour and 223 peak hour trips during weekends.

The religious assembly also proposes to have four (4) special events per year. The special event is assumed to include 500 attendees. It is estimated that the Project will generate approximately 445 peak hour trips during special events.

Existing Plus Approved Projects (EPAP) Traffic Condition

Based on discussions with the County and City of Tracy staff, four approved projects in the vicinity of the proposed Project were included in the evaluation. Two of the intersections operate at acceptable LOS C or better indicating acceptable conditions. However, the intersection of Naglee Road and W Larch Road is estimated to deteriorate from LOS E to LOS F during late Sunday AM hours.

It is estimated that the intersection will operate at LOS C if it is converted to All Way Stop Control.

Existing Plus Approved Plus Project Traffic Condition

Similar to the Existing Plus Approved Projects scenario, it is estimated that two study intersections would operate acceptably at LOS C or better during peak hours and special events. Also, as in the EPAP scenario, the intersection of Naglee Road and W Larch Road is estimated to operate at LOS F during late Sunday morning. Due to increased traffic volumes and an uptick of collisions since 2019, use of All Way Stop Control (AWSC) would be appropriate. A peak hour signal warrant for the intersection of Naglee Road and W Larch Road is met during late Sunday morning and during special events so having an AWSC might be a good interim measure. This would also provide for further traffic monitoring of the AWSC operation.

The proposed Project site plan shows 365 parking stalls and eight ADA parking spaces. Therefore, the estimated parking demand based on the average ITE rate and County parking requirements for both weekdays and weekend services could be adequately accommodated.

It is estimated that a significant amount of traffic would be using this driveway to enter the site. To prevent any slowing or backups that could block northbound through traffic, a right-turn deceleration lane should be provided.

Cumulative (No Project) Condition

The scenario is similar to the Existing Conditions, but with a projected growth rate of one percent per year applied over 20 years to project traffic demands for the Year 2044.

It is estimated that two study intersections (Naglee Road/W Larch Road and Naglee Road/Auto Plaza Drive) would operate unacceptably at LOS E/F for one of the peak hours. A peak hour signal warrant for the intersection of Naglee Road and W Larch Road is met during late Sunday morning. As indicated under Existing Plus Approved Plus Project scenario, due to increased traffic volumes and an uptick of collisions since 2019 at the intersection of Naglee Road and W Larch Road, use of All Way Stop Control (AWSC) would be appropriate interim measure. Further monitoring could determine if additional traffic control might be necessary in the long-term.

Cumulative plus Project Condition

Similar to the Cumulative No Project Condition, it is estimated that two study intersections (Naglee Road/W Larch Road and Naglee Road/Auto Plaza Drive) would operate unacceptably at LOS E/F during the peak hours and during special events. A peak hour signal warrant for the intersection of Naglee Road and W Larch Road is met during late Sunday morning and special events. As indicated under Existing Plus Approved Plus Project scenario, due to increased traffic volumes and an uptick of collisions since 2019 at the intersection of Naglee Road and W Larch Road, use of All Way Stop Control (AWSC) would be appropriate interim measure. Further monitoring could determine if additional traffic control might be necessary in the long-term. If a signal is installed, the LOS would operate at LOS D or better.

REFERENCES

1. *Trip Generation, 10th Edition*, published by the Institute of Transportation Engineers (ITE)
2. Performance Measurement System (PeMS) Data Source
3. *Traffic Impact Study for the Expansion of a Sikh Temple - Gurudwara Gur Nanak Parkash in San Joaquin County, July 25, 2011*

Advanced Mobility Group

Christopher Thnay, PE, AICP	Principal/Project Manager
Joy Bhattacharya, PE, PTOE	QA/QC
Andrea Flores, EIT	Project Engineer

Persons Consulted

Jeffrey Levers, T.E.	Department of Public Works
Marilissa Loera	Department of Public Works
Anju Pillai, PE	City of Tracy
Al Gali	City of Tracy

Appendix A TRAFFIC VOLUME COUNTS

TRAFFIC COUNTS PLUS
mietekm@comcast.net
925.305.4358

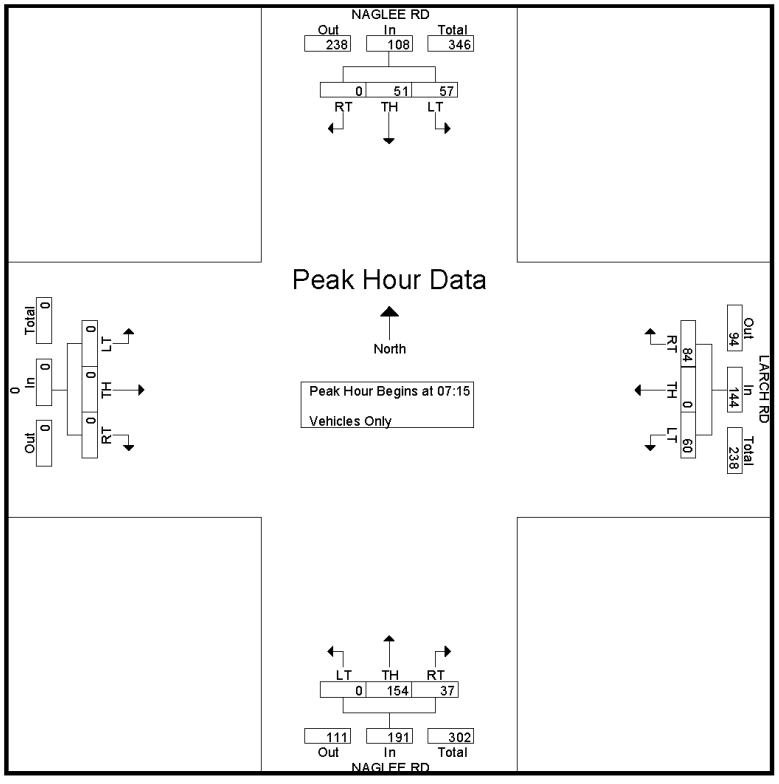
CITY OF TRACY
Naglee Rd. & Larch Rd.
Latitude: 37.765455
Longitude: -121.462234

File Name : naglee-larch-a
Site Code : 1
Start Date : 2/29/2024
Page No : 1

Groups Printed- Vehicles Only

	NAGLEE RD Southbound				LARCH RD Westbound				NAGLEE RD Northbound				0 Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	0	5	3	8	27	0	3	30	6	50	0	56	0	0	0	0	94
07:15	0	10	9	19	17	0	14	31	8	42	0	50	0	0	0	0	100
07:30	0	10	5	15	26	0	12	38	4	42	0	46	0	0	0	0	99
07:45	0	13	18	31	25	0	17	42	10	47	0	57	0	0	0	0	130
Total	0	38	35	73	95	0	46	141	28	181	0	209	0	0	0	0	423
08:00	0	18	25	43	16	0	17	33	15	23	0	38	0	0	0	0	114
08:15	0	21	18	39	20	0	13	33	6	16	0	22	0	0	0	0	94
08:30	0	18	8	26	16	0	13	29	10	20	0	30	0	0	0	0	85
08:45	0	30	8	38	9	0	27	36	6	15	0	21	0	0	0	0	95
Total	0	87	59	146	61	0	70	131	37	74	0	111	0	0	0	0	388
Grand Total	0	125	94	219	156	0	116	272	65	255	0	320	0	0	0	0	811
Apprch %	0	57.1	42.9		57.4	0	42.6		20.3	79.7	0		0	0	0		
Total %	0	15.4	11.6	27	19.2	0	14.3	33.5	8	31.4	0	39.5	0	0	0	0	

	NAGLEE RD Southbound				LARCH RD Westbound				NAGLEE RD Northbound				0 Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15																	
07:15	0	10	9	19	17	0	14	31	8	42	0	50	0	0	0	0	100
07:30	0	10	5	15	**26**	0	12	38	4	42	0	46	0	0	0	0	99
07:45	0	13	18	31	25	0	**17**	**42**	10	**47**	0	**57**	0	0	0	0	**130**
08:00	0	**18**	**25**	**43**	16	0	17	33	**15**	23	0	38	0	0	0	0	114
Total Volume	0	51	57	108	84	0	60	144	37	154	0	191	0	0	0	0	443
% App. Total	0	47.2	52.8		58.3	0	41.7		19.4	80.6	0		0	0	0		
PHF	.000	.708	.570	.628	.808	.000	.882	.857	.617	.819	.000	.838	.000	.000	.000	.000	.852



TRAFFIC COUNTS PLUS
mietekm@comcast.net
925.305.4358

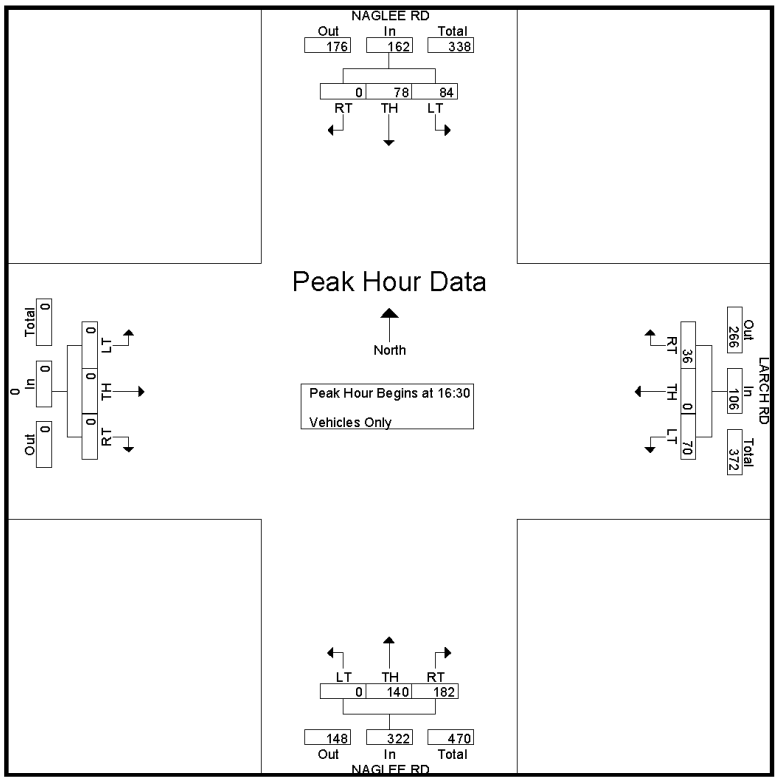
CITY OF TRACY
Naglee Rd. & Larch Rd.
Latitude: 37.765455
Longitude: -121.462234

File Name : naglee-larch-p
Site Code : 1
Start Date : 2/28/2024
Page No : 1

Groups Printed- Vehicles Only

	NAGLEE RD Southbound				LARCH RD Westbound				NAGLEE RD Northbound				0 Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	0	24	26	50	3	0	21	24	42	25	0	67	0	0	0	0	141
16:15	0	27	24	51	17	0	18	35	38	25	0	63	0	0	0	0	149
16:30	0	19	15	34	10	0	16	26	43	34	0	77	0	0	0	0	137
16:45	0	22	17	39	6	0	22	28	40	39	0	79	0	0	0	0	146
Total	0	92	82	174	36	0	77	113	163	123	0	286	0	0	0	0	573
17:00	0	21	20	41	10	0	12	22	50	35	0	85	0	0	0	0	148
17:15	0	16	32	48	10	0	20	30	49	32	0	81	0	0	0	0	159
17:30	0	10	17	27	14	0	18	32	38	31	0	69	0	0	0	0	128
17:45	0	25	19	44	15	0	15	30	28	24	0	52	0	0	0	0	126
Total	0	72	88	160	49	0	65	114	165	122	0	287	0	0	0	0	561
Grand Total	0	164	170	334	85	0	142	227	328	245	0	573	0	0	0	0	1134
Apprch %	0	49.1	50.9		37.4	0	62.6		57.2	42.8	0		0	0	0		
Total %	0	14.5	15	29.5	7.5	0	12.5	20	28.9	21.6	0	50.5	0	0	0	0	

	NAGLEE RD Southbound				LARCH RD Westbound				NAGLEE RD Northbound				0 Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:30																	
16:30	0	19	15	34	**10**	0	16	26	43	34	0	77	0	0	0	0	137
16:45	0	**22**	17	39	6	0	**22**	28	40	**39**	0	79	0	0	0	0	146
17:00	0	21	20	41	10	0	12	22	**50**	35	0	**85**	0	0	0	0	148
17:15	0	16	**32**	**48**	10	0	20	**30**	49	32	0	81	0	0	0	0	**159**
Total Volume	0	78	84	162	36	0	70	106	182	140	0	322	0	0	0	0	590
% App. Total	0	48.1	51.9		34	0	66		56.5	43.5	0		0	0	0		
PHF	.000	.886	.656	.844	.900	.000	.795	.883	.910	.897	.000	.947	.000	.000	.000	.000	.928



TRAFFIC COUNTS PLUS
mietekm@comcast.net
925.305.4358

CITY OF TRACY
Naglee Rd. & Larch Rd.
Latitude: 37.765455
Longitude: -121.462234

File Name : naglee-larch-s
Site Code : 1
Start Date : 3/3/2024
Page No : 1

Groups Printed- Vehicles Only

	NAGLEE RD Southbound				LARCH RD Westbound				NAGLEE RD Northbound				0 Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
10:00	0	18	10	28	6	0	16	22	8	10	0	18	0	0	0	0	68
10:15	0	40	18	58	9	0	11	20	10	22	0	32	0	0	0	0	110
10:30	0	25	34	59	35	0	15	50	15	22	0	37	0	0	0	0	146
10:45	0	28	29	57	21	0	9	30	18	28	0	46	0	0	0	0	133
Total	0	111	91	202	71	0	51	122	51	82	0	133	0	0	0	0	457
11:00	0	52	37	89	14	0	18	32	25	33	0	58	0	0	0	0	179
11:15	0	65	34	99	12	0	14	26	32	30	0	62	0	0	0	0	187
11:30	0	57	34	91	10	0	19	29	26	32	0	58	0	0	0	0	178
11:45	0	60	32	92	12	0	34	46	31	37	0	68	0	0	0	0	206
Total	0	234	137	371	48	0	85	133	114	132	0	246	0	0	0	0	750
12:00	0	63	47	110	16	0	14	30	32	32	0	64	0	0	0	0	204
12:15	0	65	56	121	20	0	25	45	34	37	0	71	0	0	0	0	237
12:30	0	40	23	63	27	0	21	48	24	33	0	57	0	0	0	0	168
12:45	0	59	63	122	16	0	14	30	10	21	0	31	0	0	0	0	183
Total	0	227	189	416	79	0	74	153	100	123	0	223	0	0	0	0	792
Grand Total	0	572	417	989	198	0	210	408	265	337	0	602	0	0	0	0	1999
Apprch %	0	57.8	42.2		48.5	0	51.5		44	56	0		0	0	0		
Total %	0	28.6	20.9	49.5	9.9	0	10.5	20.4	13.3	16.9	0	30.1	0	0	0	0	

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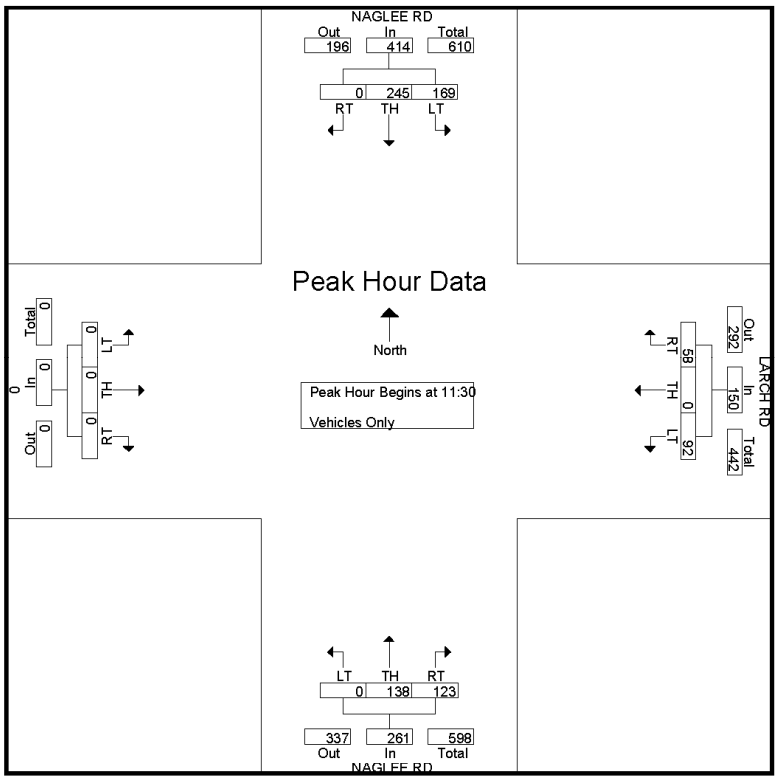
mietekm@comcast.net
925.305.4358

CITY OF TRACY
Naglee Rd. & Larch Rd.
Latitude: 37.765455
Longitude: -121.462234

File Name : naglee-larch-s
Site Code : 1
Start Date : 3/3/2024
Page No : 2

	NAGLEE RD Southbound				LARCH RD Westbound				NAGLEE RD Northbound				0 Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 10:00 to 12:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:30																	
11:30	0	57	34	91	10	0	19	29	26	32	0	58	0	0	0	0	178
11:45	0	60	32	92	12	0	**34**	**46**	31	**37**	0	68	0	0	0	0	206
12:00	0	63	47	110	16	0	14	30	32	32	0	64	0	0	0	0	204
12:15	0	**65**	**56**	**121**	**20**	0	25	45	**34**	37	0	**71**	0	0	0	0	**237**
Total Volume	0	245	169	414	58	0	92	150	123	138	0	261	0	0	0	0	825
% App. Total	0	59.2	40.8		38.7	0	61.3		47.1	52.9	0		0	0	0		
PHF	.000	.942	.754	.855	.725	.000	.676	.815	.904	.932	.000	.919	.000	.000	.000	.000	.870



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mietekm@comcast.net
925.305.4358

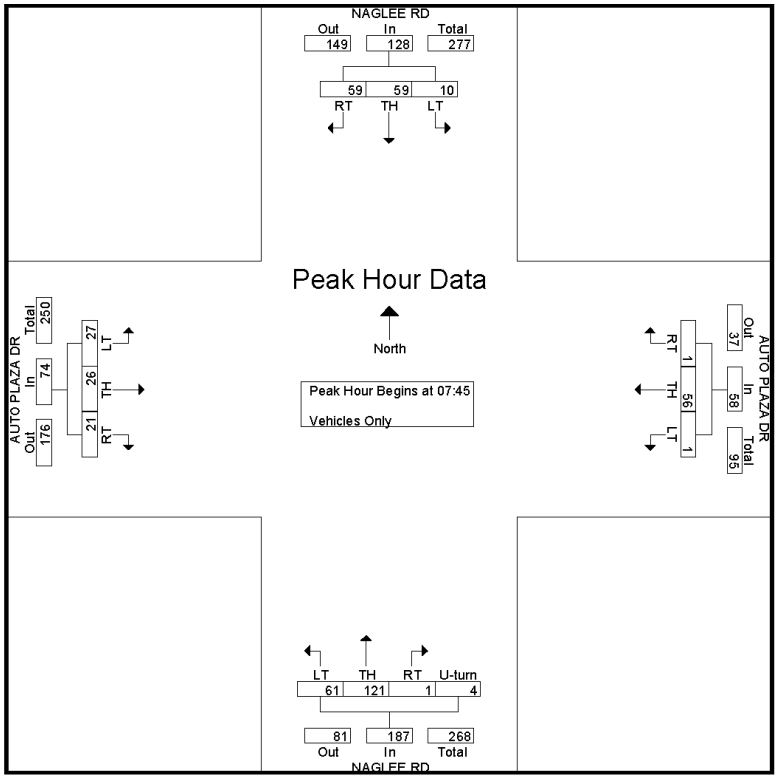
CITY OF TRACY
Naglee Rd. & Auto Plaza Dr.
Latitude: 37.763103
Longitude: -121.462395

File Name : naglee-auto plaza-a
Site Code : 2
Start Date : 2/29/2024
Page No : 1

Groups Printed- Vehicles Only

	NAGLEE RD Southbound				AUTO PLAZA DR Westbound				NAGLEE RD Northbound					AUTO PLAZA DR Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	3	5	0	8	0	2	0	2	0	51	9	0	60	2	4	8	14	84
07:15	7	13	3	23	0	8	1	9	0	41	6	0	47	3	1	5	9	88
07:30	13	9	1	23	0	8	0	8	0	44	13	0	57	5	4	3	12	100
07:45	15	11	3	29	0	11	0	11	0	53	12	0	65	3	9	6	18	123
Total	38	38	7	83	0	29	1	30	0	189	40	0	229	13	18	22	53	395
08:00	16	13	5	34	0	15	0	15	1	32	14	0	47	1	9	4	14	110
08:15	13	22	1	36	1	12	1	14	0	15	13	2	30	8	4	7	19	99
08:30	15	13	1	29	0	18	0	18	0	21	22	2	45	9	4	10	23	115
08:45	23	29	5	57	1	11	0	12	1	11	16	1	29	10	3	5	18	116
Total	67	77	12	156	2	56	1	59	2	79	65	5	151	28	20	26	74	440
Grand Total	105	115	19	239	2	85	2	89	2	268	105	5	380	41	38	48	127	835
Apprch %	43.9	48.1	7.9		2.2	95.5	2.2		0.5	70.5	27.6	1.3		32.3	29.9	37.8		
Total %	12.6	13.8	2.3	28.6	0.2	10.2	0.2	10.7	0.2	32.1	12.6	0.6	45.5	4.9	4.6	5.7	15.2	

	NAGLEE RD Southbound				AUTO PLAZA DR Westbound				NAGLEE RD Northbound					AUTO PLAZA DR Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:45																		
07:45	15	11	3	29	0	11	0	11	0	**53**	12	0	**65**	3	**9**	6	18	**123**
08:00	**16**	13	**5**	34	**0**	15	**0**	15	**1**	32	14	0	47	1	9	4	14	110
08:15	13	**22**	1	**36**	**1**	12	**1**	14	0	15	13	**2**	30	8	4	7	19	99
08:30	15	13	1	29	**0**	**18**	**0**	**18**	0	21	**22**	2	45	**9**	4	**10**	**23**	115
Total Volume	59	59	10	128	1	56	1	58	1	121	61	4	187	21	26	27	74	447
% App. Total	46.1	46.1	7.8		1.7	96.6	1.7		0.5	64.7	32.6	2.1		28.4	35.1	36.5		
PHF	.922	.670	.500	.889	.250	.778	.250	.806	.250	.571	.693	.500	.719	.583	.722	.675	.804	.909



TRAFFIC COUNTS PLUS
mietekm@comcast.net
925.305.4358

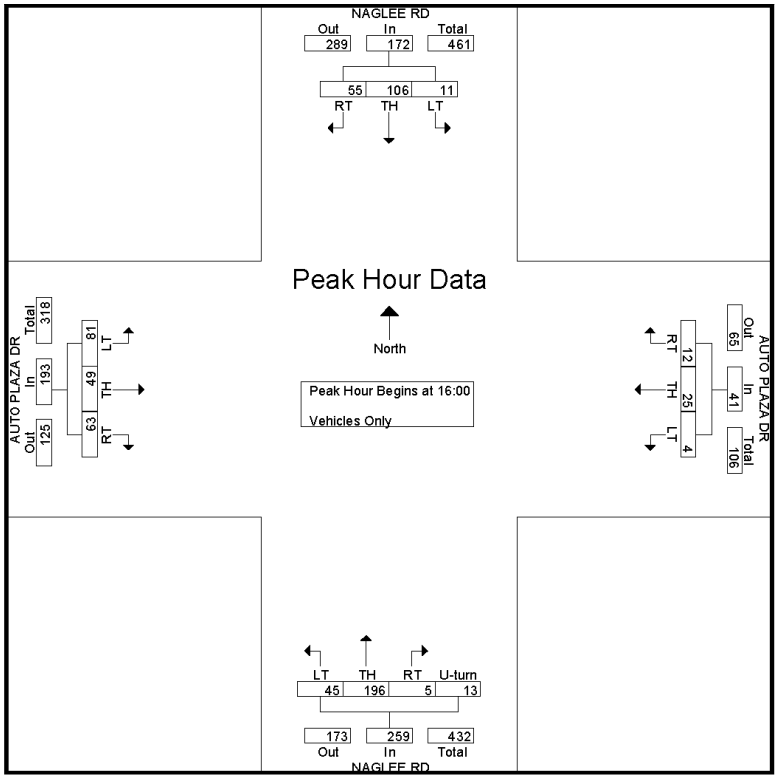
CITY OF TRACY
Naglee Rd. & Auto Plaza Dr.
Latitude: 37.763103
Longitude: -121.462395

File Name : naglee-auto plaza-p
Site Code : 2
Start Date : 2/28/2024
Page No : 1

Groups Printed- Vehicles Only

	NAGLEE RD Southbound				AUTO PLAZA DR Westbound				NAGLEE RD Northbound					AUTO PLAZA DR Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	13	30	2	45	4	4	0	8	1	38	19	2	60	19	11	23	53	166
16:15	14	25	6	45	3	8	0	11	3	46	9	2	60	11	18	15	44	160
16:30	10	23	2	35	4	4	1	9	1	59	12	5	77	16	8	17	41	162
16:45	18	28	1	47	1	9	3	13	0	53	5	4	62	17	12	26	55	177
Total	55	106	11	172	12	25	4	41	5	196	45	13	259	63	49	81	193	665
17:00	8	23	2	33	3	3	1	7	0	56	7	0	63	12	14	25	51	154
17:15	8	25	2	35	3	4	1	8	1	59	4	0	64	11	8	18	37	144
17:30	4	23	2	29	0	0	1	1	1	43	7	1	52	2	14	24	40	122
17:45	5	33	2	40	2	6	1	9	0	37	5	1	43	1	11	12	24	116
Total	25	104	8	137	8	13	4	25	2	195	23	2	222	26	47	79	152	536
Grand Total	80	210	19	309	20	38	8	66	7	391	68	15	481	89	96	160	345	1201
Apprch %	25.9	68	6.1		30.3	57.6	12.1		1.5	81.3	14.1	3.1		25.8	27.8	46.4		
Total %	6.7	17.5	1.6	25.7	1.7	3.2	0.7	5.5	0.6	32.6	5.7	1.2	40	7.4	8	13.3	28.7	

	NAGLEE RD Southbound				AUTO PLAZA DR Westbound				NAGLEE RD Northbound					AUTO PLAZA DR Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 16:00																		
16:00	13	**30**	2	45	**4**	4	0	8	1	38	**19**	2	60	**19**	11	23	53	166
16:15	14	25	**6**	45	3	8	0	11	**3**	46	9	2	60	11	**18**	15	44	160
16:30	10	23	2	35	4	4	1	9	1	**59**	12	**5**	**77**	16	8	17	41	162
16:45	**18**	28	1	**47**	1	**9**	**3**	**13**	**0**	53	**5**	**4**	62	17	12	**26**	**55**	**177**
Total Volume	55	106	11	172	12	25	4	41	5	196	45	13	259	63	49	81	193	665
% App. Total	32	61.6	6.4		29.3	61	9.8		1.9	75.7	17.4	5		32.6	25.4	42		
PHF	.764	.883	.458	.915	.750	.694	.333	.788	.417	.831	.592	.650	.841	.829	.681	.779	.877	.939



TRAFFIC COUNTS PLUS
mietekm@comcast.net
925.305.4358

CITY OF TRACY
Naglee Rd. & Auto Plaza Dr.
Latitude: 37.763103
Longitude: -121.462395

File Name : naglee-auto plaza-s
Site Code : 2
Start Date : 3/3/2024
Page No : 1

Groups Printed- Vehicles Only

	NAGLEE RD Southbound				AUTO PLAZA DR Westbound				NAGLEE RD Northbound					AUTO PLAZA DR Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	Int. Total
10:00	6	25	3	34	0	2	1	3	0	17	8	0	25	1	0	1	2	64
10:15	4	45	3	52	1	3	0	4	1	27	4	0	32	1	2	4	7	95
10:30	8	31	3	42	3	3	0	6	0	29	4	4	37	4	0	5	9	94
10:45	2	29	5	36	2	1	0	3	2	42	2	3	49	1	2	1	4	92
Total	20	130	14	164	6	9	1	16	3	115	18	7	143	7	4	11	22	345
11:00	5	57	6	68	3	3	3	9	3	46	3	0	52	3	3	10	16	145
11:15	4	70	4	78	5	1	1	7	4	50	3	3	60	1	0	7	8	153
11:30	5	72	3	80	4	3	2	9	5	48	2	3	58	1	3	5	9	156
11:45	7	82	5	94	4	1	2	7	2	62	4	1	69	2	0	5	7	177
Total	21	281	18	320	16	8	8	32	14	206	12	7	239	7	6	27	40	631
12:00	3	69	4	76	5	6	1	12	1	53	8	1	63	4	4	3	11	162
12:15	6	83	3	92	2	3	2	7	1	60	2	3	66	2	3	11	16	181
12:30	11	47	3	61	3	3	4	10	1	46	2	1	50	1	2	7	10	131
12:45	3	67	2	72	0	3	0	3	0	31	0	0	31	1	2	1	4	110
Total	23	266	12	301	10	15	7	32	3	190	12	5	210	8	11	22	41	584
Grand Total	64	677	44	785	32	32	16	80	20	511	42	19	592	22	21	60	103	1560
Apprch %	8.2	86.2	5.6		40	40	20		3.4	86.3	7.1	3.2		21.4	20.4	58.3		
Total %	4.1	43.4	2.8	50.3	2.1	2.1	1	5.1	1.3	32.8	2.7	1.2	37.9	1.4	1.3	3.8	6.6	

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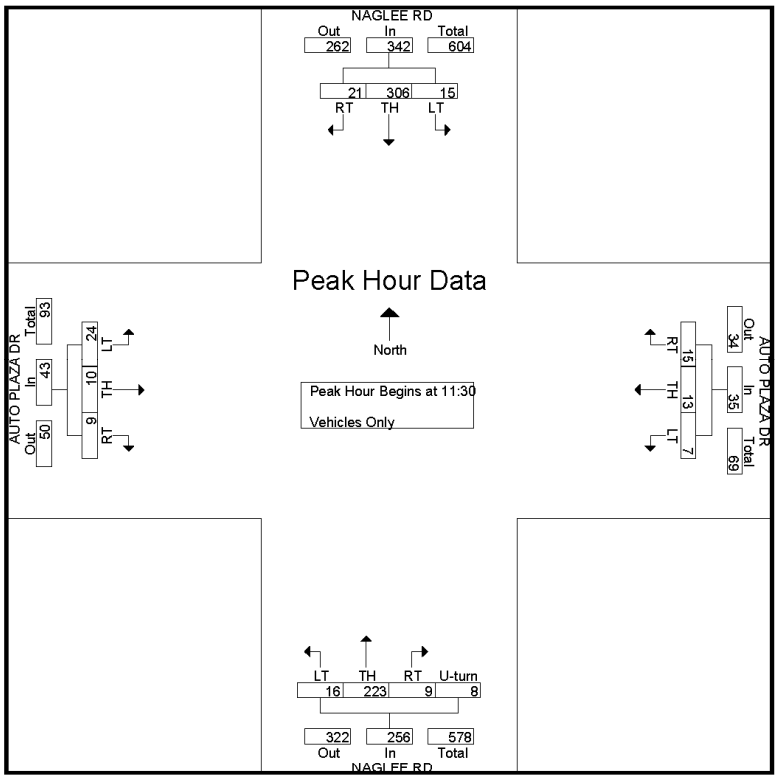
mietekm@comcast.net
925.305.4358

CITY OF TRACY
Naglee Rd. & Auto Plaza Dr.
Latitude: 37.763103
Longitude: -121.462395

File Name : naglee-auto plaza-s
Site Code : 2
Start Date : 3/3/2024
Page No : 2

	NAGLEE RD Southbound				AUTO PLAZA DR Westbound				NAGLEE RD Northbound					AUTO PLAZA DR Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 10:00 to 12:45 - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 11:30																		
11:30	5	72	3	80	4	3	**2**	9	**5**	48	2	**3**	58	1	3	5	9	156
11:45	**7**	82	**5**	**94**	4	1	2	7	2	**62**	4	1	**69**	2	**0**	5	7	177
12:00	3	69	4	76	**5**	**6**	1	**12**	1	53	**8**	1	63	**4**	**4**	3	11	162
12:15	6	**83**	3	92	2	3	2	7	1	60	2	3	66	2	3	**11**	**16**	**181**
Total Volume	21	306	15	342	15	13	7	35	9	223	16	8	256	9	10	24	43	676
% App. Total	6.1	89.5	4.4		42.9	37.1	20		3.5	87.1	6.2	3.1		20.9	23.3	55.8		
PHF	.750	.922	.750	.910	.750	.542	.875	.729	.450	.899	.500	.667	.928	.563	.625	.545	.672	.934



TRAFFIC COUNTS PLUS
mietekm@comcast.net
925.305.4358

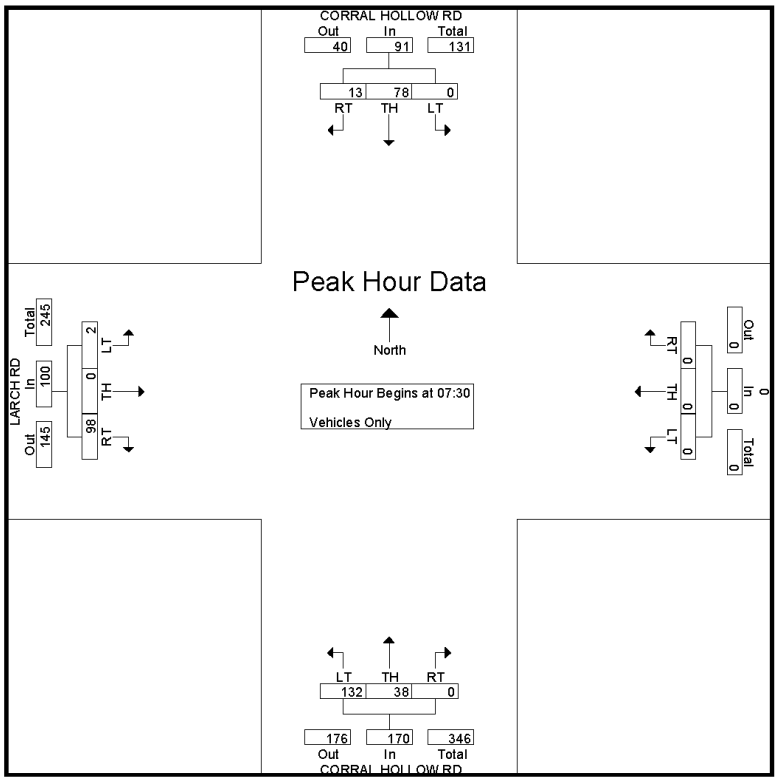
CITY OF TRACY
Corral Hollow Rd. & Larch Rd.
Latitude: 37.765528
Longitude: -121.453357

File Name : corral hollow-larch-a
Site Code : 3
Start Date : 2/29/2024
Page No : 1

Groups Printed- Vehicles Only

	CORRAL HOLLOW RD Southbound				0 Westbound				CORRAL HOLLOW RD Northbound				LARCH RD Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	1	6	0	7	0	0	0	0	0	5	27	32	7	0	0	7	46
07:15	5	18	0	23	0	0	0	0	0	8	26	34	14	0	4	18	75
07:30	2	12	0	14	0	0	0	0	0	10	40	50	9	0	1	10	74
07:45	6	26	0	32	0	0	0	0	0	6	33	39	26	0	0	26	97
Total	14	62	0	76	0	0	0	0	0	29	126	155	56	0	5	61	292
08:00	2	26	0	28	0	0	0	0	0	11	29	40	39	0	0	39	107
08:15	3	14	0	17	0	0	0	0	0	11	30	41	24	0	1	25	83
08:30	3	9	0	12	0	0	0	0	0	10	29	39	16	0	1	17	68
08:45	2	5	0	7	0	0	0	0	0	8	33	41	18	0	0	18	66
Total	10	54	0	64	0	0	0	0	0	40	121	161	97	0	2	99	324
Grand Total	24	116	0	140	0	0	0	0	0	69	247	316	153	0	7	160	616
Apprch %	17.1	82.9	0		0	0	0		0	21.8	78.2		95.6	0	4.4		
Total %	3.9	18.8	0	22.7	0	0	0	0	0	11.2	40.1	51.3	24.8	0	1.1	26	

	CORRAL HOLLOW RD Southbound				0 Westbound				CORRAL HOLLOW RD Northbound				LARCH RD Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	2	12	0	14	0	0	0	0	0	10	**40**	**50**	9	0	**1**	10	74
07:45	**6**	**26**	0	**32**	0	0	0	0	0	6	33	39	26	0	0	26	97
08:00	2	26	0	28	0	0	0	0	0	**11**	29	40	**39**	0	0	**39**	**107**
08:15	3	14	0	17	0	0	0	0	0	11	30	41	24	0	1	25	83
Total Volume	13	78	0	91	0	0	0	0	0	38	132	170	98	0	2	100	361
% App. Total	14.3	85.7	0		0	0	0		0	22.4	77.6		98	0	2		
PHF	.542	.750	.000	.711	.000	.000	.000	.000	.000	.864	.825	.850	.628	.000	.500	.641	.843



TRAFFIC COUNTS PLUS
mietekm@comcast.net
925.305.4358

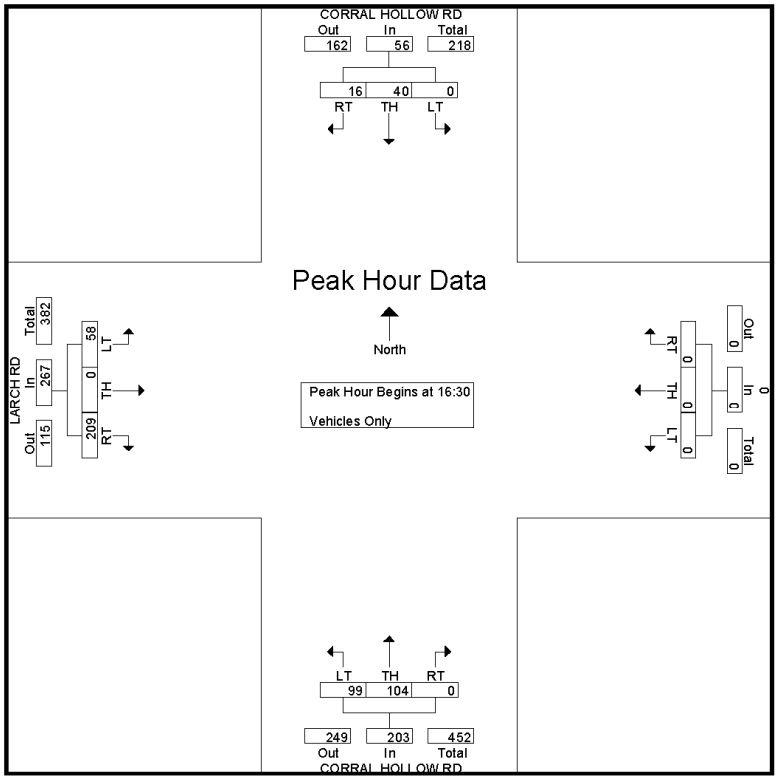
CITY OF TRACY
Corral Hollow Rd. & Larch Rd.
Latitude: 37.765528
Longitude: -121.453357

File Name : corral hollow-larch-p
Site Code : 3
Start Date : 2/28/2024
Page No : 1

Groups Printed- Vehicles Only

	CORRAL HOLLOW RD Southbound				0 Westbound				CORRAL HOLLOW RD Northbound				LARCH RD Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	1	10	0	11	0	0	0	0	0	40	28	68	53	0	12	65	144
16:15	3	14	0	17	0	0	0	0	0	27	28	55	45	0	16	61	133
16:30	2	8	0	10	0	0	0	0	0	21	23	44	49	0	12	61	115
16:45	4	10	0	14	0	0	0	0	0	24	25	49	42	0	12	54	117
Total	10	42	0	52	0	0	0	0	0	112	104	216	189	0	52	241	509
17:00	4	8	0	12	0	0	0	0	0	36	20	56	55	0	16	71	139
17:15	6	14	0	20	0	0	0	0	0	23	31	54	63	0	18	81	155
17:30	6	6	0	12	0	0	0	0	0	15	20	35	50	0	13	63	110
17:45	6	11	0	17	0	0	0	0	0	20	26	46	39	0	8	47	110
Total	22	39	0	61	0	0	0	0	0	94	97	191	207	0	55	262	514
Grand Total	32	81	0	113	0	0	0	0	0	206	201	407	396	0	107	503	1023
Apprch %	28.3	71.7	0		0	0	0		0	50.6	49.4		78.7	0	21.3		
Total %	3.1	7.9	0	11	0	0	0	0	0	20.1	19.6	39.8	38.7	0	10.5	49.2	

	CORRAL HOLLOW RD Southbound				0 Westbound				CORRAL HOLLOW RD Northbound				LARCH RD Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:30																	
16:30	2	8	0	10	0	0	0	0	0	21	23	44	49	0	12	61	115
16:45	4	10	0	14	0	0	0	0	0	24	25	49	42	0	12	54	117
17:00	4	8	0	12	0	0	0	0	0	**36**	20	**56**	55	0	16	71	139
17:15	**6**	**14**	0	**20**	0	0	0	0	0	23	**31**	54	**63**	0	**18**	**81**	**155**
Total Volume	16	40	0	56	0	0	0	0	0	104	99	203	209	0	58	267	526
% App. Total	28.6	71.4	0		0	0	0		0	51.2	48.8		78.3	0	21.7		
PHF	.667	.714	.000	.700	.000	.000	.000	.000	.000	.722	.798	.906	.829	.000	.806	.824	.848



TRAFFIC COUNTS PLUS
mietekm@comcast.net
925.305.4358

CITY OF TRACY
Corral Hollow Rd. & Larch Rd.
Latitude: 37.765528
Longitude: -121.453357

File Name : corral hollow-larch-s
Site Code : 3
Start Date : 3/3/2024
Page No : 1

Groups Printed- Vehicles Only

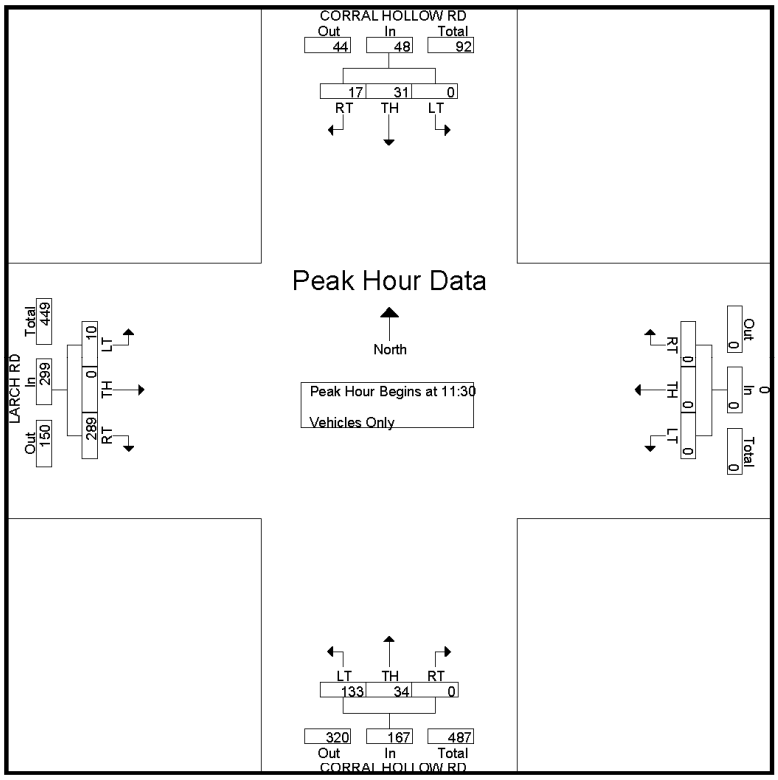
	CORRAL HOLLOW RD Southbound				0 Westbound				CORRAL HOLLOW RD Northbound				LARCH RD Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
10:00	3	5	0	8	0	0	0	0	0	7	21	28	17	0	0	17	53
10:15	0	4	0	4	0	0	0	0	0	4	18	22	27	0	0	27	53
10:30	1	6	0	7	0	0	0	0	0	3	49	52	46	0	1	47	106
10:45	1	5	0	6	0	0	0	0	0	11	34	45	46	0	0	46	97
Total	5	20	0	25	0	0	0	0	0	25	122	147	136	0	1	137	309
11:00	4	4	0	8	0	0	0	0	0	4	28	32	64	0	0	64	104
11:15	3	6	0	9	0	0	0	0	0	7	21	28	56	0	4	60	97
11:30	0	10	0	10	0	0	0	0	0	8	29	37	66	0	3	69	116
11:45	8	8	0	16	0	0	0	0	0	6	40	46	58	0	3	61	123
Total	15	28	0	43	0	0	0	0	0	25	118	143	244	0	10	254	440
12:00	3	5	0	8	0	0	0	0	0	5	30	35	73	0	2	75	118
12:15	6	8	0	14	0	0	0	0	0	15	34	49	92	0	2	94	157
12:30	7	14	0	21	0	0	0	0	0	7	38	45	46	0	2	48	114
12:45	3	5	0	8	0	0	0	0	0	11	30	41	47	0	1	48	97
Total	19	32	0	51	0	0	0	0	0	38	132	170	258	0	7	265	486
Grand Total	39	80	0	119	0	0	0	0	0	88	372	460	638	0	18	656	1235
Apprch %	32.8	67.2	0		0	0	0		0	19.1	80.9		97.3	0	2.7		
Total %	3.2	6.5	0	9.6	0	0	0	0	0	7.1	30.1	37.2	51.7	0	1.5	53.1	

TRAFFIC COUNTS PLUS
mietekm@comcast.net
925.305.4358

CITY OF TRACY
Corral Hollow Rd. & Larch Rd.
Latitude: 37.765528
Longitude: -121.453357

File Name : corral hollow-larch-s
Site Code : 3
Start Date : 3/3/2024
Page No : 2

	CORRAL HOLLOW RD Southbound				0 Westbound				CORRAL HOLLOW RD Northbound				LARCH RD Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 10:00 to 12:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:30																	
11:30	0	**10**	0	10	0	0	0	0	0	8	29	37	66	0	**3**	69	116
11:45	**8**	8	0	**16**	0	0	0	0	0	6	**40**	46	58	0	3	61	123
12:00	3	5	0	8	0	0	0	0	0	5	30	35	73	0	2	75	118
12:15	6	8	0	14	0	0	0	0	0	**15**	34	**49**	**92**	0	2	**94**	**157**
Total Volume	17	31	0	48	0	0	0	0	0	34	133	167	289	0	10	299	514
% App. Total	35.4	64.6	0		0	0	0		0	20.4	79.6		96.7	0	3.3		
PHF	.531	.775	.000	.750	.000	.000	.000	.000	.000	.567	.831	.852	.785	.000	.833	.795	.818



TRAFFIC COUNTS PLUS

mietekm@comcast.net
925.305.4358

CITY OF TRACY
NAGLEE RD. btwn LARCH RD. & AUTO PLAZA DR.

naglee1-n
Site Code: 2n
Latitude: 37.764544
Longitude: -121.462332

NORTHBOUND

Start Time	1 20	21 22	23 24	25 26	27 28	29 30	31 32	33 34	35 36	37 38	39 40	41 42	43 44	45 46	47 48	49 50	51 52	53 54	55 56	57 9999	Total
12 PM	15	1	6	2	11	15	21	26	23	36	31	25	8	5	1	2	2	0	0	0	230
13:00	9	0	0	3	8	22	29	20	41	24	28	10	10	3	4	0	0	0	1	0	212
14:00	13	1	2	6	8	15	22	25	25	20	25	14	15	12	7	2	0	0	0	1	213
15:00	16	2	1	3	8	7	12	25	33	34	36	42	15	17	11	2	5	0	2	1	272
16:00	13	0	0	2	6	8	22	26	39	37	37	40	18	17	9	5	3	2	0	1	285
17:00	7	1	0	2	3	7	31	43	39	43	39	23	16	11	10	5	2	0	1	1	284
18:00	3	0	1	1	3	9	22	30	41	13	23	22	17	12	8	8	2	0	1	0	216
19:00	0	0	0	1	2	8	8	6	12	18	23	17	11	10	11	0	3	4	3	2	139
20:00	2	0	1	0	2	6	11	8	15	13	10	6	9	7	11	6	0	3	0	2	112
21:00	0	1	0	2	3	2	1	2	3	2	3	3	5	5	5	1	3	2	2	2	47
22:00	0	1	0	0	0	0	1	4	1	4	3	6	1	2	0	2	0	0	0	2	27
23:00	0	0	0	0	0	0	2	2	2	3	1	3	1	1	0	0	1	0	1	3	20
02/29/2 4	0	0	0	0	0	0	1	0	2	1	1	1	1	0	1	0	0	0	0	1	9
01:00	0	0	0	1	1	1	0	0	1	0	1	1	0	0	0	1	0	0	0	0	7
02:00	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
04:00	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	4	1	1	2	6	17
05:00	1	0	0	0	1	0	0	2	3	2	1	3	8	9	6	9	10	9	15	31	110
06:00	7	1	3	0	4	5	11	9	13	20	28	21	27	47	33	34	26	20	17	36	362
07:00	12	1	2	2	1	4	6	7	13	17	15	16	25	23	16	15	10	11	7	7	210
08:00	11	0	3	5	5	5	9	15	13	8	9	6	10	7	1	4	0	0	1	1	113
09:00	5	2	5	4	12	18	12	11	11	13	4	9	2	0	0	0	0	0	0	0	108
10:00	11	0	2	7	5	15	22	12	15	21	18	10	5	4	1	0	1	0	1	0	150
11:00	9	3	0	7	7	11	21	24	10	22	12	10	11	11	2	2	1	0	0	2	165
Total	134	14	26	48	90	158	264	297	356	352	349	289	215	204	139	102	70	52	54	100	3313
Grand Total	134	14	26	48	90	158	264	297	356	352	349	289	215	204	139	102	70	52	54	100	3313

Stats

15th Percentile :	13 MPH
50th Percentile :	35 MPH
85th Percentile :	44 MPH
95th Percentile :	49 MPH
Mean Speed(Average) :	33 MPH
10 MPH Pace Speed :	33-42 MPH
Number in Pace :	1370
Percent in Pace :	42.6%
Number of Vehicles > 35 MPH :	1741
Percent of Vehicles > 35 MPH :	54.2%

TRAFFIC COUNTS PLUS

mietekm@comcast.net
925.305.4358

CITY OF TRACY
NAGLEE RD. btwn LARCH RD. & AUTO PLAZA DR.

naglee1-s
Site Code: 2s
Latitude: 37.764544
Longitude: -121.462332

SOUTHBOUND

Start	1	17	19	21	23	25	27	29	31	33	35	37	39	41	43	45	47	49	51	53	
Time	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	9999	Total
12 PM	5	3	2	3	4	8	10	27	19	28	17	13	11	5	12	4	0	0	1	0	172
13:00	7	0	0	3	1	6	10	22	15	20	14	15	13	7	8	8	3	2	0	1	155
14:00	5	1	1	2	1	2	7	9	14	23	20	17	10	8	9	1	1	3	1	3	138
15:00	9	0	0	1	0	5	4	7	10	16	18	33	21	16	11	11	4	1	0	0	167
16:00	9	0	0	0	1	6	7	12	9	24	24	19	25	12	9	9	4	0	0	1	170
17:00	7	0	0	0	2	2	8	8	20	15	13	17	5	16	9	8	1	5	0	1	137
18:00	3	1	0	1	2	1	4	7	7	7	7	12	13	9	10	7	2	1	0	3	97
19:00	0	0	0	0	0	0	1	5	5	11	6	8	9	5	6	4	3	0	0	1	64
20:00	1	0	0	0	1	6	3	2	2	2	2	10	8	3	3	2	0	1	0	1	47
21:00	0	0	0	0	0	0	1	1	1	1	2	2	2	3	0	2	0	0	1	0	16
22:00	0	0	0	0	0	1	1	1	2	3	2	2	0	3	0	1	0	0	0	0	16
23:00	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	1	0	4
02/29/2 4	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	3
01:00	0	0	0	0	0	1	0	0	1	1	1	0	0	0	0	1	0	1	0	0	6
02:00	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	1	0	0	0	0	5
03:00	1	0	0	0	0	1	0	0	0	1	1	1	0	0	0	0	0	0	0	0	5
04:00	0	0	0	0	1	0	0	0	3	0	1	0	1	1	0	0	1	1	0	1	10
05:00	0	0	3	0	0	0	0	2	0	1	0	0	3	0	0	0	1	2	1	1	14
06:00	3	0	0	0	0	1	1	3	3	2	4	5	5	3	2	2	3	0	0	1	38
07:00	2	0	0	1	1	1	2	5	9	11	12	9	6	6	2	6	4	3	3	2	85
08:00	9	1	2	1	2	9	7	13	17	20	13	19	14	12	9	4	3	2	1	0	158
09:00	3	3	3	4	7	6	7	16	11	26	13	12	4	7	5	2	3	2	0	1	135
10:00	7	0	0	0	1	7	6	13	9	16	20	12	19	12	9	4	1	1	1	1	139
11:00	7	2	5	7	4	9	11	21	17	15	14	16	19	11	5	2	1	3	2	0	171
Total	78	11	16	23	28	73	90	177	174	245	204	223	188	140	109	79	35	28	12	19	1952
Grand Total	78	11	16	23	28	73	90	177	174	245	204	223	188	140	109	79	35	28	12	19	1952

Stats

15th Percentile :	13 MPH
50th Percentile :	33 MPH
85th Percentile :	41 MPH
95th Percentile :	45 MPH
Mean Speed(Average) :	31 MPH
10 MPH Pace Speed :	31-40 MPH
Number in Pace :	896
Percent in Pace :	46.4%
Number of Vehicles > 45 MPH :	114
Percent of Vehicles > 45 MPH :	5.9%

TRAFFIC COUNTS PLUS

mietekm@comcast.net
925.305.4358

CITY OF TRACY
LARCH RD. btwn NAGLEE RD. & CORRAL HOLLOW RD.

larch 2
Site Code: 2e
Latitude: 37.76544
Longitude: -121.45879

EASTBOUND

Start	1	27	29	31	33	35	37	39	41	43	45	47	49	51	53	55	57	59	61	63	
Time	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54	56	58	60	62	9999	Total
12 PM	7	2	2	7	7	19	21	17	12	22	12	10	11	6	1	1	1	0	1	1	160
13:00	10	0	1	2	11	15	20	24	30	21	14	5	12	5	3	2	0	0	0	0	175
14:00	8	4	6	5	5	15	18	23	25	18	27	12	6	7	4	3	2	0	1	0	189
15:00	2	1	0	8	12	15	16	32	23	36	21	20	12	16	3	2	2	1	0	1	223
16:00	2	0	2	5	7	22	23	39	38	29	23	18	16	6	4	5	4	0	0	2	245
17:00	6	0	1	3	6	18	25	37	33	45	31	23	13	10	3	5	0	0	0	0	259
18:00	3	2	3	9	18	11	23	23	21	19	12	15	7	8	4	1	5	2	1	1	188
19:00	3	0	2	2	4	4	11	12	24	12	9	6	5	7	1	1	0	1	1	1	106
20:00	2	1	0	1	4	5	8	6	9	10	8	11	2	5	2	4	2	0	2	0	82
21:00	1	0	0	0	3	8	5	3	1	3	2	3	0	2	1	0	2	0	1	0	35
22:00	0	1	0	1	1	1	1	1	3	2	1	0	0	0	1	0	1	0	0	1	15
23:00	0	0	0	0	0	0	1	3	1	0	0	0	1	0	1	0	0	1	0	0	8
02/29/2																					
4	0	2	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	5
01:00	0	1	0	1	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	7
02:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	3
04:00	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	3
05:00	0	0	0	0	0	1	2	6	0	1	3	2	2	0	0	0	0	0	0	0	17
06:00	1	0	0	3	0	2	2	1	3	6	3	1	2	1	1	0	0	0	1	0	27
07:00	3	1	0	1	4	7	6	4	7	10	5	4	3	5	2	2	2	0	0	0	66
08:00	0	0	3	1	3	7	8	13	12	13	15	10	2	2	1	0	2	0	0	1	93
09:00	6	1	3	5	9	7	14	13	9	12	8	5	1	3	0	1	0	0	0	0	97
10:00	4	3	3	2	9	18	13	17	13	9	3	2	5	1	1	1	0	0	0	1	105
11:00	10	2	3	7	12	9	20	13	13	18	5	5	8	2	2	3	0	0	0	1	133
Total	68	21	29	63	115	187	238	289	279	289	203	153	110	86	35	31	23	6	8	10	2243
Grand Total	68	21	29	63	115	187	238	289	279	289	203	153	110	86	35	31	23	6	8	10	2243

Stats

15th Percentile :	18 MPH
50th Percentile :	39 MPH
85th Percentile :	47 MPH
95th Percentile :	51 MPH
Mean Speed(Average) :	37 MPH
10 MPH Pace Speed :	37-46 MPH
Number in Pace :	1067
Percent in Pace :	47.8%
Number of Vehicles > 55 MPH :	48
Percent of Vehicles > 55 MPH :	2.2%

TRAFFIC COUNTS PLUS

mietekm@comcast.net
925.305.4358

CITY OF TRACY
LARCH RD. btwn NAGLEE RD. & CORRAL HOLLOW RD.

larch 2
Site Code: 2e
Latitude: 37.76544
Longitude: -121.45879

WESTBOUND

Start Time	1 26	27 28	29 30	31 32	33 34	35 36	37 38	39 40	41 42	43 44	45 46	47 48	49 50	51 52	53 54	55 56	57 58	59 60	61 62	63 9999	Total
12 PM	6	0	1	2	6	7	11	3	9	16	22	13	10	10	2	3	1	1	0	1	124
13:00	5	0	2	2	2	5	10	12	8	14	12	5	8	7	2	3	0	0	0	1	98
14:00	5	0	2	2	1	3	6	12	9	15	19	11	8	9	1	5	1	3	1	2	115
15:00	4	0	1	2	4	5	4	10	15	14	11	17	9	14	2	6	1	1	0	0	120
16:00	3	1	2	2	4	7	9	7	4	17	13	14	9	8	5	2	2	2	0	0	111
17:00	4	0	3	1	0	5	11	10	15	18	14	10	9	7	3	3	2	0	0	1	116
18:00	1	0	1	2	2	3	8	5	13	17	13	11	7	5	1	3	1	0	2	0	95
19:00	1	0	0	1	0	4	2	6	2	8	3	6	3	2	0	1	2	0	0	0	41
20:00	1	1	1	3	1	5	2	9	1	4	5	3	0	2	0	1	0	0	0	0	39
21:00	0	1	0	0	0	0	2	0	2	1	1	1	1	0	0	1	0	0	0	0	10
22:00	1	1	0	0	0	0	0	3	1	1	4	2	1	0	0	0	0	0	0	1	15
23:00	0	0	0	0	0	1	0	2	0	0	0	2	1	0	0	0	0	0	0	1	7
02/29/2 4	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
01:00	0	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	5
02:00	1	0	0	0	0	0	0	1	1	1	0	0	0	3	0	0	0	0	0	0	7
03:00	1	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	5
04:00	0	0	0	0	0	0	2	1	1	2	4	1	2	0	3	0	2	1	1	2	22
05:00	0	0	0	1	0	3	1	4	1	1	3	9	4	6	2	8	2	3	1	4	53
06:00	0	0	1	0	1	4	1	4	4	4	13	10	8	5	1	10	3	3	1	5	78
07:00	1	3	1	0	3	7	6	12	8	15	18	16	6	16	6	8	8	4	2	2	142
08:00	6	0	2	4	2	11	10	20	11	21	15	4	7	10	1	5	0	1	0	2	132
09:00	2	2	5	4	6	6	9	14	9	7	11	8	5	2	1	1	3	1	2	0	98
10:00	4	2	1	3	1	7	4	9	8	10	12	4	4	9	2	0	1	0	0	1	82
11:00	9	1	6	3	12	10	7	11	6	18	5	5	2	2	2	3	0	1	0	0	102
Total	55	13	29	32	45	93	105	155	130	206	200	153	104	118	34	64	29	21	10	23	1619
Grand Total	55	13	29	32	45	93	105	155	130	206	200	153	104	118	34	64	29	21	10	23	1619

Stats

15th Percentile :	17 MPH
50th Percentile :	41 MPH
85th Percentile :	50 MPH
95th Percentile :	55 MPH
Mean Speed(Average) :	38 MPH
10 MPH Pace Speed :	39-48 MPH
Number in Pace :	676
Percent in Pace :	42.4%
Number of Vehicles > 55 MPH :	86
Percent of Vehicles > 55 MPH :	5.4%

Appendix B INTERSECTION LOS ANALYSIS: EXISTING CONDITIONS LOS CALCULATION SHEETS

Intersection	
Int Delay, s/veh	5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	60	84	154	37	57	51
Future Vol, veh/h	60	84	154	37	57	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	81	82	62	57	71
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	68	104	188	60	100	72

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	490	218	0	0	248	0
Stage 1	218	-	-	-	-	-
Stage 2	272	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	537	822	-	-	1318	-
Stage 1	818	-	-	-	-	-
Stage 2	774	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	495	822	-	-	1318	-
Mov Cap-2 Maneuver	495	-	-	-	-	-
Stage 1	818	-	-	-	-	-
Stage 2	713	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.5	0	4.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	651	1318	-
HCM Lane V/C Ratio	-	-	0.264	0.076	-
HCM Control Delay (s)	-	-	12.5	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1.1	0.2	-

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	26	21	1	56	1	65	121	1	10	59	59
Future Vol, veh/h	27	26	21	1	56	1	65	121	1	10	59	59
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	180	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	68	72	58	25	78	25	69	57	25	50	67	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	36	36	4	72	4	94	212	4	20	88	64

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	490	564	76	504	594	108	152	0	0	216	0	0
Stage 1	160	160	-	402	402	-	-	-	-	-	-	-
Stage 2	330	404	-	102	192	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	461	433	970	451	416	925	1426	-	-	1351	-	-
Stage 1	826	764	-	596	599	-	-	-	-	-	-	-
Stage 2	657	598	-	893	740	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	369	398	970	379	382	925	1426	-	-	1351	-	-
Mov Cap-2 Maneuver	369	398	-	379	382	-	-	-	-	-	-	-
Stage 1	771	752	-	557	559	-	-	-	-	-	-	-
Stage 2	533	559	-	805	728	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.9	16.5	2.3	0.9
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1426	-	-	475	393	1351	-	-
HCM Lane V/C Ratio	0.066	-	-	0.236	0.203	0.015	-	-
HCM Control Delay (s)	7.7	-	-	14.9	16.5	7.7	0	-
HCM Lane LOS	A	-	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.9	0.8	0	-	-

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	9	132	38	78	13
Future Vol, veh/h	1	9	132	38	78	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	50	63	83	86	75	54
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	14	159	44	104	24

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	478	116	128	0	-	0
Stage 1	116	-	-	-	-	-
Stage 2	362	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	546	936	1458	-	-	-
Stage 1	909	-	-	-	-	-
Stage 2	704	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	485	936	1458	-	-	-
Mov Cap-2 Maneuver	485	-	-	-	-	-
Stage 1	807	-	-	-	-	-
Stage 2	704	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	6.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1458	-	840	-	-
HCM Lane V/C Ratio	0.109	-	0.019	-	-
HCM Control Delay (s)	7.8	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.4	-	0.1	-	-

Intersection	
Int Delay, s/veh	4.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	70	36	140	182	84	78
Future Vol, veh/h	70	36	140	182	84	78
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	90	90	91	66	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	88	40	156	200	127	88

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	598	256	0	0	356	0
Stage 1	256	-	-	-	-	-
Stage 2	342	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	465	783	-	-	1203	-
Stage 1	787	-	-	-	-	-
Stage 2	719	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	413	783	-	-	1203	-
Mov Cap-2 Maneuver	413	-	-	-	-	-
Stage 1	787	-	-	-	-	-
Stage 2	639	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15	0	4.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	485	1203	-
HCM Lane V/C Ratio	-	-	0.263	0.106	-
HCM Control Delay (s)	-	-	15	8.3	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1	0.4	-

Intersection	
Int Delay, s/veh	8.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	81	49	63	4	25	12	58	196	5	11	106	55
Future Vol, veh/h	81	49	63	4	25	12	58	196	5	11	106	55
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	180	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	69	83	33	69	75	65	83	42	46	88	76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	104	71	76	12	36	16	89	236	12	24	120	72

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	518	630	96	564	660	124	192	0	0	248	0	0
Stage 1	204	204	-	420	420	-	-	-	-	-	-	-
Stage 2	314	426	-	144	240	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	440	397	942	408	382	904	1379	-	-	1315	-	-
Stage 1	779	732	-	581	588	-	-	-	-	-	-	-
Stage 2	671	584	-	844	706	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	373	363	942	299	350	904	1379	-	-	1315	-	-
Mov Cap-2 Maneuver	373	363	-	299	350	-	-	-	-	-	-	-
Stage 1	728	717	-	543	550	-	-	-	-	-	-	-
Stage 2	576	546	-	684	691	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.4	15.8	2.1	0.9
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1379	-	-	452	398	1315	-	-
HCM Lane V/C Ratio	0.065	-	-	0.555	0.162	0.018	-	-
HCM Control Delay (s)	7.8	-	-	22.4	15.8	7.8	0.1	-
HCM Lane LOS	A	-	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	3.3	0.6	0.1	-	-

Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	58	209	99	104	40	16
Future Vol, veh/h	58	209	99	104	40	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	83	80	72	71	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	252	124	144	56	24

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	460	68	80	0	-	0
Stage 1	68	-	-	-	-	-
Stage 2	392	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	559	995	1518	-	-	-
Stage 1	955	-	-	-	-	-
Stage 2	683	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	509	995	1518	-	-	-
Mov Cap-2 Maneuver	509	-	-	-	-	-
Stage 1	870	-	-	-	-	-
Stage 2	683	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.2	3.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1518	-	821	-	-
HCM Lane V/C Ratio	0.082	-	0.394	-	-
HCM Control Delay (s)	7.6	0	12.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.3	-	1.9	-	-

Intersection	
Int Delay, s/veh	9.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	92	58	138	123	169	245
Future Vol, veh/h	92	58	138	123	169	245
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	68	73	93	90	75	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	135	79	148	137	225	261

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	928	217	0	0	285	0
Stage 1	217	-	-	-	-	-
Stage 2	711	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	297	823	-	-	1277	-
Stage 1	819	-	-	-	-	-
Stage 2	487	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	236	823	-	-	1277	-
Mov Cap-2 Maneuver	236	-	-	-	-	-
Stage 1	819	-	-	-	-	-
Stage 2	387	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	36.2	0	3.9
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	321	1277	-
HCM Lane V/C Ratio	-	-	0.669	0.176	-
HCM Control Delay (s)	-	-	36.2	8.4	0
HCM Lane LOS	-	-	E	A	A
HCM 95th %tile Q(veh)	-	-	4.5	0.6	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	10	9	7	13	15	24	223	9	15	306	21
Future Vol, veh/h	24	10	9	7	13	15	24	223	9	15	306	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	180	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	55	63	56	88	54	75	50	90	45	75	92	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	44	16	16	8	24	20	48	248	20	20	333	28

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	619	751	181	569	755	134	361	0	0	268	0	0
Stage 1	387	387	-	354	354	-	-	-	-	-	-	-
Stage 2	232	364	-	215	401	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	373	338	831	405	336	890	1194	-	-	1293	-	-
Stage 1	608	608	-	636	629	-	-	-	-	-	-	-
Stage 2	750	622	-	767	599	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	328	318	831	365	317	890	1194	-	-	1293	-	-
Mov Cap-2 Maneuver	328	318	-	365	317	-	-	-	-	-	-	-
Stage 1	584	596	-	611	604	-	-	-	-	-	-	-
Stage 2	676	597	-	718	588	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17	14.4	1.2	0.5
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1194	-	-	374	433	1293	-	-
HCM Lane V/C Ratio	0.04	-	-	0.202	0.12	0.015	-	-
HCM Control Delay (s)	8.1	-	-	17	14.4	7.8	0.1	-
HCM Lane LOS	A	-	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.4	0	-	-

Intersection	
Int Delay, s/veh	8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	289	133	34	31	17
Future Vol, veh/h	10	289	133	34	31	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	79	83	57	78	53
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	366	160	60	40	32

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	436	56	72	0	-	0
Stage 1	56	-	-	-	-	-
Stage 2	380	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	578	1011	1528	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	691	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	516	1011	1528	-	-	-
Mov Cap-2 Maneuver	516	-	-	-	-	-
Stage 1	863	-	-	-	-	-
Stage 2	691	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11	5.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1528	-	981	-	-
HCM Lane V/C Ratio	0.105	-	0.385	-	-
HCM Control Delay (s)	7.6	0	11	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.4	-	1.8	-	-

Intersection: 1: Naglee Rd & W Larch Rd

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	62	11	39
Average Queue (ft)	42	2	11
95th Queue (ft)	69	11	42
Link Distance (ft)	2501	397	501
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1: Naglee Rd & W Larch Rd

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	72	5	48
Average Queue (ft)	46	1	20
95th Queue (ft)	81	7	51
Link Distance (ft)	2501	397	501
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1: Naglee Rd & W Larch Rd

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	70	79
Average Queue (ft)	45	34
95th Queue (ft)	79	77
Link Distance (ft)	2501	501
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Peak Hour Signal Warrant Analysis

Intersection: Naglee Road (major) & W. Larch Road (minor)
Scenario: Existing Conditions

WARRANT 3 – PEAK HOURS PART A or PART B SATISFIED?

Part A (Criteria 1, 2 and 3, below, must all be satisfied)	**AM Satisfied?**	**PM Satisfied?**	**Late AM Sunday Satisfied?**
	No	**No**	**No**

Part A Criteria	AM Satisfied?	PM Satisfied?	Sunday Satisfied?
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle-hours for a two-lane approach; AND	No	No	No
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes	Yes	Yes
3. The total entering volume services during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 for intersections with three approaches.	No	No	Yes

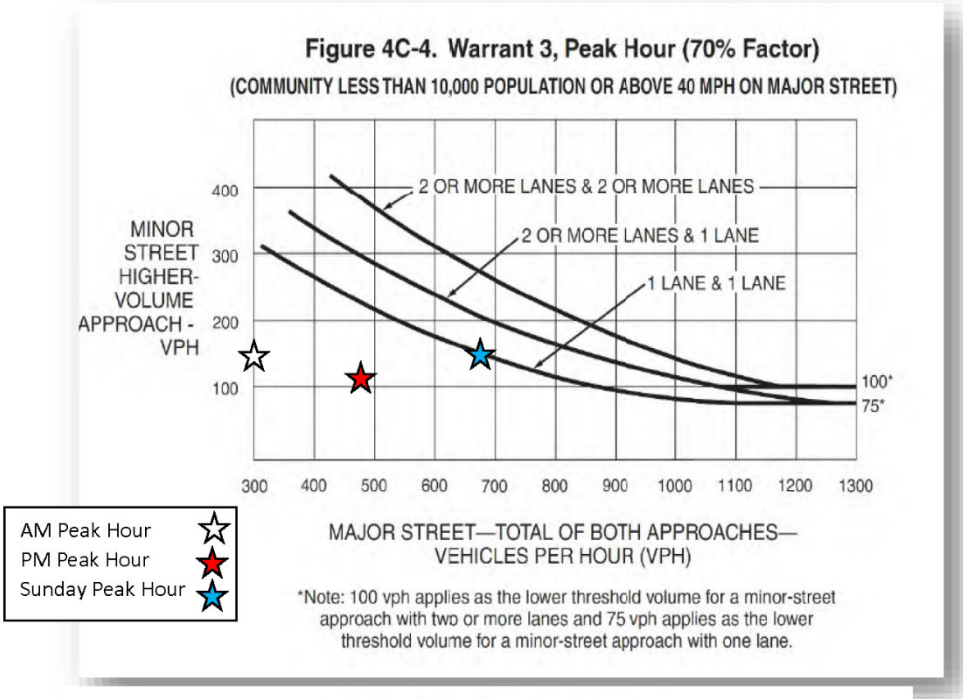
Part B	**AM Satisfied?**	**PM Satisfied?**	**Sunday Satisfied?**
	No	**No**	**Yes**

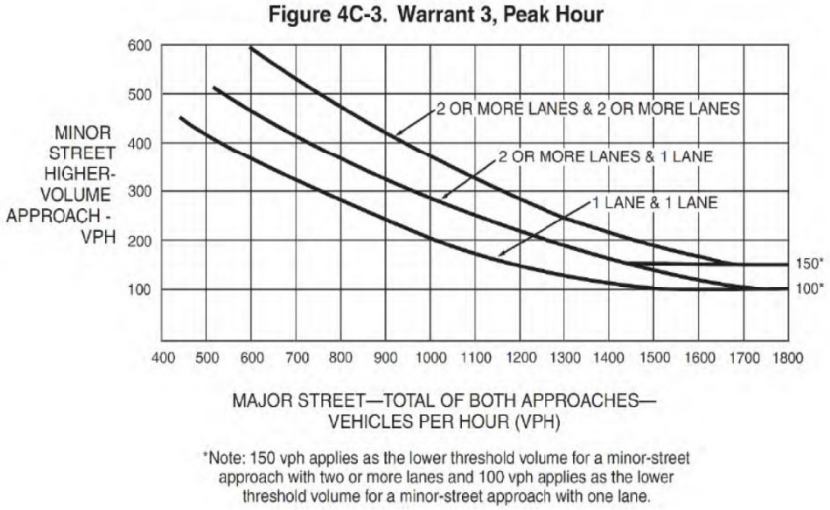
Approach Lanes	AM Peak Hour Volume	PM Peak Hour Volume	Late AM Sunday Peak Hour Volume
Both Approaches – Major Street	299	484	675
Highest Approach – Minor Street	144	106	150

Source: February 29th & March 1st, 2024 counts

Note: The plotted points for vehicles per hour on major street (both approaches) and corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any consecutive 15-minute intervals) must fall above the applicable curve in MUTCD Figure 4C-4 for a traffic signal to be warranted.

Intersection: Naglee Road (major) & W. Larch Road (minor)
Scenario: Existing Conditions





Appendix C ANALYSIS: EXISTING PLUS APPROVED PROJECTS CONDITIONS

- LOS CALCULATION SHEETS

- PEAK HOUR WARRANTS

Intersection	
Int Delay, s/veh	4.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	70	36	147	182	84	84
Future Vol, veh/h	70	36	147	182	84	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	90	90	91	66	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	88	40	163	200	127	94

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	611	263	0	0	363	0
Stage 1	263	-	-	-	-	-
Stage 2	348	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	457	776	-	-	1196	-
Stage 1	781	-	-	-	-	-
Stage 2	715	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	406	776	-	-	1196	-
Mov Cap-2 Maneuver	406	-	-	-	-	-
Stage 1	781	-	-	-	-	-
Stage 2	635	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.3	0	4.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	477	1196	-
HCM Lane V/C Ratio	-	-	0.267	0.106	-
HCM Control Delay (s)	-	-	15.3	8.4	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.1	0.4	-

Intersection	
Int Delay, s/veh	8.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	81	49	63	4	25	12	58	204	5	11	113	55
Future Vol, veh/h	81	49	63	4	25	12	58	204	5	11	113	55
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	180	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	69	83	33	69	75	65	83	42	46	88	76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	104	71	76	12	36	16	89	246	12	24	128	72

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	531	648	100	578	678	129	200	0	0	258	0	0
Stage 1	212	212	-	430	430	-	-	-	-	-	-	-
Stage 2	319	436	-	148	248	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	431	388	936	399	373	897	1370	-	-	1304	-	-
Stage 1	770	726	-	574	582	-	-	-	-	-	-	-
Stage 2	667	578	-	840	700	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	364	355	936	291	341	897	1370	-	-	1304	-	-
Mov Cap-2 Maneuver	364	355	-	291	341	-	-	-	-	-	-	-
Stage 1	720	711	-	537	544	-	-	-	-	-	-	-
Stage 2	572	540	-	680	685	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23.2	16.1	2	0.9
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1370	-	-	443	388	1304	-	-
HCM Lane V/C Ratio	0.065	-	-	0.566	0.166	0.018	-	-
HCM Control Delay (s)	7.8	-	-	23.2	16.1	7.8	0.1	-
HCM Lane LOS	A	-	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	3.4	0.6	0.1	-	-

Intersection	
Int Delay, s/veh	7.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	58	209	99	106	42	16
Future Vol, veh/h	58	209	99	106	42	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	83	80	72	71	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	252	124	147	59	24

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	466	71	83	0	-	0
Stage 1	71	-	-	-	-	-
Stage 2	395	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	555	991	1514	-	-	-
Stage 1	952	-	-	-	-	-
Stage 2	681	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	506	991	1514	-	-	-
Mov Cap-2 Maneuver	506	-	-	-	-	-
Stage 1	867	-	-	-	-	-
Stage 2	681	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.2	3.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1514	-	818	-	-
HCM Lane V/C Ratio	0.082	-	0.395	-	-
HCM Control Delay (s)	7.6	0	12.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.3	-	1.9	-	-

Intersection	
Int Delay, s/veh	13.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	92	58	208	123	169	322
Future Vol, veh/h	92	58	208	123	169	322
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	68	73	93	90	75	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	135	79	224	137	225	343

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1086	293	0	0	361	0
Stage 1	293	-	-	-	-	-
Stage 2	793	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	239	746	-	-	1198	-
Stage 1	757	-	-	-	-	-
Stage 2	446	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	184	746	-	-	1198	-
Mov Cap-2 Maneuver	184	-	-	-	-	-
Stage 1	757	-	-	-	-	-
Stage 2	343	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	64.9	0	3.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	255	1198	-
HCM Lane V/C Ratio	-	-	0.842	0.188	-
HCM Control Delay (s)	-	-	64.9	8.7	0
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	6.8	0.7	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	10	9	7	13	15	24	293	9	15	383	21
Future Vol, veh/h	24	10	9	7	13	15	24	293	9	15	383	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	180	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	55	63	56	88	54	75	50	90	45	75	92	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	44	16	16	8	24	20	48	326	20	20	416	28

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	741	912	222	688	916	173	444	0	0	346	0	0
Stage 1	470	470	-	432	432	-	-	-	-	-	-	-
Stage 2	271	442	-	256	484	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	305	272	782	333	271	840	1112	-	-	1210	-	-
Stage 1	543	558	-	572	581	-	-	-	-	-	-	-
Stage 2	712	575	-	726	550	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	263	255	782	296	254	840	1112	-	-	1210	-	-
Mov Cap-2 Maneuver	263	255	-	296	254	-	-	-	-	-	-	-
Stage 1	520	546	-	547	556	-	-	-	-	-	-	-
Stage 2	636	550	-	675	538	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.7	16.8	1	0.4
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1112	-	-	304	358	1210	-	-
HCM Lane V/C Ratio	0.043	-	-	0.249	0.145	0.017	-	-
HCM Control Delay (s)	8.4	-	-	20.7	16.8	8	0.1	-
HCM Lane LOS	A	-	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1	0.5	0.1	-	-

Intersection	
Int Delay, s/veh	8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	289	133	34	31	17
Future Vol, veh/h	10	289	133	34	31	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	79	83	57	78	53
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	366	160	60	40	32

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	436	56	72	0	-	0
Stage 1	56	-	-	-	-	-
Stage 2	380	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	578	1011	1528	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	691	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	516	1011	1528	-	-	-
Mov Cap-2 Maneuver	516	-	-	-	-	-
Stage 1	863	-	-	-	-	-
Stage 2	691	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11	5.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1528	-	981	-	-
HCM Lane V/C Ratio	0.105	-	0.385	-	-
HCM Control Delay (s)	7.6	0	11	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.4	-	1.8	-	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	70	36	147	182	84	84
Future Volume (veh/h)	70	36	147	182	84	84
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1900	1863
Adj Flow Rate, veh/h	88	40	163	200	127	94
Adj No. of Lanes	1	1	1	0	0	1
Peak Hour Factor	0.80	0.90	0.90	0.91	0.66	0.89
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	179	160	280	344	418	234
Arrive On Green	0.10	0.10	0.37	0.37	0.37	0.37
Sat Flow, veh/h	1774	1583	762	935	385	636
Grp Volume(v), veh/h	88	40	0	363	221	0
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1698	1021	0
Q Serve(g_s), s	1.0	0.5	0.0	3.5	1.0	0.0
Cycle Q Clear(g_c), s	1.0	0.5	0.0	3.5	4.5	0.0
Prop In Lane	1.00	1.00		0.55	0.57	
Lane Grp Cap(c), veh/h	179	160	0	624	652	0
V/C Ratio(X)	0.49	0.25	0.00	0.58	0.34	0.00
Avail Cap(c_a), veh/h	770	687	0	1730	1428	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	8.7	8.5	0.0	5.2	5.1	0.0
Incr Delay (d2), s/veh	2.1	0.8	0.0	0.9	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.2	0.0	1.8	1.1	0.0
LnGrp Delay(d),s/veh	10.8	9.3	0.0	6.1	5.4	0.0
LnGrp LOS	B	A		A	A	
Approach Vol, veh/h	128		363			221
Approach Delay, s/veh	10.3		6.1			5.4
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		13.3				13.3		7.2
Change Period (Y+Rc), s		* 5.8				5.8		5.1
Max Green Setting (Gmax), s		* 21				20.2		8.9
Max Q Clear Time (g_c+I1), s		5.5				6.5		3.0
Green Ext Time (p_c), s		2.0				1.1		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	6.6
HCM 2010 LOS	A

Notes

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	92	58	208	123	169	322
Future Volume (veh/h)	92	58	208	123	169	322
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1900	1863
Adj Flow Rate, veh/h	135	79	224	137	225	343
Adj No. of Lanes	1	1	1	0	0	1
Peak Hour Factor	0.68	0.73	0.93	0.90	0.75	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	217	194	580	355	388	498
Arrive On Green	0.12	0.12	0.54	0.54	0.54	0.54
Sat Flow, veh/h	1774	1583	1083	663	429	931
Grp Volume(v), veh/h	135	79	0	361	568	0
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1746	1360	0
Q Serve(g_s), s	2.3	1.5	0.0	3.9	7.1	0.0
Cycle Q Clear(g_c), s	2.3	1.5	0.0	3.9	10.9	0.0
Prop In Lane	1.00	1.00		0.38	0.40	
Lane Grp Cap(c), veh/h	217	194	0	934	886	0
V/C Ratio(X)	0.62	0.41	0.00	0.39	0.64	0.00
Avail Cap(c_a), veh/h	552	492	0	2188	1861	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.3	12.9	0.0	4.3	5.9	0.0
Incr Delay (d2), s/veh	2.9	1.4	0.0	0.3	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.7	0.0	1.9	4.0	0.0
LnGrp Delay(d),s/veh	16.2	14.3	0.0	4.6	6.7	0.0
LnGrp LOS	B	B		A	A	
Approach Vol, veh/h	214		361			568
Approach Delay, s/veh	15.5		4.6			6.7
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		22.8				22.8		9.0
Change Period (Y+Rc), s		* 5.8				5.8		5.1
Max Green Setting (Gmax), s		* 40				39.2		9.9
Max Q Clear Time (g_c+I1), s		5.9				12.9		4.3
Green Ext Time (p_c), s		2.4				4.1		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	7.7
HCM 2010 LOS	A

Notes

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	70	36	147	182	84	84
Future Vol, veh/h	70	36	147	182	84	84
Peak Hour Factor	0.80	0.90	0.90	0.91	0.66	0.89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	88	40	163	200	127	94
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	9.3	10.3	9.7
HCM LOS	A	B	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	66%	50%
Vol Thru, %	45%	0%	50%
Vol Right, %	55%	34%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	329	106	168
LT Vol	0	70	84
Through Vol	147	0	84
RT Vol	182	36	0
Lane Flow Rate	363	128	222
Geometry Grp	1	1	1
Degree of Util (X)	0.423	0.181	0.292
Departure Headway (Hd)	4.191	5.119	4.737
Convergence, Y/N	Yes	Yes	Yes
Cap	857	697	756
Service Time	2.223	3.174	2.777
HCM Lane V/C Ratio	0.424	0.184	0.294
HCM Control Delay	10.3	9.3	9.7
HCM Lane LOS	B	A	A
HCM 95th-tile Q	2.1	0.7	1.2

Intersection	
Intersection Delay, s/veh	20.4
Intersection LOS	C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	92	58	208	123	169	322
Future Vol, veh/h	92	58	208	123	169	322
Peak Hour Factor	0.68	0.73	0.93	0.90	0.75	0.94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	135	79	224	137	225	343
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	12.6	13.8	27.5
HCM LOS	B	B	D

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	61%	34%
Vol Thru, %	63%	0%	66%
Vol Right, %	37%	39%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	331	150	491
LT Vol	0	92	169
Through Vol	208	0	322
RT Vol	123	58	0
Lane Flow Rate	360	215	568
Geometry Grp	1	1	1
Degree of Util (X)	0.52	0.364	0.82
Departure Headway (Hd)	5.191	6.096	5.197
Convergence, Y/N	Yes	Yes	Yes
Cap	692	588	699
Service Time	3.236	4.149	3.236
HCM Lane V/C Ratio	0.52	0.366	0.813
HCM Control Delay	13.8	12.6	27.5
HCM Lane LOS	B	B	D
HCM 95th-tile Q	3	1.7	8.7

Intersection: 1: Naglee Rd & W Larch Rd

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	LT
Maximum Queue (ft)	76	38	72	72
Average Queue (ft)	51	20	37	30
95th Queue (ft)	85	50	63	63
Link Distance (ft)	2501		397	489
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		30		
Storage Blk Time (%)	11	3		
Queuing Penalty (veh)	4	2		

Intersection: 1: Naglee Rd & W Larch Rd

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	LT
Maximum Queue (ft)	31	50	74	182
Average Queue (ft)	30	31	45	95
95th Queue (ft)	32	55	73	184
Link Distance (ft)	2501		397	489
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		30		
Storage Blk Time (%)	17	4		
Queuing Penalty (veh)	10	4		

Appendix D ANALYSIS: EXISTING PLUS APPROVED PLUS PROJECT CONDITIONS

- LOS CALCULATION SHEETS

- PEAK HOUR WARRANTS

Intersection	
Int Delay, s/veh	4.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	72	36	147	183	85	84
Future Vol, veh/h	72	36	147	183	85	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	90	90	91	66	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	90	40	163	201	129	94

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	616	264	0	0	364	0
Stage 1	264	-	-	-	-	-
Stage 2	352	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	454	775	-	-	1195	-
Stage 1	780	-	-	-	-	-
Stage 2	712	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	402	775	-	-	1195	-
Mov Cap-2 Maneuver	402	-	-	-	-	-
Stage 1	780	-	-	-	-	-
Stage 2	631	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.5	0	4.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	472	1195	-
HCM Lane V/C Ratio	-	-	0.275	0.108	-
HCM Control Delay (s)	-	-	15.5	8.4	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.1	0.4	-

Intersection	
Int Delay, s/veh	8.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	81	49	63	4	25	12	58	208	5	11	115	55
Future Vol, veh/h	81	49	63	4	25	12	58	208	5	11	115	55
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	180	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	69	83	33	69	75	65	83	42	46	88	76
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	104	71	76	12	36	16	89	251	12	24	131	72

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	537	656	102	584	686	132	203	0	0	263	0	0
Stage 1	215	215	-	435	435	-	-	-	-	-	-	-
Stage 2	322	441	-	149	251	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	427	384	933	395	369	893	1366	-	-	1298	-	-
Stage 1	767	724	-	570	579	-	-	-	-	-	-	-
Stage 2	664	575	-	838	698	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	360	351	933	287	338	893	1366	-	-	1298	-	-
Mov Cap-2 Maneuver	360	351	-	287	338	-	-	-	-	-	-	-
Stage 1	717	709	-	533	541	-	-	-	-	-	-	-
Stage 2	569	538	-	678	683	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23.7	16.2	2	0.9
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1366	-	-	438	385	1298	-	-
HCM Lane V/C Ratio	0.065	-	-	0.573	0.167	0.018	-	-
HCM Control Delay (s)	7.8	-	-	23.7	16.2	7.8	0.1	-
HCM Lane LOS	A	-	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	3.5	0.6	0.1	-	-

Intersection	
Int Delay, s/veh	7.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	58	210	100	106	42	17
Future Vol, veh/h	58	210	100	106	42	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	83	80	72	71	62
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	253	125	147	59	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	470	73	86	0	-	0
Stage 1	73	-	-	-	-	-
Stage 2	397	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	552	989	1510	-	-	-
Stage 1	950	-	-	-	-	-
Stage 2	679	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	502	989	1510	-	-	-
Mov Cap-2 Maneuver	502	-	-	-	-	-
Stage 1	865	-	-	-	-	-
Stage 2	679	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.3	3.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1510	-	815	-	-
HCM Lane V/C Ratio	0.083	-	0.398	-	-
HCM Control Delay (s)	7.6	0	12.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.3	-	1.9	-	-

Intersection	
Int Delay, s/veh	92.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	174	64	214	136	179	322
Future Vol, veh/h	174	64	214	136	179	322
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	68	73	93	90	75	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	256	88	230	151	239	343

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1127	306	0	0	381	0
Stage 1	306	-	-	-	-	-
Stage 2	821	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	~ 226	734	-	-	1177	-
Stage 1	747	-	-	-	-	-
Stage 2	432	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 169	734	-	-	1177	-
Mov Cap-2 Maneuver	~ 169	-	-	-	-	-
Stage 1	747	-	-	-	-	-
Stage 2	324	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 347.2	0	3.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	210	1177	-
HCM Lane V/C Ratio	-	-	1.636	0.203	-
HCM Control Delay (s)	-	-	$ 347.2	8.8	0
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	22.4	0.8	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	10	9	7	13	15	24	357	9	15	465	21
Future Vol, veh/h	24	10	9	7	13	15	24	357	9	15	465	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	180	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	55	63	56	88	54	75	50	90	45	75	92	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	44	16	16	8	24	20	48	397	20	20	505	28

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	866	1072	267	804	1076	209	533	0	0	417	0	0
Stage 1	559	559	-	503	503	-	-	-	-	-	-	-
Stage 2	307	513	-	301	573	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	247	219	731	274	218	797	1031	-	-	1138	-	-
Stage 1	481	509	-	519	540	-	-	-	-	-	-	-
Stage 2	678	534	-	683	502	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	207	203	731	239	203	797	1031	-	-	1138	-	-
Mov Cap-2 Maneuver	207	203	-	239	203	-	-	-	-	-	-	-
Stage 1	458	496	-	495	515	-	-	-	-	-	-	-
Stage 2	601	509	-	630	489	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	26.4	19.9	0.9	0.4
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1031	-	-	243	294	1138	-	-
HCM Lane V/C Ratio	0.047	-	-	0.311	0.177	0.018	-	-
HCM Control Delay (s)	8.7	-	-	26.4	19.9	8.2	0.1	-
HCM Lane LOS	A	-	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.3	0.6	0.1	-	-

Intersection	
Int Delay, s/veh	8.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	308	147	34	31	27
Future Vol, veh/h	22	308	147	34	31	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	79	83	57	78	53
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	390	177	60	40	51

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	480	66	91	0	-	0
Stage 1	66	-	-	-	-	-
Stage 2	414	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	545	998	1504	-	-	-
Stage 1	957	-	-	-	-	-
Stage 2	667	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	479	998	1504	-	-	-
Mov Cap-2 Maneuver	479	-	-	-	-	-
Stage 1	840	-	-	-	-	-
Stage 2	667	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.9	5.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1504	-	934	-	-
HCM Lane V/C Ratio	0.118	-	0.446	-	-
HCM Control Delay (s)	7.7	0	11.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.4	-	2.3	-	-

Intersection	
Int Delay, s/veh	238.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	254	70	220	148	189	322
Future Vol, veh/h	254	70	220	148	189	322
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	68	73	93	90	75	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	374	96	237	164	252	343

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1166	319	0	0	401	0
Stage 1	319	-	-	-	-	-
Stage 2	847	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	~ 214	722	-	-	1158	-
Stage 1	737	-	-	-	-	-
Stage 2	420	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 156	722	-	-	1158	-
Mov Cap-2 Maneuver	~ 156	-	-	-	-	-
Stage 1	737	-	-	-	-	-
Stage 2	~ 307	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 740.7	0	3.8
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	186	1158	-
HCM Lane V/C Ratio	-	-	2.524	0.218	-
HCM Control Delay (s)	-	-	$ 740.7	9	0
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	39.8	0.8	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	10	9	7	13	15	24	420	9	15	545	21
Future Vol, veh/h	24	10	9	7	13	15	24	420	9	15	545	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	180	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	55	63	56	88	54	75	50	90	45	75	92	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	44	16	16	8	24	20	48	467	20	20	592	28

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	988	1229	310	917	1233	244	620	0	0	487	0	0
Stage 1	646	646	-	573	573	-	-	-	-	-	-	-
Stage 2	342	583	-	344	660	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	201	177	686	227	176	757	956	-	-	1072	-	-
Stage 1	427	465	-	472	502	-	-	-	-	-	-	-
Stage 2	646	497	-	645	458	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	163	163	686	193	162	757	956	-	-	1072	-	-
Mov Cap-2 Maneuver	163	163	-	193	162	-	-	-	-	-	-	-
Stage 1	406	452	-	448	477	-	-	-	-	-	-	-
Stage 2	567	472	-	590	445	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	34.7	24	0.8	0.4
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	956	-	-	195	241	1072	-	-
HCM Lane V/C Ratio	0.05	-	-	0.388	0.216	0.019	-	-
HCM Control Delay (s)	9	-	-	34.7	24	8.4	0.1	-
HCM Lane LOS	A	-	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	1.7	0.8	0.1	-	-

Intersection	
Int Delay, s/veh	9.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	35	327	162	34	31	37
Future Vol, veh/h	35	327	162	34	31	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	79	83	57	78	53
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	414	195	60	40	70

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	525	75	110	0	-	0
Stage 1	75	-	-	-	-	-
Stage 2	450	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	513	986	1480	-	-	-
Stage 1	948	-	-	-	-	-
Stage 2	642	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	443	986	1480	-	-	-
Mov Cap-2 Maneuver	443	-	-	-	-	-
Stage 1	819	-	-	-	-	-
Stage 2	642	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.3	6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1480	-	886	-	-
HCM Lane V/C Ratio	0.132	-	0.515	-	-
HCM Control Delay (s)	7.8	0	13.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.5	-	3	-	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	72	36	147	183	85	84
Future Volume (veh/h)	72	36	147	183	85	84
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1900	1863
Adj Flow Rate, veh/h	90	40	163	201	129	94
Adj No. of Lanes	1	1	1	0	0	1
Peak Hour Factor	0.80	0.90	0.90	0.91	0.66	0.89
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	181	161	282	347	419	232
Arrive On Green	0.10	0.10	0.37	0.37	0.37	0.37
Sat Flow, veh/h	1774	1583	760	937	389	625
Grp Volume(v), veh/h	90	40	0	364	223	0
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1697	1015	0
Q Serve(g_s), s	1.0	0.5	0.0	3.5	1.0	0.0
Cycle Q Clear(g_c), s	1.0	0.5	0.0	3.5	4.6	0.0
Prop In Lane	1.00	1.00		0.55	0.58	
Lane Grp Cap(c), veh/h	181	161	0	629	651	0
V/C Ratio(X)	0.50	0.25	0.00	0.58	0.34	0.00
Avail Cap(c_a), veh/h	764	682	0	1717	1413	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	8.8	8.5	0.0	5.2	5.1	0.0
Incr Delay (d2), s/veh	2.1	0.8	0.0	0.8	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.2	0.0	1.8	1.1	0.0
LnGrp Delay(d),s/veh	10.9	9.3	0.0	6.1	5.4	0.0
LnGrp LOS	B	A		A	A	
Approach Vol, veh/h	130		364			223
Approach Delay, s/veh	10.4		6.1			5.4
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		13.5				13.5		7.2
Change Period (Y+Rc), s		* 5.8				5.8		5.1
Max Green Setting (Gmax), s		* 21				20.2		8.9
Max Q Clear Time (g_c+I1), s		5.5				6.6		3.0
Green Ext Time (p_c), s		2.0				1.1		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	6.7
HCM 2010 LOS	A

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	49	63	4	25	12	58	208	5	11	115	55
Future Volume (veh/h)	81	49	63	4	25	12	58	208	5	11	115	55
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	104	71	76	12	36	16	89	251	12	24	131	72
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.78	0.69	0.83	0.33	0.69	0.75	0.65	0.83	0.42	0.46	0.88	0.76
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	147	101	108	36	108	48	260	820	39	102	337	175
Arrive On Green	0.21	0.21	0.21	0.11	0.11	0.11	0.15	0.24	0.24	0.06	0.15	0.15
Sat Flow, veh/h	719	491	525	332	995	442	1774	3440	164	1774	2254	1171
Grp Volume(v), veh/h	251	0	0	64	0	0	89	129	134	24	101	102
Grp Sat Flow(s),veh/h/ln	1734	0	0	1768	0	0	1774	1770	1834	1774	1770	1656
Q Serve(g_s), s	6.3	0.0	0.0	1.6	0.0	0.0	2.1	2.8	2.8	0.6	2.4	2.6
Cycle Q Clear(g_c), s	6.3	0.0	0.0	1.6	0.0	0.0	2.1	2.8	2.8	0.6	2.4	2.6
Prop In Lane	0.41		0.30	0.19		0.25	1.00		0.09	1.00		0.71
Lane Grp Cap(c), veh/h	356	0	0	192	0	0	260	422	437	102	264	247
V/C Ratio(X)	0.71	0.00	0.00	0.33	0.00	0.00	0.34	0.30	0.31	0.24	0.38	0.41
Avail Cap(c_a), veh/h	977	0	0	392	0	0	379	940	974	379	940	880
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.3	0.0	0.0	19.3	0.0	0.0	18.0	14.7	14.7	21.1	18.0	18.1
Incr Delay (d2), s/veh	2.6	0.0	0.0	1.0	0.0	0.0	0.8	0.4	0.4	1.2	0.9	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	0.0	0.8	0.0	0.0	1.1	1.4	1.5	0.3	1.2	1.3
LnGrp Delay(d),s/veh	19.9	0.0	0.0	20.3	0.0	0.0	18.8	15.1	15.1	22.3	18.9	19.2
LnGrp LOS	B			C			B	B	B	C	B	B
Approach Vol, veh/h		251			64			352			227	
Approach Delay, s/veh		19.9			20.3			16.0			19.4	
Approach LOS		B			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.7	16.3		14.2	10.9	12.1		9.7
Change Period (Y+Rc), s	4.0	5.1		4.6	4.0	5.1		4.6
Max Green Setting (Gmax), s	10.0	24.9		26.4	10.0	24.9		10.4
Max Q Clear Time (g_c+I1), s	2.6	4.8		8.3	4.1	4.6		3.6
Green Ext Time (p_c), s	0.0	1.3		1.4	0.1	1.0		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	18.3
HCM 2010 LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	174	64	214	136	179	322
Future Volume (veh/h)	174	64	214	136	179	322
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1900	1863
Adj Flow Rate, veh/h	256	88	230	151	239	343
Adj No. of Lanes	1	1	1	0	0	1
Peak Hour Factor	0.68	0.73	0.93	0.90	0.75	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	339	302	573	376	359	449
Arrive On Green	0.19	0.19	0.55	0.55	0.55	0.55
Sat Flow, veh/h	1774	1583	1051	690	432	823
Grp Volume(v), veh/h	256	88	0	381	582	0
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1741	1255	0
Q Serve(g_s), s	5.6	2.0	0.0	5.3	11.9	0.0
Cycle Q Clear(g_c), s	5.6	2.0	0.0	5.3	17.2	0.0
Prop In Lane	1.00	1.00		0.40	0.41	
Lane Grp Cap(c), veh/h	339	302	0	949	807	0
V/C Ratio(X)	0.76	0.29	0.00	0.40	0.72	0.00
Avail Cap(c_a), veh/h	494	441	0	1403	1142	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	15.8	14.3	0.0	5.5	8.6	0.0
Incr Delay (d2), s/veh	3.9	0.5	0.0	0.3	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.9	0.0	2.5	6.0	0.0
LnGrp Delay(d),s/veh	19.7	14.8	0.0	5.7	9.9	0.0
LnGrp LOS	B	B		A	A	
Approach Vol, veh/h	344		381			582
Approach Delay, s/veh	18.5		5.7			9.9
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		28.3				28.3		13.0
Change Period (Y+Rc), s		* 5.8				5.8		5.1
Max Green Setting (Gmax), s		* 33				32.6		11.5
Max Q Clear Time (g_c+I1), s		7.3				19.2		7.6
Green Ext Time (p_c), s		2.4				3.3		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	10.9
HCM 2010 LOS	B

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	10	9	7	13	15	24	357	9	15	465	21
Future Volume (veh/h)	24	10	9	7	13	15	24	357	9	15	465	21
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	44	16	16	8	24	20	48	397	20	20	505	28
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.55	0.63	0.56	0.88	0.54	0.75	0.50	0.90	0.45	0.75	0.92	0.75
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	140	51	51	26	77	64	179	1015	51	88	833	46
Arrive On Green	0.14	0.14	0.14	0.10	0.10	0.10	0.10	0.30	0.30	0.05	0.24	0.24
Sat Flow, veh/h	1012	368	368	266	799	666	1774	3430	172	1774	3410	189
Grp Volume(v), veh/h	76	0	0	52	0	0	48	204	213	20	262	271
Grp Sat Flow(s),veh/h/ln	1747	0	0	1732	0	0	1774	1770	1832	1774	1770	1829
Q Serve(g_s), s	1.7	0.0	0.0	1.2	0.0	0.0	1.1	4.0	4.0	0.5	5.7	5.7
Cycle Q Clear(g_c), s	1.7	0.0	0.0	1.2	0.0	0.0	1.1	4.0	4.0	0.5	5.7	5.7
Prop In Lane	0.58		0.21	0.15		0.38	1.00		0.09	1.00		0.10
Lane Grp Cap(c), veh/h	241	0	0	167	0	0	179	524	542	88	432	447
V/C Ratio(X)	0.32	0.00	0.00	0.31	0.00	0.00	0.27	0.39	0.39	0.23	0.61	0.61
Avail Cap(c_a), veh/h	497	0	0	453	0	0	489	1134	1174	407	1052	1088
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.9	0.0	0.0	18.3	0.0	0.0	18.1	12.2	12.2	19.9	14.6	14.6
Incr Delay (d2), s/veh	0.7	0.0	0.0	1.0	0.0	0.0	0.8	0.5	0.5	1.3	1.4	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	0.6	0.0	0.0	0.6	2.0	2.1	0.3	2.9	3.0
LnGrp Delay(d),s/veh	17.7	0.0	0.0	19.4	0.0	0.0	18.9	12.7	12.7	21.2	16.0	15.9
LnGrp LOS	B			B			B	B	B	C	B	B
Approach Vol, veh/h		76			52			465			553	
Approach Delay, s/veh		17.7			19.4			13.3			16.1	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.1	18.0		10.6	8.4	15.7		8.8
Change Period (Y+Rc), s	4.0	5.1		4.6	4.0	5.1		4.6
Max Green Setting (Gmax), s	10.0	27.9		12.4	12.0	25.9		11.4
Max Q Clear Time (g_c+I1), s	2.5	6.0		3.7	3.1	7.7		3.2
Green Ext Time (p_c), s	0.0	2.3		0.2	0.0	2.9		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	15.2
HCM 2010 LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	254	70	220	148	189	322
Future Volume (veh/h)	254	70	220	148	189	322
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1900	1863
Adj Flow Rate, veh/h	374	96	237	164	252	343
Adj No. of Lanes	1	1	1	0	0	1
Peak Hour Factor	0.68	0.73	0.93	0.90	0.75	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	440	392	590	409	339	411
Arrive On Green	0.25	0.25	0.57	0.57	0.57	0.57
Sat Flow, veh/h	1774	1583	1027	711	444	716
Grp Volume(v), veh/h	374	96	0	401	595	0
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1737	1160	0
Q Serve(g_s), s	12.4	3.0	0.0	7.8	21.6	0.0
Cycle Q Clear(g_c), s	12.4	3.0	0.0	7.8	29.5	0.0
Prop In Lane	1.00	1.00		0.41	0.42	
Lane Grp Cap(c), veh/h	440	392	0	999	750	0
V/C Ratio(X)	0.85	0.24	0.00	0.40	0.79	0.00
Avail Cap(c_a), veh/h	603	538	0	1382	1032	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	22.0	18.5	0.0	7.2	13.5	0.0
Incr Delay (d2), s/veh	8.4	0.3	0.0	0.3	3.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	1.3	0.0	3.7	9.5	0.0
LnGrp Delay(d),s/veh	30.4	18.8	0.0	7.5	16.5	0.0
LnGrp LOS	C	B		A	B	
Approach Vol, veh/h	470		401			595
Approach Delay, s/veh	28.1		7.5			16.5
Approach LOS	C		A			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		41.2				41.2		20.3
Change Period (Y+Rc), s		* 5.8				5.8		5.1
Max Green Setting (Gmax), s		* 49				48.2		20.9
Max Q Clear Time (g_c+I1), s		9.8				31.5		14.4
Green Ext Time (p_c), s		2.8				3.9		0.9

Intersection Summary	
HCM 2010 Ctrl Delay	17.7
HCM 2010 LOS	B

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	10	9	7	13	15	24	420	9	15	545	21
Future Volume (veh/h)	24	10	9	7	13	15	24	420	9	15	545	21
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	44	16	16	8	24	20	48	467	20	20	592	28
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.55	0.63	0.56	0.88	0.54	0.75	0.50	0.90	0.45	0.75	0.92	0.75
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	136	50	50	25	76	63	177	1124	48	87	945	45
Arrive On Green	0.13	0.13	0.13	0.09	0.09	0.09	0.10	0.33	0.33	0.05	0.27	0.27
Sat Flow, veh/h	1012	368	368	266	799	666	1774	3458	148	1774	3441	163
Grp Volume(v), veh/h	76	0	0	52	0	0	48	239	248	20	304	316
Grp Sat Flow(s),veh/h/ln	1747	0	0	1732	0	0	1774	1770	1837	1774	1770	1834
Q Serve(g_s), s	1.8	0.0	0.0	1.3	0.0	0.0	1.2	4.9	4.9	0.5	7.0	7.0
Cycle Q Clear(g_c), s	1.8	0.0	0.0	1.3	0.0	0.0	1.2	4.9	4.9	0.5	7.0	7.0
Prop In Lane	0.58		0.21	0.15		0.38	1.00		0.08	1.00		0.09
Lane Grp Cap(c), veh/h	236	0	0	164	0	0	177	575	597	87	486	503
V/C Ratio(X)	0.32	0.00	0.00	0.32	0.00	0.00	0.27	0.41	0.42	0.23	0.63	0.63
Avail Cap(c_a), veh/h	393	0	0	352	0	0	384	1222	1269	384	1222	1267
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.1	0.0	0.0	19.5	0.0	0.0	19.2	12.2	12.2	21.1	14.7	14.7
Incr Delay (d2), s/veh	0.8	0.0	0.0	1.1	0.0	0.0	0.8	0.5	0.5	1.3	1.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	0.7	0.0	0.0	0.6	2.4	2.5	0.3	3.6	3.7
LnGrp Delay(d),s/veh	18.9	0.0	0.0	20.6	0.0	0.0	20.1	12.6	12.6	22.5	16.0	16.0
LnGrp LOS	B			C			C	B	B	C	B	B
Approach Vol, veh/h		76			52			535			640	
Approach Delay, s/veh		18.9			20.6			13.3			16.2	
Approach LOS		B			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.3	20.1		10.8	8.6	17.8		9.0
Change Period (Y+Rc), s	4.0	5.1		4.6	4.0	5.1		4.6
Max Green Setting (Gmax), s	10.0	31.9		10.4	10.0	31.9		9.4
Max Q Clear Time (g_c+I1), s	2.5	6.9		3.8	3.2	9.0		3.3
Green Ext Time (p_c), s	0.0	2.8		0.1	0.0	3.7		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	15.3
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	10.0
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	72	36	147	183	85	84
Future Vol, veh/h	72	36	147	183	85	84
Peak Hour Factor	0.80	0.90	0.90	0.91	0.66	0.89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	90	40	163	201	129	94
Number of Lanes	1	1	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	9.7	10.4	9.9
HCM LOS	A	B	A

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	50%
Vol Thru, %	45%	0%	0%	50%
Vol Right, %	55%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	330	72	36	169
LT Vol	0	72	0	85
Through Vol	147	0	0	84
RT Vol	183	0	36	0
Lane Flow Rate	364	90	40	223
Geometry Grp	2	5	5	2
Degree of Util (X)	0.429	0.158	0.057	0.297
Departure Headway (Hd)	4.239	6.308	5.095	4.787
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	849	566	698	748
Service Time	2.276	4.078	2.864	2.834
HCM Lane V/C Ratio	0.429	0.159	0.057	0.298
HCM Control Delay	10.4	10.3	8.2	9.9
HCM Lane LOS	B	B	A	A
HCM 95th-tile Q	2.2	0.6	0.2	1.2

Intersection	
Intersection Delay, s/veh	30.5
Intersection LOS	D

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	174	64	214	136	179	322
Future Vol, veh/h	174	64	214	136	179	322
Peak Hour Factor	0.68	0.73	0.93	0.90	0.75	0.94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	256	88	230	151	239	343
Number of Lanes	1	1	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	16.9	18.1	46.7
HCM LOS	C	C	E

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	36%
Vol Thru, %	61%	0%	0%	64%
Vol Right, %	39%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	350	174	64	501
LT Vol	0	174	0	179
Through Vol	214	0	0	322
RT Vol	136	0	64	0
Lane Flow Rate	381	256	88	581
Geometry Grp	2	5	5	2
Degree of Util (X)	0.619	0.541	0.156	0.938
Departure Headway (Hd)	5.843	7.618	6.39	5.811
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	614	471	558	622
Service Time	3.931	5.405	4.176	3.888
HCM Lane V/C Ratio	0.621	0.544	0.158	0.934
HCM Control Delay	18.1	19.1	10.4	46.7
HCM Lane LOS	C	C	B	E
HCM 95th-tile Q	4.2	3.2	0.5	12.5

Intersection	
Intersection Delay, s/veh	49
Intersection LOS	E

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	254	70	220	148	189	322
Future Vol, veh/h	254	70	220	148	189	322
Peak Hour Factor	0.68	0.73	0.93	0.90	0.75	0.94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	374	96	237	164	252	343
Number of Lanes	1	1	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	31	24.1	80
HCM LOS	D	C	F

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	37%
Vol Thru, %	60%	0%	0%	63%
Vol Right, %	40%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	368	254	70	511
LT Vol	0	254	0	189
Through Vol	220	0	0	322
RT Vol	148	0	70	0
Lane Flow Rate	401	374	96	595
Geometry Grp	2	5	5	2
Degree of Util (X)	0.709	0.804	0.174	1.059
Departure Headway (Hd)	6.603	8.005	6.772	6.41
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	549	456	533	565
Service Time	4.603	5.705	4.472	4.503
HCM Lane V/C Ratio	0.73	0.82	0.18	1.053
HCM Control Delay	24.1	36.2	10.9	80
HCM Lane LOS	C	E	B	F
HCM 95th-tile Q	5.7	7.4	0.6	17

Intersection: 1: Naglee Rd & W Larch Rd

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	LT
Maximum Queue (ft)	74	38	76	53
Average Queue (ft)	36	28	50	27
95th Queue (ft)	61	49	74	51
Link Distance (ft)	482		81	489
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)		30		
Storage Blk Time (%)	8	4		
Queuing Penalty (veh)	3	3		

Intersection: 4: Naglee Rd & DWY

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

Zone Summary

Zone wide Queuing Penalty: 6

Intersection: 1: Naglee Rd & W Larch Rd

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	LT
Maximum Queue (ft)	116	53	95	313
Average Queue (ft)	59	35	59	120
95th Queue (ft)	96	73	83	259
Link Distance (ft)	482		81	489
Upstream Blk Time (%)			2	
Queuing Penalty (veh)			6	
Storage Bay Dist (ft)		30		
Storage Blk Time (%)	36	6		
Queuing Penalty (veh)	23	10		

Intersection: 4: Naglee Rd & DWY

Movement	WB	NB
Directions Served	R	TR
Maximum Queue (ft)	30	50
Average Queue (ft)	4	0
95th Queue (ft)	21	0
Link Distance (ft)	155	257
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 39

Intersection: 1: Naglee Rd & W Larch Rd

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	LT
Maximum Queue (ft)	160	54	98	204
Average Queue (ft)	92	45	81	138
95th Queue (ft)	156	58	107	176
Link Distance (ft)	482		81	489
Upstream Blk Time (%)			5	
Queuing Penalty (veh)			17	
Storage Bay Dist (ft)		30		
Storage Blk Time (%)	41	7		
Queuing Penalty (veh)	29	17		

Intersection: 4: Naglee Rd & DWY

Movement	WB	NB
Directions Served	R	TR
Maximum Queue (ft)	30	77
Average Queue (ft)	8	25
95th Queue (ft)	30	75
Link Distance (ft)	155	257
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 64

San Joaquin County
Traffic Engineering Department

From 1/1/2014 to 12/31/2023

Total Collisions: 5
Injury Collisions: 0
Fatal Collisions: 0

Collision Summary Report

7/17/24

NAGLEE RD & LARCH RD

90902616 **1/8/2019** **02:40** Tuesday NAGLEE RD - LARCH RD 126' Direction: North Dark - No Street Clear Pty at Fault:1
Hit Object Fixed Object Driving Under Influence 23152A Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver North Ran Off Road Male Age: 29 2019 NISS
Veh Type: Passenger Car Sobriety: HBD Under Influence Assoc Factor: Violation Air Bag Not Deployed Not Stated

91608660 **10/7/2021** **00:35** Thursday NAGLEE RD - LARCH RD 10' Direction: North Dark - No Street Clear Pty at Fault:1
Hit Object Fixed Object Driving Under Influence 23152A Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver North Other Unsafe Turning Male Age: 28 2002 FORD
Veh Type: Passenger Car Sobriety: HBD Under Influence Assoc Factor: Not Stated Air Bag Deployed Not Stated

91787725 **5/27/2022** **16:45** Friday LARCH RD - NAGLEE RD 5' Direction: North Daylight Clear Pty at Fault:1
Hit Object Fixed Object Improper Turning 22107 Hit & Run: No Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver North Making Right Turn Male Age: 26 2011 BMW Passenger Car, Station Wagon, Jeep No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

91956699 **12/22/2022** **12:55** Thursday NAGLEE RD - LARCH RD 0' Direction: Not Stated Daylight Clear Pty at Fault:1
Broadside Other Motor Vehicle Traffic Signals and Signs 22450A Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

Party 1 Driver West Proceeding Straight Not Sta Age: 0 - Unknown Hit and Run Vehicle Involvem No Injury
Veh Type: Not Stated Sobriety: Impairment Not Kno Assoc Factor: Not Stated Unknown Not Stated
Party 2 Driver North Proceeding Straight Male Age: 52 2019 TOYT Pickups & Panels No Injury
Veh Type: Pickup Truck Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

92088974 **5/4/2023** **16:30** Thursday LARCH RD - NAGLEE RD 20' Direction: East Daylight Cloudy Pty at Fault:1
Rear-End Other Motor Vehicle Unsafe Speed 22350 Hit & Run: Misde Property Damage Only # Inj: 0 # Killed: 0

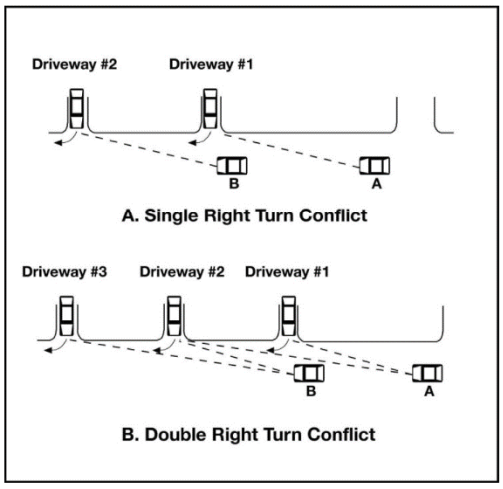
Party 1 Driver West Proceeding Straight Not Sta Age: 0 - Unknown Hit and Run Vehicle Involvem No Injury
Veh Type: Not Stated Sobriety: Impairment Not Kno Assoc Factor: Not Stated Unknown Not Stated
Party 2 Driver West Stopped in Road Male Age: 59 2015 MERZ Sport Utility Vehicle No Injury
Veh Type: Passenger Car Sobriety: HNBD Assoc Factor: Not Stated Air Bag Not Deployed Not Stated

Settings for Query:

Street: NAGLEE RD
Cross Street: LARCH RD
Within Distance of: 500
Sorted By: Date and Time

Good Access Management

Good access management improves traffic safety and operations. In a local residential street, driveway access is generally provided to all homes. However, good access management to non-residential streets generally requires a different set of criteria. Too many individual access points along a relatively undeveloped corridor are seldom seen as hazardous. However, unplanned and uncoordinated access points may create significant impacts on the traffic operations and safety on a corridor in the future when traffic volumes increase.



The following guidelines are generally applicable to collector streets (or higher) with street medians.

It is widely accepted that minimum access spacing provides drivers with sufficient perception-reaction time to address one potential conflict area at a time. Guidelines for minimum unsignalized driveway or local street spacing should consider the speed of the major roadway, stopping site distance, the elimination of right-turn conflict overlays, and the functional area of unsignalized access points. When a driveway is to be located upstream of a major intersection, the possibility of weaving, or lane shifts, to make a left turn at the major intersection should also be considered.

A single conflict between a through vehicle and an egress vehicle is created where the driver of the through vehicle must be alert to a right-turning vehicle entering the roadway from one driveway or minor street at a time. The driver must monitor two access locations at a time while performing the other driving tasks.

The functional area of any access point should also be kept clear of any additional points of access. The Transportation Research Board (TRB) published guidelines for minimum access spacing as shown in Table I.

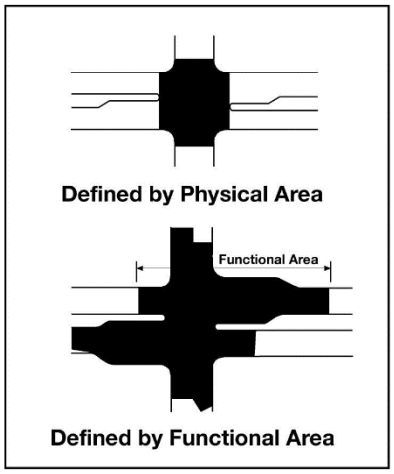


Table I: Minimum Access Spacing (Feet)

Speed (mph)	Right-Turn Conflict Overlays[1]		Functional Area[2]
	Minimum (ft)	Preferred (ft)	
30	100	180	145
40	195	260	180
45	295	345	230
50	395	430	295
55	-	-	380

Notes: [1]*Adapted from National Highway Institute, Access Management, Location, and Design, NHI Course No. 15255, 1998.*
[2]*Adapted from Transportation Research Board, Impacts of Access management Techniques, NCHRP Report 420, Washington, D.C., TRB, NRC, 1988.*

Also, it is important to consider corner clearance. Corner clearance is the distance between a private access drive and the nearest cross road intersection. It should provide drivers with adequate perception-reaction time to assess potential downstream conflicts and is aimed at preventing the location of driveways within the functional area of an intersection. It will also minimize driveway/intersection conflicts by preventing blockage of driveways upstream of an intersection due to standing traffic queues. Minimum driveway setback distances should take into consideration typical traffic queue lengths while permitting sufficient movement to driveway vehicles. Corner clearances are applicable to all categories of roadways. On a major roadway the corner clearance should be the same as driveway spacing. The corner clearance on the upstream side should be longer than the longest expected queue, or at a minimum, the distances indicated on Table II. On the downstream side, the minimum distance should conform to Table II. Driveways on corner lots should be located on the lesser street and near the property line most distance from the intersection.

Table II: Minimum Corner Clearance (Feet)

Speed (mph)	Distance From Near Side of Street to Near Side of Access Driveway		
	Major Generator (ft)	Minor Generator (ft)	Minimum Generator (ft)
30	195	150	80
40	260	215	115
45	330	260	150
50	395	310	180

Source: *TRB, Access Management Guidelines for Activity Center, NCHRP Report 348, 1992.*

Peak Hour Signal Warrant Analysis

Intersection: Naglee Road (major) & W. Larch Road (minor)
Scenario: Existing Plus Approved Projects Plus Project Conditions

WARRANT 3 – PEAK HOURS PART A or PART B SATISFIED?

Part A (Criteria 1, 2 and 3, below, must all be satisfied)	**PM Satisfied?** **No**	**Late AM Sunday Satisfied?** **Yes**	**Special Sunday Satisfied?** **Yes**
Part A Criteria			
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle-hours for a two-lane approach; AND	No	Yes (20-hr)	Yes (60-hr)
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes	Yes	Yes
3. The total entering volume services during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 for intersections with three approaches.	No	Yes	Yes

Part B	**PM Satisfied?** **No**	**Late AM Sunday Satisfied?** **Yes**	**Special Sunday Satisfied?** **Yes**

Approach Lanes	PM Peak Hour Volume	Late AM Sunday Peak Hour Volume	Special Event Sunday Peak Hour Volume
Both Approaches – Major Street	499	851	879
Highest Approach – Minor Street	108	238	324

Source: February 29th & March 1st, 2024 counts

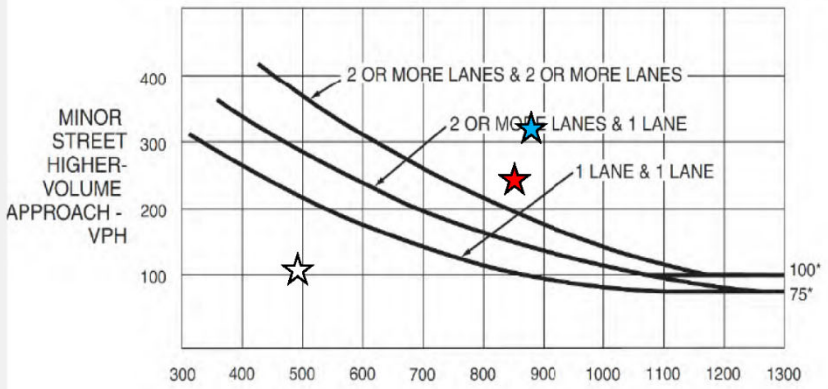
Note: The plotted points for vehicles per hour on major street (both approaches) and corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any consecutive 15-minute intervals) must fall above the applicable curve in MUTCD Figure 4C-4 for a traffic signal to be warranted.

Intersection: Naglee Road (major) & W. Larch Road (minor)

Scenario: Existing Plus Approved Projects Plus Project Conditions

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

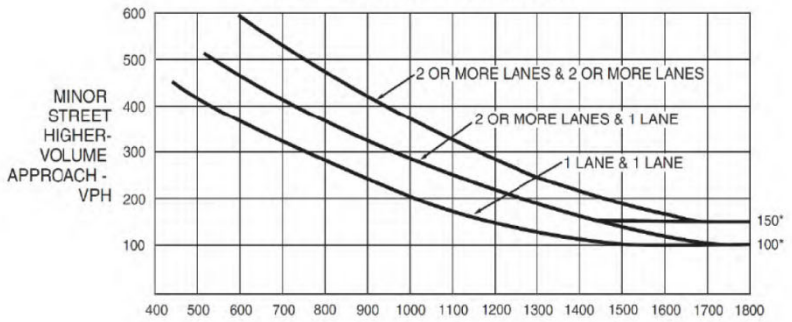
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



PM Peak Hour ☆
Late AM Sunday Peak Hour ★
Special Event Sunday Peak ★

*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Appendix E ANALYSIS: CUMULATIVE NO PROJECT CONDITIONS

- LOS CALCULATION SHEETS
- PEAK HOUR WARRANTS

Intersection	
Int Delay, s/veh	5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	70	36	147	182	84	84
Future Vol, veh/h	70	36	147	182	84	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	90	90	91	66	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	105	48	196	240	153	113

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	735	316	0	0	436	0
Stage 1	316	-	-	-	-	-
Stage 2	419	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	387	724	-	-	1124	-
Stage 1	739	-	-	-	-	-
Stage 2	664	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	331	724	-	-	1124	-
Mov Cap-2 Maneuver	331	-	-	-	-	-
Stage 1	739	-	-	-	-	-
Stage 2	568	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.5	0	5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	399	1124	-
HCM Lane V/C Ratio	-	-	0.383	0.136	-
HCM Control Delay (s)	-	-	19.5	8.7	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.8	0.5	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	49	63	4	25	12	58	196	5	11	113	55
Future Volume (veh/h)	81	49	63	4	25	12	58	196	5	11	113	55
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	125	85	91	15	43	19	107	283	14	29	154	87
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	0	2	0
Peak Hour Factor	0.78	0.69	0.83	0.33	0.69	0.75	0.65	0.83	0.42	0.46	0.88	0.76
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	167	113	121	40	116	51	272	1270	63	0	307	165
Arrive On Green	0.23	0.23	0.23	0.12	0.12	0.12	0.15	0.37	0.37	0.00	0.14	0.14
Sat Flow, veh/h	720	490	524	345	988	436	1774	3433	169	0	2227	1194
Grp Volume(v), veh/h	301	0	0	77	0	0	107	145	152	0	121	120
Grp Sat Flow(s),veh/h/ln	1734	0	0	1769	0	0	1774	1770	1833	0	1770	1652
Q Serve(g_s), s	8.2	0.0	0.0	2.0	0.0	0.0	2.8	2.9	2.9	0.0	3.2	3.4
Cycle Q Clear(g_c), s	8.2	0.0	0.0	2.0	0.0	0.0	2.8	2.9	2.9	0.0	3.2	3.4
Prop In Lane	0.42		0.30	0.19		0.25	1.00		0.09	0.00		0.72
Lane Grp Cap(c), veh/h	401	0	0	208	0	0	272	655	678	0	244	228
V/C Ratio(X)	0.75	0.00	0.00	0.37	0.00	0.00	0.39	0.22	0.22	0.00	0.49	0.53
Avail Cap(c_a), veh/h	901	0	0	362	0	0	349	867	898	0	867	810
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	18.2	0.0	0.0	20.7	0.0	0.0	19.4	11.0	11.0	0.0	20.3	20.4
Incr Delay (d2), s/veh	2.8	0.0	0.0	1.1	0.0	0.0	0.9	0.2	0.2	0.0	1.6	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	0.0	1.0	0.0	0.0	1.4	1.4	1.5	0.0	1.7	1.7
LnGrp Delay(d),s/veh	21.0	0.0	0.0	21.8	0.0	0.0	20.3	11.2	11.2	0.0	21.8	22.3
LnGrp LOS	C			C			C	B	B		C	C
Approach Vol, veh/h		301			77			404			241	
Approach Delay, s/veh		21.0			21.8			13.6			22.0	
Approach LOS		C			C			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	0.0	23.9		16.3	11.8	12.1		10.6
Change Period (Y+Rc), s	4.0	5.1		4.6	4.0	5.1		4.6
Max Green Setting (Gmax), s	10.0	24.9		26.4	10.0	24.9		10.4
Max Q Clear Time (g_c+I1), s	0.0	4.9		10.2	4.8	5.4		4.0
Green Ext Time (p_c), s	0.0	1.5		1.7	0.1	1.2		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	18.4
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	8.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	58	209	99	106	42	16
Future Vol, veh/h	58	209	99	106	42	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	83	80	72	71	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	86	302	149	177	71	29

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	561	86	100	0	-	0
Stage 1	86	-	-	-	-	-
Stage 2	475	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	489	973	1493	-	-	-
Stage 1	937	-	-	-	-	-
Stage 2	626	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	435	973	1493	-	-	-
Mov Cap-2 Maneuver	435	-	-	-	-	-
Stage 1	833	-	-	-	-	-
Stage 2	626	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.5	3.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1493	-	764	-	-
HCM Lane V/C Ratio	0.099	-	0.508	-	-
HCM Control Delay (s)	7.7	0	14.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.3	-	2.9	-	-

Intersection	
Int Delay, s/veh	54.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	92	58	208	123	169	322
Future Vol, veh/h	92	58	208	123	169	322
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	68	73	93	90	75	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	162	95	268	164	270	411

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1301	350	0	0	432	0
Stage 1	350	-	-	-	-	-
Stage 2	951	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	178	693	-	-	1128	-
Stage 1	713	-	-	-	-	-
Stage 2	375	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 123	693	-	-	1128	-
Mov Cap-2 Maneuver	~ 123	-	-	-	-	-
Stage 1	713	-	-	-	-	-
Stage 2	259	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	282.3	0	3.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	177	1128	-
HCM Lane V/C Ratio	-	-	1.456	0.24	-
HCM Control Delay (s)	-	-	282.3	9.2	0
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	16.1	0.9	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	10	9	7	13	15	24	293	9	15	383	21
Future Volume (veh/h)	24	10	9	7	13	15	24	293	9	15	383	21
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	52	19	19	10	29	24	58	391	24	24	500	34
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	0	2	0
Peak Hour Factor	0.55	0.63	0.56	0.88	0.54	0.75	0.50	0.90	0.45	0.75	0.92	0.75
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	150	55	55	30	86	71	201	1473	90	0	790	54
Arrive On Green	0.15	0.15	0.15	0.11	0.11	0.11	0.11	0.43	0.43	0.00	0.23	0.23
Sat Flow, veh/h	1009	369	369	275	798	660	1774	3388	207	0	3364	228
Grp Volume(v), veh/h	90	0	0	63	0	0	58	204	211	0	262	272
Grp Sat Flow(s),veh/h/ln	1747	0	0	1733	0	0	1774	1770	1826	0	1770	1822
Q Serve(g_s), s	2.1	0.0	0.0	1.6	0.0	0.0	1.4	3.4	3.4	0.0	6.2	6.2
Cycle Q Clear(g_c), s	2.1	0.0	0.0	1.6	0.0	0.0	1.4	3.4	3.4	0.0	6.2	6.2
Prop In Lane	0.58		0.21	0.16		0.38	1.00		0.11	0.00		0.13
Lane Grp Cap(c), veh/h	259	0	0	187	0	0	201	769	794	0	415	428
V/C Ratio(X)	0.35	0.00	0.00	0.34	0.00	0.00	0.29	0.26	0.27	0.00	0.63	0.63
Avail Cap(c_a), veh/h	378	0	0	337	0	0	383	868	896	0	868	894
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	17.7	0.0	0.0	19.1	0.0	0.0	18.8	8.4	8.4	0.0	15.9	15.9
Incr Delay (d2), s/veh	0.8	0.0	0.0	1.1	0.0	0.0	0.8	0.2	0.2	0.0	1.6	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	0.8	0.0	0.0	0.7	1.7	1.7	0.0	3.2	3.3
LnGrp Delay(d),s/veh	18.5	0.0	0.0	20.2	0.0	0.0	19.6	8.5	8.5	0.0	17.5	17.5
LnGrp LOS	B			C			B	A	A		B	B
Approach Vol, veh/h		90			63			473			534	
Approach Delay, s/veh		18.5			20.2			9.9			17.5	
Approach LOS		B			C			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	0.0	25.2		11.5	9.3	16.0		9.6
Change Period (Y+Rc), s	4.0	5.1		4.6	4.0	5.1		4.6
Max Green Setting (Gmax), s	10.0	22.7		10.0	10.0	22.7		9.0
Max Q Clear Time (g_c+I1), s	0.0	5.4		4.1	3.4	8.2		3.6
Green Ext Time (p_c), s	0.0	2.1		0.2	0.0	2.7		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	14.6
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	8.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	289	133	34	31	17
Future Vol, veh/h	10	289	133	34	31	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	79	83	57	78	53
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	439	192	72	48	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	523	67	86	0	-	0
Stage 1	67	-	-	-	-	-
Stage 2	456	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	514	997	1510	-	-	-
Stage 1	956	-	-	-	-	-
Stage 2	638	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	446	997	1510	-	-	-
Mov Cap-2 Maneuver	446	-	-	-	-	-
Stage 1	830	-	-	-	-	-
Stage 2	638	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.1	5.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1510	-	959	-	-
HCM Lane V/C Ratio	0.127	-	0.473	-	-
HCM Control Delay (s)	7.7	0	12.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.4	-	2.6	-	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	70	36	147	182	84	84
Future Volume (veh/h)	70	36	147	182	84	84
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1900	1863
Adj Flow Rate, veh/h	105	48	196	240	153	113
Adj No. of Lanes	1	1	1	0	0	1
Peak Hour Factor	0.80	0.90	0.90	0.91	0.66	0.89
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	190	170	330	405	403	235
Arrive On Green	0.11	0.11	0.43	0.43	0.43	0.43
Sat Flow, veh/h	1774	1583	763	935	377	544
Grp Volume(v), veh/h	105	48	0	436	266	0
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1698	921	0
Q Serve(g_s), s	1.3	0.7	0.0	4.6	2.2	0.0
Cycle Q Clear(g_c), s	1.3	0.7	0.0	4.6	6.9	0.0
Prop In Lane	1.00	1.00		0.55	0.58	
Lane Grp Cap(c), veh/h	190	170	0	735	638	0
V/C Ratio(X)	0.55	0.28	0.00	0.59	0.42	0.00
Avail Cap(c_a), veh/h	516	461	0	1641	1242	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.0	9.7	0.0	5.1	5.6	0.0
Incr Delay (d2), s/veh	2.5	0.9	0.0	0.8	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.3	0.0	2.2	1.6	0.0
LnGrp Delay(d),s/veh	12.5	10.6	0.0	5.9	6.0	0.0
LnGrp LOS	B	B		A	A	
Approach Vol, veh/h	153		436			266
Approach Delay, s/veh	11.9		5.9			6.0
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		16.1				16.1		7.6
Change Period (Y+Rc), s		* 5.8				5.8		5.1
Max Green Setting (Gmax), s		* 23				22.2		6.9
Max Q Clear Time (g_c+I1), s		6.6				8.9		3.3
Green Ext Time (p_c), s		2.5				1.4		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	7.0
HCM 2010 LOS	A

Notes

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	92	58	208	123	169	322
Future Volume (veh/h)	92	58	208	123	169	322
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1900	1863
Adj Flow Rate, veh/h	162	95	268	164	270	411
Adj No. of Lanes	1	1	1	0	0	1
Peak Hour Factor	0.68	0.73	0.93	0.90	0.75	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	232	207	678	415	382	511
Arrive On Green	0.13	0.13	0.63	0.63	0.63	0.63
Sat Flow, veh/h	1774	1583	1083	663	430	817
Grp Volume(v), veh/h	162	95	0	432	681	0
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1746	1247	0
Q Serve(g_s), s	3.9	2.5	0.0	5.5	15.9	0.0
Cycle Q Clear(g_c), s	3.9	2.5	0.0	5.5	21.4	0.0
Prop In Lane	1.00	1.00		0.38	0.40	
Lane Grp Cap(c), veh/h	232	207	0	1093	893	0
V/C Ratio(X)	0.70	0.46	0.00	0.40	0.76	0.00
Avail Cap(c_a), veh/h	340	304	0	1604	1267	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	18.6	18.0	0.0	4.2	7.7	0.0
Incr Delay (d2), s/veh	3.8	1.6	0.0	0.2	1.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	1.2	0.0	2.6	7.4	0.0
LnGrp Delay(d),s/veh	22.4	19.6	0.0	4.4	9.4	0.0
LnGrp LOS	C	B		A	A	
Approach Vol, veh/h	257		432			681
Approach Delay, s/veh	21.4		4.4			9.4
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		33.9				33.9		11.0
Change Period (Y+Rc), s		* 5.8				5.8		5.1
Max Green Setting (Gmax), s		* 41				40.5		8.6
Max Q Clear Time (g_c+I1), s		7.5				23.4		5.9
Green Ext Time (p_c), s		3.0				4.7		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	10.1
HCM 2010 LOS	B

Notes

Intersection	
Intersection Delay, s/veh	11.5
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	70	36	147	182	84	84
Future Vol, veh/h	70	36	147	182	84	84
Peak Hour Factor	0.80	0.90	0.90	0.91	0.66	0.89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	105	48	196	240	153	113
Number of Lanes	1	1	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	10.2	12.4	10.9
HCM LOS	B	B	B

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	50%
Vol Thru, %	45%	0%	0%	50%
Vol Right, %	55%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	329	70	36	168
LT Vol	0	70	0	84
Through Vol	147	0	0	84
RT Vol	182	0	36	0
Lane Flow Rate	436	105	48	266
Geometry Grp	2	5	5	2
Degree of Util (X)	0.531	0.195	0.073	0.366
Departure Headway (Hd)	4.382	6.669	5.452	4.958
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	815	542	661	718
Service Time	2.441	4.369	3.152	3.033
HCM Lane V/C Ratio	0.535	0.194	0.073	0.37
HCM Control Delay	12.4	11	8.6	10.9
HCM Lane LOS	B	B	A	B
HCM 95th-tile Q	3.2	0.7	0.2	1.7

Intersection	
Intersection Delay, s/veh	45.1
Intersection LOS	E

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	92	58	208	123	169	322
Future Vol, veh/h	92	58	208	123	169	322
Peak Hour Factor	0.68	0.73	0.93	0.90	0.75	0.94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	162	95	268	164	270	411
Number of Lanes	1	1	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	13.3	19.4	73.4
HCM LOS	B	C	F

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	34%
Vol Thru, %	63%	0%	0%	66%
Vol Right, %	37%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	331	92	58	491
LT Vol	0	92	0	169
Through Vol	208	0	0	322
RT Vol	123	0	58	0
Lane Flow Rate	432	162	95	681
Geometry Grp	2	5	5	2
Degree of Util (X)	0.667	0.348	0.172	1.053
Departure Headway (Hd)	5.7	7.943	6.711	5.562
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	640	456	538	654
Service Time	3.7	5.643	4.411	3.595
HCM Lane V/C Ratio	0.675	0.355	0.177	1.041
HCM Control Delay	19.4	14.8	10.8	73.4
HCM Lane LOS	C	B	B	F
HCM 95th-tile Q	5	1.5	0.6	18.2

Intersection: 1: Naglee Rd & W Larch Rd

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	LT
Maximum Queue (ft)	31	53	75	94
Average Queue (ft)	25	25	44	54
95th Queue (ft)	42	62	70	90
Link Distance (ft)	2539		397	489
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		30		
Storage Blk Time (%)	12	2		
Queuing Penalty (veh)	5	2		

Intersection: 1: Naglee Rd & W Larch Rd

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	LT
Maximum Queue (ft)	117	55	132	202
Average Queue (ft)	61	38	82	137
95th Queue (ft)	126	66	142	206
Link Distance (ft)	2539		397	489
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		30		
Storage Blk Time (%)	35	14		
Queuing Penalty (veh)	24	16		

Appendix F ANALYSIS: CUMULATIVE PLUS PROJECT CONDITIONS

- LOS CALCULATION SHEETS
- PEAK HOUR WARRANTS

Intersection	
Int Delay, s/veh	5.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	86	43	176	219	102	101
Future Vol, veh/h	86	43	176	219	102	101
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	90	90	91	66	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	108	48	196	241	155	113

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	740	317	0	0	437	0
Stage 1	317	-	-	-	-	-
Stage 2	423	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	384	724	-	-	1123	-
Stage 1	738	-	-	-	-	-
Stage 2	661	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	328	724	-	-	1123	-
Mov Cap-2 Maneuver	328	-	-	-	-	-
Stage 1	738	-	-	-	-	-
Stage 2	564	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20	0	5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	394	1123	-
HCM Lane V/C Ratio	-	-	0.394	0.138	-
HCM Control Delay (s)	-	-	20	8.7	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.8	0.5	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	59	76	5	30	14	70	239	6	13	138	66
Future Volume (veh/h)	97	59	76	5	30	14	70	239	6	13	138	66
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	124	86	92	15	43	19	108	288	14	28	157	87
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	0	2	0
Peak Hour Factor	0.78	0.69	0.83	0.33	0.69	0.75	0.65	0.83	0.42	0.46	0.88	0.76
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	165	114	122	40	116	51	273	1271	62	0	308	162
Arrive On Green	0.23	0.23	0.23	0.12	0.12	0.12	0.15	0.37	0.37	0.00	0.14	0.14
Sat Flow, veh/h	712	494	528	345	988	436	1774	3437	166	0	2243	1181
Grp Volume(v), veh/h	302	0	0	77	0	0	108	148	154	0	122	122
Grp Sat Flow(s),veh/h/ln	1734	0	0	1769	0	0	1774	1770	1833	0	1770	1654
Q Serve(g_s), s	8.2	0.0	0.0	2.0	0.0	0.0	2.8	2.9	2.9	0.0	3.3	3.5
Cycle Q Clear(g_c), s	8.2	0.0	0.0	2.0	0.0	0.0	2.8	2.9	2.9	0.0	3.3	3.5
Prop In Lane	0.41		0.30	0.19		0.25	1.00		0.09	0.00		0.71
Lane Grp Cap(c), veh/h	402	0	0	207	0	0	273	655	678	0	243	228
V/C Ratio(X)	0.75	0.00	0.00	0.37	0.00	0.00	0.40	0.23	0.23	0.00	0.50	0.54
Avail Cap(c_a), veh/h	899	0	0	361	0	0	349	866	897	0	866	809
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	18.2	0.0	0.0	20.7	0.0	0.0	19.4	11.0	11.0	0.0	20.3	20.4
Incr Delay (d2), s/veh	2.8	0.0	0.0	1.1	0.0	0.0	0.9	0.2	0.2	0.0	1.6	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.0	0.0	1.1	0.0	0.0	1.4	1.4	1.5	0.0	1.7	1.7
LnGrp Delay(d),s/veh	21.0	0.0	0.0	21.8	0.0	0.0	20.3	11.2	11.2	0.0	21.9	22.4
LnGrp LOS	C			C			C	B	B		C	C
Approach Vol, veh/h		302			77			410			244	
Approach Delay, s/veh		21.0			21.8			13.6			22.2	
Approach LOS		C			C			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	0.0	23.9		16.4	11.8	12.1		10.6
Change Period (Y+Rc), s	4.0	5.1		4.6	4.0	5.1		4.6
Max Green Setting (Gmax), s	10.0	24.9		26.4	10.0	24.9		10.4
Max Q Clear Time (g_c+I1), s	0.0	4.9		10.2	4.8	5.5		4.0
Green Ext Time (p_c), s	0.0	1.5		1.7	0.1	1.2		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	18.4
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	8.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	70	252	120	127	50	20
Future Vol, veh/h	70	252	120	127	50	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	83	80	72	71	62
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	86	304	150	176	70	32

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	562	86	102	0	-	0
Stage 1	86	-	-	-	-	-
Stage 2	476	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	488	973	1490	-	-	-
Stage 1	937	-	-	-	-	-
Stage 2	625	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	433	973	1490	-	-	-
Mov Cap-2 Maneuver	433	-	-	-	-	-
Stage 1	832	-	-	-	-	-
Stage 2	625	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.6	3.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1490	-	762	-	-
HCM Lane V/C Ratio	0.101	-	0.512	-	-
HCM Control Delay (s)	7.7	0	14.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.3	-	3	-	-

Intersection	
Int Delay, s/veh	207.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	192	76	256	161	213	386
Future Vol, veh/h	192	76	256	161	213	386
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	68	73	93	90	75	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	282	104	275	179	284	411

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1344	365	0	0	454	0
Stage 1	365	-	-	-	-	-
Stage 2	979	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	~ 167	680	-	-	1107	-
Stage 1	702	-	-	-	-	-
Stage 2	364	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 112	680	-	-	1107	-
Mov Cap-2 Maneuver	~ 112	-	-	-	-	-
Stage 1	702	-	-	-	-	-
Stage 2	~ 243	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 817	0	3.8
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	145	1107	-
HCM Lane V/C Ratio	-	-	2.665	0.257	-
HCM Control Delay (s)	-	-	$ 817	9.4	0
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	34.4	1	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	12	11	8	16	18	29	416	11	18	542	25
Future Volume (veh/h)	29	12	11	8	16	18	29	416	11	18	542	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	53	19	20	9	30	24	53	462	24	24	589	33
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	0	2	0
Peak Hour Factor	0.55	0.63	0.56	0.88	0.54	0.75	0.50	0.90	0.45	0.75	0.92	0.75
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	148	53	56	26	88	70	199	1538	80	0	866	48
Arrive On Green	0.15	0.15	0.15	0.11	0.11	0.11	0.11	0.45	0.45	0.00	0.25	0.25
Sat Flow, veh/h	1006	360	379	248	826	660	1774	3424	177	0	3408	191
Grp Volume(v), veh/h	92	0	0	63	0	0	53	238	248	0	305	317
Grp Sat Flow(s),veh/h/ln	1746	0	0	1734	0	0	1774	1770	1831	0	1770	1829
Q Serve(g_s), s	2.3	0.0	0.0	1.6	0.0	0.0	1.4	4.1	4.1	0.0	7.5	7.5
Cycle Q Clear(g_c), s	2.3	0.0	0.0	1.6	0.0	0.0	1.4	4.1	4.1	0.0	7.5	7.5
Prop In Lane	0.58		0.22	0.14		0.38	1.00		0.10	0.00		0.10
Lane Grp Cap(c), veh/h	257	0	0	185	0	0	199	795	823	0	450	465
V/C Ratio(X)	0.36	0.00	0.00	0.34	0.00	0.00	0.29	0.30	0.30	0.00	0.68	0.68
Avail Cap(c_a), veh/h	653	0	0	648	0	0	387	795	823	0	743	768
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	18.5	0.0	0.0	19.9	0.0	0.0	19.6	8.4	8.4	0.0	16.2	16.2
Incr Delay (d2), s/veh	0.8	0.0	0.0	1.1	0.0	0.0	0.8	0.2	0.2	0.0	1.8	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	0.8	0.0	0.0	0.8	2.0	2.1	0.0	3.9	4.0
LnGrp Delay(d),s/veh	19.3	0.0	0.0	21.0	0.0	0.0	20.4	8.6	8.6	0.0	18.0	18.0
LnGrp LOS	B			C			C	A	A		B	B
Approach Vol, veh/h		92			63			544			622	
Approach Delay, s/veh		19.3			21.0			9.9			18.0	
Approach LOS		B			C			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	0.0	26.7		11.7	9.4	17.3		9.7
Change Period (Y+Rc), s	4.0	5.1		4.6	4.0	5.1		4.6
Max Green Setting (Gmax), s	10.5	20.2		13.0	10.5	20.2		13.0
Max Q Clear Time (g_c+I1), s	0.0	6.1		4.3	3.4	9.5		3.6
Green Ext Time (p_c), s	0.0	2.4		0.3	0.0	2.7		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	14.9
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	9.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	366	174	41	37	30
Future Vol, veh/h	24	366	174	41	37	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	79	83	57	78	53
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	463	210	72	47	57

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	568	76	104	0	-	0
Stage 1	76	-	-	-	-	-
Stage 2	492	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	484	985	1488	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	615	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	413	985	1488	-	-	-
Mov Cap-2 Maneuver	413	-	-	-	-	-
Stage 1	808	-	-	-	-	-
Stage 2	615	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.5	5.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1488	-	911	-	-
HCM Lane V/C Ratio	0.141	-	0.54	-	-
HCM Control Delay (s)	7.8	0	13.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.5	-	3.3	-	-

Intersection	
Int Delay, s/veh	444.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	272	82	262	173	223	386
Future Vol, veh/h	272	82	262	173	223	386
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	68	73	93	90	75	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	400	112	282	192	297	411

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1383	378	0	0	474	0
Stage 1	378	-	-	-	-	-
Stage 2	1005	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	~ 158	669	-	-	1088	-
Stage 1	693	-	-	-	-	-
Stage 2	~ 354	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 102	669	-	-	1088	-
Mov Cap-2 Maneuver	~ 102	-	-	-	-	-
Stage 1	693	-	-	-	-	-
Stage 2	~ 229	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, $	1465.3	0	4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	125	1088	-
HCM Lane V/C Ratio	-	-	4.099	0.273	-
HCM Control Delay (s)	-	-	$ 1465.3	9.5	0
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	52.1	1.1	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	12	11	8	16	18	29	479	11	18	622	25
Future Volume (veh/h)	29	12	11	8	16	18	29	479	11	18	622	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	53	19	20	9	30	24	53	532	24	24	676	33
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	0	2	0
Peak Hour Factor	0.55	0.63	0.56	0.88	0.54	0.75	0.50	0.90	0.45	0.75	0.92	0.75
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	144	52	54	26	86	69	195	1622	73	0	966	47
Arrive On Green	0.14	0.14	0.14	0.10	0.10	0.10	0.11	0.47	0.47	0.00	0.28	0.28
Sat Flow, veh/h	1006	360	379	248	826	660	1774	3450	155	0	3435	168
Grp Volume(v), veh/h	92	0	0	63	0	0	53	273	283	0	348	361
Grp Sat Flow(s),veh/h/ln	1746	0	0	1734	0	0	1774	1770	1835	0	1770	1833
Q Serve(g_s), s	2.4	0.0	0.0	1.7	0.0	0.0	1.5	4.9	4.9	0.0	8.9	8.9
Cycle Q Clear(g_c), s	2.4	0.0	0.0	1.7	0.0	0.0	1.5	4.9	4.9	0.0	8.9	8.9
Prop In Lane	0.58		0.22	0.14		0.38	1.00		0.08	0.00		0.09
Lane Grp Cap(c), veh/h	250	0	0	181	0	0	195	832	863	0	498	516
V/C Ratio(X)	0.37	0.00	0.00	0.35	0.00	0.00	0.30	0.33	0.33	0.00	0.70	0.70
Avail Cap(c_a), veh/h	344	0	0	308	0	0	350	832	863	0	792	821
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	19.6	0.0	0.0	21.1	0.0	0.0	20.8	8.4	8.4	0.0	16.3	16.3
Incr Delay (d2), s/veh	0.9	0.0	0.0	1.1	0.0	0.0	0.8	0.2	0.2	0.0	1.8	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	0.9	0.0	0.0	0.8	2.4	2.5	0.0	4.6	4.8
LnGrp Delay(d),s/veh	20.5	0.0	0.0	22.2	0.0	0.0	21.6	8.6	8.6	0.0	18.1	18.0
LnGrp LOS	C			C			C	A	A		B	B
Approach Vol, veh/h		92			63			614			709	
Approach Delay, s/veh		20.5			22.2			9.9			18.1	
Approach LOS		C			C			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	0.0	28.9		11.9	9.6	19.4		9.9
Change Period (Y+Rc), s	4.0	5.1		4.6	4.0	5.1		4.6
Max Green Setting (Gmax), s	10.0	22.7		10.0	10.0	22.7		9.0
Max Q Clear Time (g_c+I1), s	0.0	6.9		4.4	3.5	10.9		3.7
Green Ext Time (p_c), s	0.0	2.9		0.2	0.0	3.3		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	15.0
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	10.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	37	385	189	41	37	40
Future Vol, veh/h	37	385	189	41	37	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	79	83	57	78	53
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	45	487	228	72	47	75

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	613	85	122	0	-	0
Stage 1	85	-	-	-	-	-
Stage 2	528	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	456	974	1465	-	-	-
Stage 1	938	-	-	-	-	-
Stage 2	592	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	382	974	1465	-	-	-
Mov Cap-2 Maneuver	382	-	-	-	-	-
Stage 1	786	-	-	-	-	-
Stage 2	592	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.7	6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1465	-	862	-	-
HCM Lane V/C Ratio	0.155	-	0.617	-	-
HCM Control Delay (s)	7.9	0	15.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.6	-	4.4	-	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	86	43	176	219	102	101
Future Volume (veh/h)	86	43	176	219	102	101
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1900	1863
Adj Flow Rate, veh/h	108	48	196	241	155	113
Adj No. of Lanes	1	1	1	0	0	1
Peak Hour Factor	0.80	0.90	0.90	0.91	0.66	0.89
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	192	171	332	408	404	233
Arrive On Green	0.11	0.11	0.44	0.44	0.44	0.44
Sat Flow, veh/h	1774	1583	761	936	381	536
Grp Volume(v), veh/h	108	48	0	437	268	0
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1698	917	0
Q Serve(g_s), s	1.4	0.7	0.0	4.7	2.3	0.0
Cycle Q Clear(g_c), s	1.4	0.7	0.0	4.7	7.0	0.0
Prop In Lane	1.00	1.00		0.55	0.58	
Lane Grp Cap(c), veh/h	192	171	0	739	637	0
V/C Ratio(X)	0.56	0.28	0.00	0.59	0.42	0.00
Avail Cap(c_a), veh/h	513	457	0	1628	1228	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.1	9.8	0.0	5.1	5.6	0.0
Incr Delay (d2), s/veh	2.6	0.9	0.0	0.8	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.3	0.0	2.2	1.6	0.0
LnGrp Delay(d),s/veh	12.7	10.7	0.0	5.9	6.1	0.0
LnGrp LOS	B	B		A	A	
Approach Vol, veh/h	156		437			268
Approach Delay, s/veh	12.1		5.9			6.1
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		16.2				16.2		7.7
Change Period (Y+Rc), s		* 5.8				5.8		5.1
Max Green Setting (Gmax), s		* 23				22.2		6.9
Max Q Clear Time (g_c+I1), s		6.7				9.0		3.4
Green Ext Time (p_c), s		2.5				1.4		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	7.1
HCM 2010 LOS	A

Notes

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	192	76	256	161	213	386
Future Volume (veh/h)	192	76	256	161	213	386
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1900	1863
Adj Flow Rate, veh/h	282	104	275	179	284	411
Adj No. of Lanes	1	1	1	0	0	1
Peak Hour Factor	0.68	0.73	0.93	0.90	0.75	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	332	296	691	450	362	464
Arrive On Green	0.19	0.19	0.65	0.65	0.65	0.65
Sat Flow, veh/h	1774	1583	1055	687	440	708
Grp Volume(v), veh/h	282	104	0	454	695	0
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1742	1149	0
Q Serve(g_s), s	10.6	3.9	0.0	8.4	30.5	0.0
Cycle Q Clear(g_c), s	10.6	3.9	0.0	8.4	38.9	0.0
Prop In Lane	1.00	1.00		0.39	0.41	
Lane Grp Cap(c), veh/h	332	296	0	1141	826	0
V/C Ratio(X)	0.85	0.35	0.00	0.40	0.84	0.00
Avail Cap(c_a), veh/h	383	342	0	1386	999	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	27.1	24.4	0.0	5.6	13.1	0.0
Incr Delay (d2), s/veh	14.8	0.7	0.0	0.2	5.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	1.8	0.0	4.0	13.1	0.0
LnGrp Delay(d),s/veh	41.9	25.1	0.0	5.8	18.7	0.0
LnGrp LOS	D	C		A	B	
Approach Vol, veh/h	386		454			695
Approach Delay, s/veh	37.4		5.8			18.7
Approach LOS	D		A			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		51.0				51.0		18.0
Change Period (Y+Rc), s		* 5.8				5.8		5.1
Max Green Setting (Gmax), s		* 55				54.2		14.9
Max Q Clear Time (g_c+I1), s		10.4				40.9		12.6
Green Ext Time (p_c), s		3.2				4.3		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	19.6
HCM 2010 LOS	B

Notes

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	272	82	262	173	223	386
Future Volume (veh/h)	272	82	262	173	223	386
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1900	1863
Adj Flow Rate, veh/h	400	112	282	192	297	411
Adj No. of Lanes	1	1	1	0	0	1
Peak Hour Factor	0.68	0.73	0.93	0.90	0.75	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	406	363	685	466	343	415
Arrive On Green	0.23	0.23	0.66	0.66	0.66	0.66
Sat Flow, veh/h	1774	1583	1034	704	441	626
Grp Volume(v), veh/h	400	112	0	474	708	0
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1738	1067	0
Q Serve(g_s), s	22.4	5.9	0.0	12.7	53.5	0.0
Cycle Q Clear(g_c), s	22.4	5.9	0.0	12.7	66.2	0.0
Prop In Lane	1.00	1.00		0.41	0.42	
Lane Grp Cap(c), veh/h	406	363	0	1151	758	0
V/C Ratio(X)	0.98	0.31	0.00	0.41	0.93	0.00
Avail Cap(c_a), veh/h	406	363	0	1163	758	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	38.4	32.0	0.0	7.9	22.7	0.0
Incr Delay (d2), s/veh	40.4	0.5	0.0	0.2	18.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.6	2.6	0.0	6.1	23.4	0.0
LnGrp Delay(d),s/veh	78.8	32.5	0.0	8.1	41.3	0.0
LnGrp LOS	E	C		A	D	
Approach Vol, veh/h	512		474			708
Approach Delay, s/veh	68.7		8.1			41.3
Approach LOS	E		A			D

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		72.0				72.0		28.0
Change Period (Y+Rc), s		* 5.8				5.8		5.1
Max Green Setting (Gmax), s		* 67				66.2		22.9
Max Q Clear Time (g_c+I1), s		14.7				68.2		24.4
Green Ext Time (p_c), s		3.5				0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	40.3
HCM 2010 LOS	D

Notes

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	86	43	176	219	102	101
Future Vol, veh/h	86	43	176	219	102	101
Peak Hour Factor	0.80	0.90	0.90	0.91	0.66	0.89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	108	48	196	241	155	113
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	10.1	12.2	10.8
HCM LOS	B	B	B

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	67%	50%
Vol Thru, %	45%	0%	50%
Vol Right, %	55%	33%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	395	129	203
LT Vol	0	86	102
Through Vol	176	0	101
RT Vol	219	43	0
Lane Flow Rate	436	155	268
Geometry Grp	1	1	1
Degree of Util (X)	0.527	0.233	0.366
Departure Headway (Hd)	4.347	5.392	4.922
Convergence, Y/N	Yes	Yes	Yes
Cap	824	660	726
Service Time	2.4	3.479	2.986
HCM Lane V/C Ratio	0.529	0.235	0.369
HCM Control Delay	12.2	10.1	10.8
HCM Lane LOS	B	B	B
HCM 95th-tile Q	3.1	0.9	1.7

Intersection	
Intersection Delay, s/veh	74.8
Intersection LOS	F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	192	76	256	161	213	386
Future Vol, veh/h	192	76	256	161	213	386
Peak Hour Factor	0.68	0.73	0.93	0.90	0.75	0.94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	282	104	275	179	284	411
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	26.6	28.4	131.9
HCM LOS	D	D	F

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	72%	36%
Vol Thru, %	61%	0%	64%
Vol Right, %	39%	28%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	417	268	599
LT Vol	0	192	213
Through Vol	256	0	386
RT Vol	161	76	0
Lane Flow Rate	454	386	695
Geometry Grp	1	1	1
Degree of Util (X)	0.775	0.723	1.21
Departure Headway (Hd)	6.503	7.143	6.27
Convergence, Y/N	Yes	Yes	Yes
Cap	559	510	583
Service Time	4.503	5.143	4.318
HCM Lane V/C Ratio	0.812	0.757	1.192
HCM Control Delay	28.4	26.6	131.9
HCM Lane LOS	D	D	F
HCM 95th-tile Q	7.1	5.9	25.2

Intersection	
Intersection Delay, s/veh	117.1
Intersection LOS	F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	272	82	262	173	223	386
Future Vol, veh/h	272	82	262	173	223	386
Peak Hour Factor	0.68	0.73	0.93	0.90	0.75	0.94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	400	112	282	192	297	411
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	62.9	43.8	205.3
HCM LOS	F	E	F

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	77%	37%
Vol Thru, %	60%	0%	63%
Vol Right, %	40%	23%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	435	354	609
LT Vol	0	272	223
Through Vol	262	0	386
RT Vol	173	82	0
Lane Flow Rate	474	512	708
Geometry Grp	1	1	1
Degree of Util (X)	0.881	0.976	1.384
Departure Headway (Hd)	7.341	7.54	7.036
Convergence, Y/N	Yes	Yes	Yes
Cap	498	487	524
Service Time	5.341	5.54	5.036
HCM Lane V/C Ratio	0.952	1.051	1.351
HCM Control Delay	43.8	62.9	205.3
HCM Lane LOS	E	F	F
HCM 95th-tile Q	9.6	12.5	32.7

Intersection: 1: Naglee Rd & W Larch Rd

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	LT
Maximum Queue (ft)	98	53	77	54
Average Queue (ft)	42	29	53	39
95th Queue (ft)	82	62	73	59
Link Distance (ft)	482		81	489
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			1	
Storage Bay Dist (ft)		30		
Storage Blk Time (%)	13	3		
Queuing Penalty (veh)	5	2		

Intersection: 4: Naglee Rd & DWY

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

Zone Summary

Zone wide Queuing Penalty: 9

Intersection: 1: Naglee Rd & W Larch Rd

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	LT
Maximum Queue (ft)	162	55	97	206
Average Queue (ft)	95	34	54	171
95th Queue (ft)	150	71	100	237
Link Distance (ft)	482		81	489
Upstream Blk Time (%)			3	
Queuing Penalty (veh)			14	
Storage Bay Dist (ft)		30		
Storage Blk Time (%)	65	4		
Queuing Penalty (veh)	49	8		

Intersection: 4: Naglee Rd & DWY

Movement	WB	NB
Directions Served	R	TR
Maximum Queue (ft)	30	96
Average Queue (ft)	13	25
95th Queue (ft)	38	92
Link Distance (ft)	156	260
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 71

Intersection: 1: Naglee Rd & W Larch Rd

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	LT
Maximum Queue (ft)	203	55	97	228
Average Queue (ft)	150	37	79	168
95th Queue (ft)	234	69	104	261
Link Distance (ft)	482		81	489
Upstream Blk Time (%)			3	
Queuing Penalty (veh)			14	
Storage Bay Dist (ft)		30		
Storage Blk Time (%)	65	5		
Queuing Penalty (veh)	53	13		

Intersection: 4: Naglee Rd & DWY

Movement	WB
Directions Served	R
Maximum Queue (ft)	30
Average Queue (ft)	8
95th Queue (ft)	30
Link Distance (ft)	156
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty: 80

March 29, 2023

Mr. Michael D. Hakeem
Hakeem, Ellis & Marengo
23414 Brookside Road
Stockton, CA 95219

RE: VEHICLE MILES TRAVELED ASSESSMENT FOR GURUDWARA SAHIB TEMPLE - TRACY, CA

Dear Mr. Hakeem:

On behalf of KD Anderson & Associates (KDA), I am pleased to submit this report presenting our assessment of vehicle miles traveled (VMT) effects of the Gurudwara Sahib Temple project in Tracy, CA. This report presents the following:

- project background information,
- our understanding of the project,
- screening criteria for VMT analysis and
- our assessment of VMT effects.

Project Background

The Gurudwara Sahib Temple project site is located at 21356 South Naglee Road, in unincorporated San Joaquin County, north of the City of Tracy, CA. The site is located southeast of the intersection of South Naglee Road and West Larch Road.

The project was the subject of a May 5, 2022 *Traffic Impact Study for the Proposed Gurudwara Sahib @ 21356 South Naglee Road, Tracy, CA* (TIA). The TIA was prepared by Advanced Mobility Group.

The TIA presents an analysis of the effects of the Gurudwara Sahib Temple project on traffic operations in the vicinity of the project site. The TIA did not address the effects of the project on VMT. To comply with recent changes to the California Environmental Quality Act (CEQA), KDA was asked to prepare the assessment of the effects of the project on VMT presented in this report.

3853 Taylor Road, Suite G • Loomis, CA 95650 • (916) 660-1555

Project Understanding

The proposed Gurudwara Sahib Temple project would provide a religious facility for the Sikh community. The project would generate person trips and vehicle trips. The number of trips generated would vary by day of the week, and would include trips associated with a limited number of special events.

The following is a description of person trips per day that would be generated by the project. The following values are primarily based on data presented in the TIA, with clarification provided by you during a March 28, 2023 telephone conversation. The project would generate:

- 700 person trips per day during four special events per year,
- 250 person trips per day on Saturdays,
- 300 person trips per day on Sundays, and
- 200 person trips per day on weekdays.

For this report, the estimated number of person trips was used to estimate the number of vehicle trips. The TIA notes,

> "Based on the ITE Parking Generation Manual (5th Edition) rates for a religious facility (such as a church), an average peak period parking demand of 0.48 vehicles per attendee is expected. This seems reasonable considering that typically a family goes to a religious event together as opposed to driving individually and the previously approved Sikh Temple study indicated that 'staff observed that the majority of the vehicles that arrived at these sites carried more than two persons in each car ...' It should be noted that the manual does not have parking survey data for a Sikh temple or a Hindu temple."

The 0.48 vehicles per attendee rate from the TIA is applied for this report.

Screening Criteria

As noted in the California Governor's Office of Planning and Research (OPR) document *Technical Advisory on Evaluating Transportation Impacts in CEQA*,

> "Senate Bill 743 (Steinberg, 2013), which was codified in Public Resources Code section 21099, required changes to the guidelines implementing CEQA (CEQA Guidelines) (Cal. Code Regs., Title 14, Div. 6, Ch. 3, § 15000 et seq.) regarding the analysis of transportation impacts. . . OPR has proposed, and the California Natural Resources Agency (Agency) has certified and adopted, changes to the CEQA Guidelines that identify vehicle miles traveled (VMT) as the most appropriate metric to evaluate a project's transportation impacts. With the California Natural Resources Agency's certification and adoption of the changes to the CEQA Guidelines, automobile delay, as measured by 'level of service' and

KDA

> other similar metrics, generally no longer constitutes a significant environmental effect under CEQA. (Pub. Resources Code, § 21099, subd. (b)(3).)"

The OPR Technical Advisory presents a series of VMT screening criteria for several land development project categories, including:

- small projects,
- local serving retail,
- local-serving public uses, and
- affordable housing.

The OPR Technical Advisory screening criteria for small projects would be applicable to the Gurudwara Sahib Temple project: The Technical Advisory notes,

> " . . . projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact."

The County of San Joaquin provides an internet-based screening tool to analyze the VMT effects of land development projects. The screening tool can be accessed at the following internet address https://experience.arcgis.com/experience/c780f026116446dda481f4c40b6f6b1b. The County VMT screening tool can be applied to several general types of land use development. The screening tool does not include a category for religious facilities. However, for single-family residential, multi-family residential, office, industrial and warehousing categories, the screening tool notes,

> "Projects that generate less than 110 automobile trips per day are presumed to have a less than significant impact on VMT and are screened out from requiring a full VMT analysis."

The screening criteria of 110 trips per day from both the OPR Technical Advisory and the County of San Joaquin screening tool is applied in this report.

VMT Assessment

As noted earlier in this report, the number of trips generated by the Gurudwara Sahib Temple would vary by day of the week, and would include trips associated with a limited number of special events. Neither the OPR Technical Advisory nor the County of San Joaquin screening tool specifies whether the 110 trips per day criteria applies to:

- an average weekday;
- an annual average day including weekends, but not special events; or
- an annual average day including weekends and special events.

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Based on information presented in the *Project Understanding* section of this report, the enclosed table presents estimates of vehicle trips per day that would be generated by the Gurudwara Sahib Temple. The table presents estimates for each of the three types of day listed immediately above.

As shown in the enclosed table, the Gurudwara Sahib Temple would generate:

- 96 vehicle trips per day on an average weekday;
- 106 vehicle trips per day on an annual average day including weekends, but not special events; and
- 108 vehicle trips per day on an annual average day including weekends and special events.

Each of the three values listed immediately above is less than 110 trips per day. Therefore, based on the screening criteria described earlier in this report, the Gurudwara Sahib Temple is considered to have a less-than-significant impact on VMT.

Thank you for providing KD Anderson & Associates with the opportunity to conduct this VMT assessment. Please feel free to contact me if you have any questions.

Sincerely yours,
KD Anderson & Associates, Inc.

Wayne Shijo
Project Manager

enclosure

Gurudwara Sahib Temple Tracy VMT Assess 3-29-23.doc

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Gurudwara Sahib Temple - Tracy
Estimate of Annual Average Daily Trip Generation

365	Days per Year
4	Special Events per Year
700	Person Trips per Special Event
2,800	Annual Total Person Trips for Special Events
50	Saturdays per Year (Less Two Special Events per Year)
250	Person Trips per Saturday
12,500	Annual Total Person Trips for Saturdays
50	Sundays per Year (Less Two Special Events per Year)
300	Person Trips per Sunday
15,000	Annual Total Person Trips for Sundays
261	Weekdays per Year
200	Person Trips per Weekday
52,200	Annual Total Person Trips for Weekdays
0.48	Vehicles per Attendee
200	Weekday Average Person Trips per Day
96	**Annual Average Vehicle Trips per Day**
221	Annual Average Person Trips per Day (Not Including Events)
106	**Annual Average Vehicle Trips per Day (Not Including Events)**
226	Annual Average Person Trips per Day (Including Events)
108	**Annual Average Vehicle Trips per Day (Including Events)**

Attachment E
Mitigation Monitoring and Reporting Program

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GENERAL PLAN 2035
MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Implementation Procedures	Monitoring Responsibility	Monitoring and Reporting Action	Mitigation Schedule
Land Use				
Mitigation Measure 4.A-1: The following new policy shall be included in the 2035 General Plan as a means of reducing the impact of division of an existing community: **LU-1-14: New Infrastructure Developments.** The County shall work to reduce or eliminate potential impacts of any new major infrastructure development, especially those that are linear in nature (freeways, utility corridors, rail lines, roadways, etc.), that could physically divide an established community. In this case, the term "established community" shall mean residential neighborhoods or urban communities. A corresponding implementation program shall also be included in the 2035 General Plan: **LU-G: Review of New Infrastructure.** The County shall comment on any plan that would result in new infrastructure (e.g., freeways/roads, transmission lines, rail lines, surface water conveyance facilities) that would physically divide an established community and shall require that any routing be revised to protect existing communities. The County shall work with special districts, community service districts, public utility districts, mutual water companies, private water purveyors, sanitary districts, and sewer maintenance districts to provide adequate public facilities and to plan/coordinate, as appropriate, future above-ground utility corridors in an effort to minimize future land use conflicts.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation Measure 4. A-2: The 2035 General Plan shall be revised to retain the existing agricultural land designations for the approximately 607 acres at the southwestern edge of Stockton that are within the Primary Zone of the Delta and are subject to the Delta Protection Commission Land Use and Resources Management Plan (LURMP).	The 2015 General Plan map shall be revised prior to adoption of the 2035 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Transportation and Circulation				
Mitigation Measure 4.D-1: The following new policy shall be included in the 2035 General Plan: **TM-1.19:** At the time these sections of State Route 88 are shown through Regional Congestion Management Plan (RCMP) traffic count monitoring to exceed the RCMP standards, the County of San Joaquin shall coordinate with the San Joaquin Council of Governments (SJCOG) to evaluate the need for a RCMP Deficiency Plan. If needed, the RCMP Deficiency Plan shall identify improvements to add roadway capacity to allow the facility to achieve the RCMP level of service (LOS) standard ("direct fix"). Alternatively, the County may prepare an RCMP system-wide deficiency plan to improve multi-modal circulation and air quality. Improvements identified in the RCMP Deficiency Plan shall be programmed for inclusion and construction under the Regional	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan

Mitigation Measures	Implementation Procedures	Monitoring Responsibility	Monitoring and Reporting Action	Mitigation Schedule
Transportation and Circulation (cont.)				
Transportation Impact Fee (RTIF) program, payable at the time of building permit applications. Construction of the "direct fix" improvements would improve LOS at both of these segments to an acceptable LOS D or better.				
Mitigation Measure 4.D-2: The following new implementation program shall be included in the 2035 General Plan: **TM-K:** The County shall widen the following local roadways from two to four lanes or, alternatively, implement demand management strategies to reduce daily traffic to less-than-significant levels. As part of the next Traffic Impact Mitigation Fee (TIMF) update, the County shall consider including these roadways improvements in the TIMF Capital Improvement Program where they are not already addressed in the Regional Transportation Improvement Fee Program. • Chrisman Road, North of Schulte Road • Escalon-Bellota Road from Mahon Ave to Magnolia Lane • French Camp Road, East of Airport Way • Howard Road from Clifton Court Road to Grimes Road • Jack Tone Road from French Camp Road to SR 120 • Jack Tone Road from Leroy Ave to Graves Road • Lower Sac Road, North of Mokelumne Street • McHenry Ave from Jones Road to the Stanislaus County Line • Tracy Boulevard, South of Finck Road	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation Measure 4.D-10: Implement Mitigation Measures 4.D-1 and 4.D-2.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Cultural and Paleontological Resources				
Mitigation Measure 4.E-1: The following revision to NCR-6.7 "Adaptive Reuse of Historic Structures," in the 2035 General Plan would reduce the impact of the inappropriate adaptive reuse efforts of designated or eligible historical resources in San Joaquin County. **NCR-6.7: Adaptive Reuse of Historic Structures.** The County shall encourage the adaptive reuse of architecturally significant or historical buildings if the original use of the structure is no longer feasible and the new use is allowed by the underlying land use designation and zoning district. Adaptive reuse efforts shall conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties and Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan

Mitigation Measures	Implementation Procedures	Monitoring Responsibility	Monitoring and Reporting Action	Mitigation Schedule
Cultural and Paleontological Resources (cont.)				
Mitigation Measure 4.E-2: The following revision to NCR-6.5 "Protect Archaeological and Historical Resources," in the 2035 General Plan would reduce impacts to significant archaeological resources from issuance of any discretionary permit or approval in San Joaquin County. [Note that revisions address both Impact 4.E-2 and 4.E-3]. **NCR-6.5: Protect Archaeological, Paleontological, and Historical Resources.** The County shall protect significant archaeological, paleontological, and historical resources by requiring ~~an archaeological~~ a cultural resources report be prepared by a qualified cultural resource specialist prior to the issuance of any discretionary permit or approval in areas determined to contain significant historic or prehistoric archaeological artifacts or paleontological resources that could be disturbed by project construction. The County shall require feasible mitigation identified in the report, such as avoidance, testing, or data recovery efforts, to be implemented.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation Measure 4.E-3: The following new policy "Inadvertent Discovery of Cultural Resources," in the 2035 General Plan would reduce impacts to accidentally discovered archaeological resources during ground disturbing activities in San Joaquin County. **NCR-6.10: Inadvertent Discovery of Cultural Resources.** If prehistoric or historic-period archaeological resources are encountered during ground disturbing activities in the county, all activities within 100 feet shall halt and the County shall be notified. A ~~Secretary of the Interior-qualified~~ archaeologist shall inspect the findings within 24 hours of discovery. If it is determined that a project could damage a unique archaeological resource (as defined pursuant to the CEQA Guidelines), mitigation shall be implemented in accordance with PRC Section 21083.2 and Section 15126.4 of the CEQA Guidelines, with a preference for preservation in place. Consistent with Section 15126.4(b)(3), this may be accomplished through planning construction to avoid the resource; incorporating the resource within open space; capping and covering the resource; or deeding the site into a permanent conservation easement. If avoidance is not feasible, a qualified archaeologist shall prepare and implement a detailed treatment plan in consultation with the County. Treatment of unique archaeological resources shall follow the applicable requirements of PRC Section 21083.2. Treatment for most resources would consist of (but would not be not limited to) sample excavation, artifact collection, site documentation, and historical research, with the aim to target the recovery of important scientific data contained in the portion(s) of the significant resource to be impacted by the project. The treatment plan shall include provisions for analysis of data in a regional context, reporting of results within a timely manner, curation of artifacts and data at an approved facility, and dissemination of reports to local and state repositories, libraries, and interested professionals.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan

GENERAL PLAN 2035
MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Implementation Procedures	Monitoring Responsibility	Monitoring and Reporting Action	Mitigation Schedule
Cultural and Paleontological Resources (cont.)				
Mitigation Measure 4.E-4: The following revision to NCR-6.5 "Protect Archaeological and Historical Resources," in the 2035 General Plan would reduce impacts to paleontological resources from issuance of any discretionary permit or approval in San Joaquin County. [Note that revisions address both Impact 4.E-2 and 4.E-3] **NCR-6.5: Protect Archaeological, Paleontological, and Historical Resources.** The County shall protect significant archaeological, paleontological, and historical resources by requiring ~~an archaeological~~ a cultural resources report be prepared by a qualified cultural resource specialist prior to the issuance of any discretionary permit or approval in areas determined to contain significant historic or prehistoric archaeological artifacts or paleontological resources that could be disturbed by project construction. The County shall require feasible mitigation identified in the report, such as avoidance, testing, or data recovery efforts, to be implemented. (Source: Existing GP, Heritage Resources, Policy 2, modified)	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation Measure 4.E-6: Implement Mitigation Measures 4.E-1.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation Measure 4.E-7: Implement Mitigation Measures 4.E-2 and 4.E-3.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Air Quality				
Mitigation 4.G-1: The following additional policy shall be included to address potential construction emissions from new development under the 2035 General Plan: **PHS-5.15: Construction Emissions.** The County shall require that new development projects incorporate feasible measures to reduce emissions from construction, grading, excavation, and demolition activities to avoid, minimize, and/or offset their impacts consistent with San Joaquin Valley Air Pollution Control District requirements.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation 4.G-2: The following additional policies shall be included to address potential operational emissions from new development under the 2035 General Plan: **PHS-5.16: Operational Emissions.** The County shall require that new development projects incorporate feasible measures that reduce operational emissions through project and site design and use of best management practices to avoid, minimize, and/or offset their impacts consistent with San Joaquin Valley Air Pollution Control District requirements.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan

Mitigation Measures	Implementation Procedures	Monitoring Responsibility	Monitoring and Reporting Action	Mitigation Schedule
Air Quality (cont.)				
PHS-5.17: Wood Burning Devices. The County shall require the use of natural gas where service is available or the installation of low-emission, EPA-certified fireplace inserts in all open hearth fireplaces in new homes as required under the SJVAPCD Rule 4901– Woodburning Fireplaces and Woodburning Heaters. The County shall promote the use of natural gas over wood products in space heating devices and fireplaces in all existing and new homes.				
Mitigation 4.G-3: The following additional policy shall be included to address potential health risks from new development under the 2035 General Plan: **PHS-5.185: Health Risk Evaluation.** Prior to project approval, the County shall evaluate health risks when proposed developments would result in new sensitive receptors near existing sources of substantial toxic air contaminants (TACs) or the development of sources of substantial toxic air contaminants near existing sensitive receptors. Evaluation would be based on consideration of the California Air Resource's Board Air Quality and Land Use Handbook: A Community Health Perspective distance recommendations between sources and receptors. If the project would not meet the distance recommendations between sources and receptors, the County shall require the applicant to ensure TAC impacts would be below the carcinogenic threshold (i.e., probability of contracting cancer for the Maximally Exposed Individual would be less than 10 in one million) and below the non-carcinogenic threshold (i.e., result in a Hazard Index less than 1 for the Maximally Exposed Individual). In addition, several measures to reduce potential risk from commercial or industrial land uses that would be considered include: • Proposed commercial or industrial land uses that have the potential to emit toxic air contaminants (such as loading docks for diesel delivery trucks) would be located as far away as possible from existing and proposed sensitive receptors. • Signs would be posted at all loading docks and truck loading areas which indicate that diesel-powered delivery trucks must be shut off when not in use for longer than 5 minutes on the premises in order to reduce idling emissions. • Proposed commercial and industrial land uses that have the potential to host diesel trucks would incorporate idle reduction strategies that reduce the main propulsion engine idling time through alternative technologies such as, IdleAire, electrification of truck parking, and alternative energy sources for transport refrigeration units to allow diesel engines to be completely turned off.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation Measure 4.G-5: Implement Measures 4.G-1 and 4.G-2.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan

Mitigation Measures	Implementation Procedures	Monitoring Responsibility	Monitoring and Reporting Action	Mitigation Schedule
Noise				
Mitigation 4.H-1: The following additional policy and implementation program shall be included to address potential construction noise from new development under the 2035 General Plan: **PHS-9.10: Construction Noise Time Limitations.** The County shall seek to limit the potential noise impacts of construction activities on surrounding land uses by limiting construction activities to the hours of 7 am to 7pm, Monday through Saturday. Exceptions to these allowable hours could be allowed if approved beforehand by the County. **PHS-AA: Revise Construction Noise Hours of Exemption.** The County Code shall be revised to incorporate the more conservative allowable hours of construction of 7am to 7pm for noise exemption in order to reduce the potential for nuisance and/or sleep disturbance from construction noise.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation 4.H-5: Policy PHS-9.7 shall be revised as follows to address potential non-transportation-source noise impacts from new development under the 2035 General Plan: **PHS-9.7: Require Acoustical Study.** The County shall require a project applicant to prepare an acoustical study for any proposed new residential or other noise-sensitive development when the County determines the proposed development may expose people to noise levels exceeding acceptable General Plan noise levels. Based on this acoustical study, the applicant shall incorporate mitigation measures into the project design in order to achieve the County noise standards.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Geology, Soils, and Seismicity				
Mitigation Measure 4.I-1: The proposed 2035 General Plan Policies PHS-3.1 and PHS-3.2 shall be modified as follows: **PHS-3.1: Consider Geologic Hazards for New Development.** The County shall consider the risk to human safety and property from seismic and geologic hazards (e.g., slope/levee stability, unstable soils, expansive soils, etc.,) as identified through a geotechnical investigation by a California licensed geotechnical engineer in designating the location and intensity for new development and the conditions under which that development may occur in accordance with the most current version of the County's building code. The County shall require feasible mitigation identified in the geotechnical investigations to be implemented. (Source: Existing GP, Seismic and Geologic Hazards, Policy 1, modified by EIR analysis)	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan

Mitigation Measures	Implementation Procedures	Monitoring Responsibility	Monitoring and Reporting Action	Mitigation Schedule
Geology, Soils, and Seismicity (cont.)				
PHS-3.2: Location of Sensitive Land Uses. The County shall not approve any of the following land uses if they are located within one-eighth of a mile of any active fault or on soil that is highly susceptible to liquefaction as identified in a geotechnical investigation by a California licensed geotechnical engineer: facilities necessary for emergency services; major utility lines and facilities; manufacturing plants using or storing hazardous materials; high occupancy structures, such as multifamily residences and large public assembly facilities; and facilities housing dependent populations, such as prisons, schools, and convalescent centers. (Source: Existing GP, Seismic and Geologic Hazards, Policy 2; modified by Local Hazard Mitigation Plan and EIR analysis)				
Mitigation Measure 4.I-2: The proposed 2035 General Plan Policies PHS-3.4 and PHS-3.5 shall be modified as follows: **PHS-3.4: Liquefaction Studies.** The County shall require proposals for new development in areas with high liquefaction potential to include detailed site-specific liquefaction studies by a California licensed geotechnical engineer or engineering geologist in accordance with the most current County building code. (Source: New Policy, Consultants; modified by EIR analysis) **PHS-3.5: Subsidence or Liquefaction.** The County shall require that all proposed structures, utilities, or public facilities within recognized near-surface subsidence or liquefaction areas be located and constructed in a manner that minimizes or eliminates potential damage. (Source: New Policy, Consultants)	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation Measure 4.I-3: Implement Mitigation Measure 4.I-1.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation Measure 4.I-5: Implement Mitigation Measure 4.I -1.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation Measure 4.I-6: Implement Mitigation Measure 4.I -1.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation Measure 4.I-7: Implement Mitigation Measure 4.I -1 and 4.I-2.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan

Mitigation Measures	Implementation Procedures	Monitoring Responsibility	Monitoring and Reporting Action	Mitigation Schedule
Aesthetics				
Mitigation Measure 4.L-1: The following implementation program shall be added to the 2035 General Plan: **IS-S:** The County shall work with Caltrans to ensure that any road expansions of identified scenic routes shall minimize disruption of the elements that make the route scenic (e.g., orchards, historic structures, and riparian vegetation) where feasible.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation Measure 4.L-2: Implement Mitigation Measure 4.L-1.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation Measure 4.L-3: Implement Mitigation Measures 4.L-1 and 4.A-2.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation Measure 4.L-4: Policy NCR-7.7 shall be revised as follows: **NCR-7.7: Reducing Glare and Light Pollution.** The County shall encourage project designs, lighting configurations, complementary land uses, and operational practices that reduce the potential for glare during daytime hours and reduce nighttime light pollution and to protect adjacent land uses from light and glare and preserve views of the night sky. (RDR) (Source: New Policy, Consultants) To reduce lighting impacts from new signage, Implementation Measure ED-I shall be revised as follows: **ED-I: Signage and Wayfinding Program.** The County, in coordination with Caltrans, chambers of commerce, and the Lodi Winegrowers Association, shall develop, adopt, and maintain a comprehensive signage and wayfinding program for agritourism, wineries, recreation, and heritage sites that will help tourists easily navigate from one destination to another throughout the county. Lighting of any signage shall be designed to minimize glare for the surroundings. (Source: New Program, Consultants)	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation Measure 4.L-5: Implement Mitigation Measures 4.L-1and 4.L-4.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation Measure 4.M-5: The following new policy shall be included in the 2035 General Plan as a means of reducing the impact on regional parkland: **NCR-8.26: Regional Parkland Development**. The County shall assess the feasibility of adopting a development fee program for new development to contribute to the acquisition and development of new regional parkland.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan

GENERAL PLAN 2035
MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Implementation Procedures	Monitoring Responsibility	Monitoring and Reporting Action	Mitigation Schedule
Aesthetics (cont.)				
Mitigation Measure 4.M-7: Implement Mitigation Measure 4.M-5.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Utilities and Service Systems				
Mitigation Measure 4.N-5: The County shall include the following new policy in the proposed 2035 General Plan: **IS-1.18: Landfill Capacity.** The County shall analyze remaining landfill capacity and continue to implement solid waste diversion programs in order to increase the rate of diversion across all communities and increase the usable life of existing landfill disposal facilities.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation Measure 4.N-9: Implement Mitigation Measure 4.N-5.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mineral Resources				
Mitigation Measure 4.O-1: The following implementation measures shall be added to the 2035 General Plan: **NCR-NEW1: Protection of Mineral Resource Sites.** The County shall discourage the development of incompatible land uses, as defined by the State Mining and Geology Board (SMGB), within or immediately adjacent to existing and potential mineral resource sites, including existing and new MRZ-2 (Mineral Resource Zone 2) zones identified by Surface Mining and Reclamation Act (SMARA) and locally important mineral resource sites as they are identified in the future such that the development would impede or preclude mineral extraction or processing.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation Measure 4.O-2: Implement Mitigation Measure 4.O-1.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan

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Attachment F
Findings for Conditional Use Permit
and for
CEQA §15183 Exemption Compliance

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FINDINGS FOR CONDITIONAL USE PERMIT

PA-1900085
GURUDWARA SAHIB TRACY / HAKEEM

1. The proposed use is consistent with the goals, policies, standards, and maps of the General Plan; any applicable Master Plan, Special Purpose Plan, Specific Plan, and Planned Development zone; and any other applicable plan adopted by the County.

    - **This finding can be made because the proposed religious assembly (Use Type: Assembly - Religious) is consistent with the General Plan designation of A/UR (Agriculture/Urban Reserve) and the zoning designation of AL-10 (Limited Agriculture, 10-acre minimum). The A/UR designation generally applies to areas that are in the logical path of development around an Urban Community or a City Fringe area if the area is designated for urban development in a city's General Plan and the area represents a reasonable expansion of a city. The proposed project is located within the Sphere of Influence of the City of Tracy based on the city's current General Plan and is adjacent to existing urban development. The A/UR designation also allows for compatible public, quasi-public, and special uses such as a religious assembly, and the Assembly - Religious use type may be conditionally permitted in the AL-10 zone with an approved Conditional Use Permit. Therefore, the project is consistent with the General Plan and zoning and will meet the Development Title regulations for the approved use with the recommended Conditions of Approval. There are no Master Plans, Specific Plans, Special Purpose Plans, or other applicable plans adopted by San Joaquin County applicable to the subject property.**

2. Adequate utilities, roadway improvements, sanitation, water supply, drainage, and other necessary facilities have been provided, and the proposed improvements are properly related to existing and proposed roadways.

    - **This finding can be made because adequate utilities, access roads, sanitation, drainage, and other necessary facilities are proposed and the proposed improvements are properly related to existing and proposed streets and highways. A traffic study prepared by Advanced Mobility Group recommended installation of an all-way stop at the West Larch Road and South Naglee Road intersection to accommodate the traffic increase that will result from the project and this requirement is included in the recommended Conditions of Approval. An additional condition requires an Irrevocable Offer to Dedicate a 25-foot-wide right-of-way from the centerline of West Larch Road across the parcel's frontage for future road improvements. These proposed conditions will mitigate traffic related issues on the existing roadways. The traffic study found that no additional mitigations were found necessary. The project site will be accessed from two driveways connecting to West Larch Road and South Naglee Road, the placement of which will be determined and approved by the City of Tracy and the San Joaquin County Department of Public Works, ensuring the connection with the current road network will be properly related to the roadways. The project site will utilize an onsite well for water and septic system for wastewater, which will be constructed under permits from the Environmental Health Department. All stormwater is required to be kept on site utilizing an on-site retention pond constructed under permit from the Department of Public Works. This will prevent stormwater from the project site from possibly flooding adjacent properties or roadways.**

3. The site is physically suitable for the type of development and for the intensity of development.

    - **This finding can be made because the 8.49-acre project site is of adequate size and shape to accommodate all yards, building coverage, setbacks, parking areas and other requirements of the Development Title for the proposed use, as depicted on the Site Plan dated November 27, 2024. The proposed parking areas will be surfaced with asphalt concrete in conformance with San Joaquin County Ordinances, and other improvements will comply with applicable Development Title regulations designed to ensure that the site improvements are adequate for the type and intensity of the development. These improvements will include**

a retention pond sized for the calculated amount of predicted stormwater to be constructed under permit from the Department of Public Works.

4. The location, size, design, and operating characteristics of the proposed use will be compatible with and will not adversely affect the livability or appropriate development of abutting properties and the surrounding neighborhood.

    - **This finding can be made because the project has been conditioned to meet San Joaquin County Development Title regulations that protect public health, safety, and welfare to ensure that the project will not adversely affect the livability or appropriate development of abutting properties and the surrounding neighborhood. All project development will meet required setbacks to prevent intrusion onto adjacent properties, and the City of Tracy's largest commercial area, which is compatible with the proposed religious assembly use. There are also agricultural parcels with scattered residences surrounding the parcel to the north, east, and west, and with large residential properties further east. Aside for the existing residence on the project parcel, the nearest is located 300 feet west of the project site. In order to prevent noise levels from exceeding the standards specified in Development Title Table 9-404.040, which could potentially impact nearby residences, the proposed project is subject to the provisions of the San Joaquin County noise ordinance (Development Title Section 9-404.030) and will have to comply with noise level limitations. Further, the Initial Study prepared for this project found no potentially significant environmental impacts that could not be mitigated to a less than significant impact. As a result, the proposed project is a compatible use that is not anticipated to adversely affect abutting properties or the neighborhood.**

5. The proposed use will not create any nuisances arising from the emission of odor, dust, gas, noise, vibration, smoke, heat or glare at a level exceeding ambient conditions.

    - **This finding can be made because, pursuant to the CEQA Checklist performed for the project, there are no potentially significant impacts that will require mitigation from odor, dust, gas, noise, vibration, smoke, heat or glare. The development will be subject to the rules and regulations of the San Joaquin County Development Title, the Air Pollution Control District, and the State Water Quality Control Boards and is required to obtain permits for construction and operation of the development. Additionally, as noted above, the project will be subject to the noise standards contained in the Development Title. Therefore, the project will not create a nuisance.**

6. The site of the proposed use is adequately served by highways, streets, water, sewer, storm drainage, and other public facilities and services.

    - **This finding can be made because the project is located adjacent to the City of Tracy with sufficient access to public facilities and services, as needed. The project site has direct access to South Naglee Road which provides access to Interstate 205, located 0.75 miles to the south. Pursuant to the General Plan infrastructure requirements for agricultural areas and the standards and regulations contained in the Development Title for the AL-10 zone, the project site may utilize onsite services for water, sewer, and storm drainage, as proposed.**

7. The proposed use complies with all applicable provisions of this Title.

    - **This finding can be made because the subject property is zoned AL-10 (Limited Agriculture, 10-acre minimum) and the proposed religious assembly (Use Type: Assembly – Religious) is an allowed use with an approved Conditional Use Permit. The recommended Conditions of Approval will ensure that the project complies with all applicable provisions of the Development Title.**

Finding for CEQA §15183 Exemption Compliance

1. Substantial evidence in the record demonstrates that the Project is consistent with the 2035 San Joaquin County General Plan Environmental Impact Report (GP EIR) certified by Board of Supervisors on December 13, 2016, in accordance with the California Environmental Quality Act (CEQA) and the Project is consistent with the development density and intensity of the General Plan. Therefore, pursuant to Public Resources Code §21083.3 and CEQA Guideline §15183, no further environmental documentation is required.

    - **Public Resources Code § 21083.3 and its companion Guideline §15183 provide a CEQA exemption for projects that are consistent with a General Plan, Community Plan, or zoning ordinance where an EIR was prepared for such policy documents. The GP EIR expressly provides that document can be used to streamline "future environmental review…pursuant to Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183." The General Plan designates this Property for agricultural uses (AU/R) and County Development Title authorizes the religious assembly facility use type in all agricultural zones subject to obtaining a conditional use permit, including the AL-10 zoning district in which the Project is located. Therefore, the Project is consistent with the development density of the General Plan and implementing Development Title. Further, the County prepared a "§15183 CEQA Checklist" for the Project to determine whether there are any project-specific aspects that will result in significant environmental effects above and beyond those addressed in the GP EIR. That document determined that no such effects would occur. Accordingly, the Project qualifies for the §15183 exemption and a Notice of Exemption shall be filed.**

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Attachment G
Conditions of Approval

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CONDITIONS OF APPROVAL

PA-1900085 (C)
GURUDWARA SAHIB TRACY / HAKEEM

Conditional Use Permit Application No. PA-1900085 was approved by the Planning Commission on . The effective date of approval is . This approval will expire on , which is thirty-six (36) months from the effective date of approval, unless (1) all Conditions of Approval have been complied with, (2) all necessary building permits have been issued and remain in force, and (3) all necessary permits from other agencies have been issued and remain in force.

Unless otherwise specified, all Conditions of Approval and ordinance requirements shall be fulfilled prior to the establishment of the use and the issuance of any building permits. Those Conditions followed by a Section Number have been identified as ordinance requirements pertinent to this application. Ordinance requirements cannot be modified, and other ordinance requirements may apply.

1. COMMUNITY DEVELOPMENT DEPARTMENT (Contact: [209] 468-3121)

   a. **BUILDING PERMIT:** Submit an "APPLICATION-COMMERCIAL BUILDING PERMIT". The Site Plan required as a part of the building permit must be prepared by a registered civil engineer or licensed architect. This Plan must show drainage, driveway access details including gates, on-site parking, landscaping, signs, existing and proposed utility services, and grading (refer to the "SITE PLAN CHECK LIST" for details). Foundation and soils investigation shall be conducted in conformance with Chapter 18 of the California Building Code at the time of permit application. A fee is required for the Site Plan review. (Development Title Section 9-802.110[a][2])

   b. **APPROVED USE:** This approval is for a religious assembly to be constructed in 2 phases over 5 years as shown on the revised site plan dated November 14, 2023. (Use Type: Assembly – Religious). The project proposal includes:

      Phase 1
      - Construction of a 47,407-square-foot multipurpose building to include:
        - 7,466 square foot assembly hall
        - 7,040 square foot dining hall
        - 2,175 square foot kitchen
        - 9,331 square foot covered courtyard
        - 6,235 square foot porch, hallway, and patio
        - 4,558 square foot hallway
        - 3,546 square foot lobby
        - 7,056 square feet for office, meeting rooms, restrooms, shoe room, storage rooms, and wedding rooms

      Phase 2
      - Construction of a 10,181-square-foot addition to the multipurpose building to include:
        - 4,856 square foot classroom
        - 2,170 square foot prayer hall
        - 1,765 square foot priest room
        - 1,390 square feet for offices and guest room

   c. **MITIGATION MONITORING AND REPORTING PROGRAM:** The project shall comply with all required mitigations included in the General Plan 2035 EIR MMRP dated December 13, 2016.

   d. **CAPITAL FACILITY FEE:** This project may be subject to the Capital Facility Fee. If the Capital Facility Fee is applicable, the County shall collect the fees before the issuance of any building permits. (Development Title Section 9-610.070)

   e. **PARKING:** Off-street parking shall be provided and comply with the following:

1. All driveways and maneuvering areas shall be surfaced and permanently maintained with asphalt concrete or Portland cement to provide a durable, dust free surface. Bumper guards shall be provided when necessary to protect adjacent structures or properties. (Development Title Section 9-406.060 [i])

2. A minimum of 317 parking spaces measuring 9 feet by 20 feet shall be provided. (1 parking space per 50 square feet of seating area used for assembly / 1 parking space per 3 attendees at special events) (Development Title Section 9-406.040)

3. A minimum of 3% of parking spaces shall be electric vehicle charging stations (EVC). (Development Title Section 9-406.060[o])

4. All parking stalls and directional arrows shall be delineated with paint or similar distinguishable material. (Development Title Section 9-406.060 [e])

5. A 6-inch wide and 6-inch-high concrete curb shall be provided along the outer edge of the parking facility pavement, except where the pavement abuts a fence or wall. Curbs separating landscaped areas from parking areas shall be designed to allow stormwater runoff to pass through. (Development Title Section 9-406.060 [g])

6. Parking areas must be separated from all sides of a building by a walkway a minimum of 5 feet in width as well as by a planter area at least 3 feet in width. (Development Title Section 9-406.060 [h])

Parking Lot Landscaping

7. A minimum of 10% of the interior of the parking lot area shall be landscaped. Development Title Section 9-406.060 [l][1])

8. A minimum of 50% of the parking area that is not landscaped shall be shaded. Shade may be provided by canopies, shade structures, trees, or other equivalent mechanism. If shade is provided by trees, the amount of required shading is to be reached within 15 years. (Development Title Section 9-406.060 [j])

9. A landscaped island at least 5 feet in all interior dimensions and containing at least one 15-gallon size tree shall be provided at each end of each interior row of parking stalls and between every 6 consecutive parking stalls. (Development Title Section 9-406.060 [l][5])

f. **ACCESS AND CIRCULATION:** The following requirements apply and shall be shown on the Site Plan:

1. Access driveways shall have a width of no less than 25 feet for two-way aisles and 16 feet for one-way aisles, except that in no case shall driveways designated as fire department access be less than 20 feet wide. (Development Title Section 9-406.060 [n][1])

2. Vehicle access gates shall be recessed from the property line a minimum of 10 feet unless there are at least 16 feet between the property line and the edge of the travelled roadway, in which case the setback is waived. (Development Title Section 9-400.040 [a][4])

g. **LIGHTING:** Lighting shall be provided and comply with the following:

1. The equivalent of one foot of candle illumination shall be provided throughout the parking area. (Development Title Section 9-9-406.060 [m][1])

2. All lighting shall be on a time clock or photo-sensor so as to be turned off during daylight hours and during any hours when the parking area is not in use. This requirement does not apply to security lighting. (Development Title Section 9-406.060[m][2])

3. All lighting shall be designed to confine direct rays to the premises. No spillover beyond the property lines shall be permitted, except onto public roads, provided, however, that such light shall not cause a hazard to motorists. (Development Title Section 9-406.060[m][3])

h. **LANDSCAPING:**

1. All required front and street-facing setbacks, except for areas used for driveways and entries, shall be landscaped. (Development Title Section 9-402.030[a])

2. A landscaped area at least 10 feet wide shall be provided between any surface parking area and any property line adjacent to a public street. (Development Title Section 9-402.030[a])

3. All areas of a project site not intended for a specific use, including areas planned for future phases of a phased development, shall be landscaped or left in a natural state. (Development Title Section 9-402.030[e])

i. **SIGNS:** Sign details shall be consistent with Chapter 9-408 of the Development Title and be included on the Site Plan. All portions of any sign shall be set back a minimum of 5 feet from any future right-of-way line, including any corner cut-off (snipe). (Development Title Section 9-408.070.3 [p])

j. **CULTURAL RESOURCES:** If, in the course of development, concentrations of prehistoric or historic-period materials are encountered, all work in the vicinity of the find shall halt until an archaeologist can evaluate the materials and make recommendations for further action. If human remains are encountered, all work shall halt in the vicinity and the County Coroner shall be notified immediately. At the same time, a qualified archaeologist shall be contacted to evaluate the finds. If Human burials are found to be of Native American origin, steps shall be taken pursuant to Section 15064.5(e) of Guidelines for California Environmental Quality Act.

k. **BUILDING CODE REQUIREMENTS:** The following California Building Code (CBC) and San Joaquin County Ordinance requirements will be applicable to the proposed project. The following conditions shall be addressed prior to submittal of a building permit application to the Building Inspection Division:

1. A building permit for each separate structure or building is required. Submit plans, specifications, and supporting calculations, prepared by a Registered Design Professional (architect or engineer) for each structure or building, showing compliance with the current California Building, Existing Building, Mechanical, Plumbing, Electrical, Energy and Fire Codes as may be applicable. Plans for the different buildings or structures may be combined into a single set of construction documents.

2. A grading permit will be required for this project. Submit plans and grading calculations, including a statement of the estimated quantities of excavation and fill, prepared by a Registered Design Professional. The grading plan shall show the existing grade and finished grade in contour intervals of sufficient clarity to indicate the nature and extent of the work and show in detail that it complies with the requirements of the code. The plans shall show the existing grade on adjoining properties in sufficient detail to identify how grade changes will conform to the requirements of the code.

3. The required plans must be complete at the time of submittal for a building permit. Plans must address building design and construction, fire and life safety requirements, accessibility and show compliance with the current California codes and San Joaquin County ordinances. A complete set of plans must include fire sprinkler plans, truss design submittals, metal building shop drawings, structural plans and calculations, plumbing, electrical and mechanical drawings and energy report.

4. A soils report is required pursuant to CBC §1803 for foundations and CBC appendix §J104 for foundations. All recommendations of the Soils Report shall be incorporated into the construction drawings.

5. For each proposed new building, provide the following information on the plans:

A. Description of proposed use
B. Existing and proposed Occupancy Groups
C. Type of construction
D. Sprinklers (Yes or No)
E. Number of stories
F. Building height
G. Allowable floor area
H. Proposed floor area
I. Occupant load based on the CBC
J. Occupant load based on the CPC

Depending on the type of construction, a fire wall may be required where the proposed building is only 10' from the property line.

6. Accessible routes shall be provided per CBC §11B-206. At least one accessible route shall be provided within the site from accessible parking spaces and accessible passenger loading zones, public streets and sidewalks, and public transportation stops to the accessible building or facility entrance they serve. When more than one route is provided, all routes must be accessible. CBC §11B-206.2.1

7. At least one accessible route shall connect accessible buildings, accessible facilities, accessible elements and accessible spaces that are on the same site. CBC §11B-206.2.2

8. At least one accessible route shall connect accessible buildings, or facility entrances, with all accessible spaces and elements within the building or facility, including mezzanines, which are otherwise connected by a circulation path. §11B-206.2.4

9. Parking spaces will be required to accommodate persons with disabilities in compliance with Chapter 11B of the California Building Code. Note that accessible parking spaces are required for each phase of the project. These parking space(s) shall be located as close as possible to the primary entrance into the building.

10. Adequate sanitary facilities shall be provided for each building per the requirements of Chapter 4 of the California Plumbing Code.

11. This project will be required to comply with the Model Water Efficient Landscape Ordinance requirements of the California Code of Regulations, Title 22, Division 2, Chapter 2.7.

2. DEPARTMENT OF PUBLIC WORKS (Contact: [209] 468-3000)

a. An encroachment permit shall be required for all work within road right-of-way along Larch Road. (Note: Driveway encroachment permits are for flatwork only – all vertical features, including but not limited to fences, walls, private light standards, rocks, landscaping and cobbles are not allowed in the right-of-way.) (Development Title Sections 9-607.020 and 9-607.040)

b. The driveway approach on Larch Road shall be improved in accordance with the requirements of San Joaquin County improvement Standards Drawing No. R-17 prior to issuance of the occupancy permit. (Development Title Section 9-607.040)

c. A City of Tracy encroachment permit shall be required for all work within the City road right-of-way.

d. The driveway approach on Naglee Road shall be improved in accordance with the requirements of City of Tracy prior to issuance of the occupancy permit.

e. The owner shall execute an Irrevocable Offer to Dedicate Road to result in a 25 foot wide right-of-way from the centerline of West Larch Road to the property line across the parcel's frontage. (A fee based on the current fee schedule is required for processing in addition to a copy of the Grant

Deed and a legal description of the parcel to be offered for dedication.) (Development Title Section 9-608.060)

f. The Traffic Impact Mitigation Fee shall be required for this application. The fee is due and payable at the time of building permit application. The fee shall be automatically adjusted July 1 of each year by the Engineering Construction Cost Index as published by the Engineering News Record. (Resolution R-00-433)

g. The Regional Transportation Impact Fee shall be required for this application. The fee is due and payable at the time of building permit application. The fee will be based on the current schedule at the time of payment. (Resolution R-06-38)

h. The developer shall provide drainage facilities in accordance with the San Joaquin County Development Standards. Retention basins shall be fenced with 6 foot high chain link fence or equal when the maximum design depth is 18 inches or more. Required retention basin capacity shall be calculated and submitted along with a drainage plan for review and approval, prior to release of building permit. (Development Title Section 9-606)

i. A copy of the Final Site Plan shall be submitted prior to release of building permit.

j. This project is subject to the NPDES Region-Wide Permit requirements and shall comply with the following conditions. Prior to release of the building permit, plans and calculations shall be submitted and approved by the Public Works Department – Water Resources Division (209-468-9360):

    1. Treatment: A registered professional engineer shall design the site to treat the 85th percentile storm as defined in the County's 2023 Storm Water Quality Control Criteria Plan (SWQCCP).

    2. Hydromodification: A registered professional engineer shall design the site to comply with the volume reduction requirement outlined in the County's 2023 SWQCCP.

    3. Trash: A registered professional engineer shall design the site to comply with the trash control requirement outlined in the County's 2023 SWQCCP.

k. Prior to release of the building permit, the applicant shall submit the Storm Water Pollution Prevention Plan (SWPPP) to Public Works. A copy of the approved SWPPP and all require records, updates, test results and inspection reports shall be maintained on the construction site and be available for review upon request.

l. Prior to release of the building permit, the owner shall enter into an agreement with San Joaquin County for post-construction maintenance of stormwater quality facilities.

m. Applicant shall file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and comply with the State "General Permit for Storm Water Discharge Associated with Construction Activity". The Waste Discharge Identification Number (WDID) issued by SWRCB, shall be submitted to Public Works prior to release of the building permit. Contact the SWRCB at 1-866-563-3107 for further information.

n. Prior to release of the building permit, all new construction and the substantial improvement of any structure or tanks in the area of special flood hazard shall be elevated or floodproofed in accordance with San Joaquin County Ordinance Code Section 9-1605.12(a), (b), and (c). Plans and calculations shall be submitted and approved by the public Works Department – Water Resources Division (209-953-7948).

o. Prior to issuance of a building permit for this project, the applicant shall pay for the implementation of an All Way Stop Intersection at Naglee Road and West Larch Road as identified in the Supplemental Transportation Impact Analysis Report dated August 12, 2024. The payment amount is $5,200.

3. ENVIRONMENTAL HEALTH DEPARTMENT (Contact: [209] 468-3420)

   a. A soil suitability and nitrate loading study incorporating proposed staff and customer use shall be submitted to the Environmental Health Department, indicating that the area is suitable for septic system usage. The studies must be approved by the Environmental Health Department prior to issuance of building permit(s). (San Joaquin County Development Title, Section 9-604.010(d)). The fee will be based on the current schedule at the time of payment.

      The sewage disposal system shall comply with the onsite wastewater treatment systems standards of San Joaquin County prior to approval. A percolation test conducted in accordance with the E.P.A. Design Manual - Onsite Wastewater and Disposal Systems is required for each parcel. The fee will be based on the current schedule at the time of payment.

   b. Construction of an individual sewage disposal system(s) under permit and inspection by the Environmental Health Department is required at the time of development based on the Soil Suitability/ Nitrate Loading Study findings (San Joaquin County Development Title, Section 9-605.010).

   c. The site plan depicts the 100% sewage disposal replacement area located in the paved parking area for the proposed development.

      Prior to issuance of building permit, submit to the Environmental Health Department revised site plans showing the location and configuration of any existing and proposed sewage disposal systems, along with the area required to be reserved for future sewage disposal repair/replacement (area for 100% sewage disposal replacement). The plans shall include the design calculations, including the maximum number of persons the sewage disposal system is proposed to serve.

      In addition, show on revised plans that the disposal field area will be barricaded so it cannot be driven over, parked on, or used as a storage area. This disposal field area must be used for that specific purpose only, and it cannot contain any underground utility lines (San Joaquin County Development Title, Section 9-605.010(c)(3)(5)).

      The disposal field area of the sewage disposal system shall be barricaded such that it cannot be driven over, parked on, or used as a storage area. This disposal field area must be used for that specific purpose only, and it cannot contain any underground utility lines (San Joaquin County Development Title, Section 9-605.010(c)(3)(5))

   d. Submit Water Provision Declaration form to the Environmental Health Department for review.

   e. Applicant shall contact Natalia Subbotnikova, Program Coordinator, Small Public Water System Program, at (209) 468-0338, to determine if the existing well can be permitted as a public water system prior to issuance of building permits. If a public water system is required, applicant shall submit a Small Public Water System preliminary technical report to the California State Water Resources Control Board, Division of Drinking Water (Water Board) at least six months before initiating construction of any water related improvement, as defined. The issuance of a permit to operate a small public water system by the local primacy agency (EHD) is prohibited without the concurrence of the Water Board. Please contact Gena Farley with the SWRCB Division of Drinking Water at Gena.Farley@waterboards.ca.gov or 209-948-7488, concerning the requirements for preliminary technical report submittal prior to issuance of building permits.

      If the Water Board determines that an onsite well shall be used as the potable water source, a permit application to operate Small Public Water System shall be submitted to the EHD for approval prior to issuance of building permits. To issue a permit to operate, concurrence from the Water Board is required. A yearly permit to operate a public water system will be required by the EHD prior to sign off of the certificate of final occupancy (San Joaquin County Development Title, Section 9-602.010 and 9-601.030.)

The supplier must possess adequate financial, managerial, and technical capability to assure delivery of pure, wholesome, and potable drinking water in accordance with San Joaquin County Development Title, Sections 9-602.010 and 9-601.030 and C.C.R., Title 22, and Health and Safety Code, Section 116525 116570.

Note: The minimum setback from public water well to any septic tank and leach field is 150'. If the existing domestic well becomes a public water well then it shall meet minimum setback requirement from septic tank and leach field area.

f. The existing private water wells shall be tested for the chemical Dibromochloropropane (DBCP) and nitrates with the results submitted to the Environmental Health Department prior to issuance of building permit(s). Samples are to be taken and analyzed by a State-approved laboratory (San Joaquin County Development Title, Section 9-601.020(j)).

g. Construction of an individual domestic water well under permit and inspection by the Environmental Health Department is required at the time of development (San Joaquin County Development Title Section 9-601.010(b)).

h. Any existing wells or septic systems to be abandoned shall be destroyed under permit and inspection by the EHD (San Joaquin County Development Title, Section 9-605.010 and 9-601-020).

i. Any geotechnical drilling shall be conducted under permit and inspection by The Environmental Health Department (San Joaquin County Development Title, Section 9-601.010(b) and 9-601.020(i)).

4. SAN JOAQUIN COUNCIL OF GOVERNMENTS (Contact: [209] 235-0600)

   a. This project is subject to the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). The applicant must provide a Certificate of Payment prior to issuance of any grading or building permits.

5. SOUTH SAN JOAQUIN COUNTY FIRE AUTHORITY (Contact: [209] 831-6707)

   a. Prior to construction, applicant shall submit construction documents to the South San Joaquin County Fire Authority for review and approval.

      1. Construction document shall be designed to the current edition of the California Code of Regulations, Title 24, as amended by the City of Tracy Municipal Code.

      2. Deferred submittals for fire sprinkler system, fire protection water supply, and fire alarm system shall be listed on the coversheet. Each deferred submittal shall be submitted, reviewed, and approved by SSJCFA prior to installation.

      3. Fire protection water supply application must be submitted separately from construction permit. All piping and installation shall be in accordance with CFC §507 & NFPA standards. Approval of grading and/or on-site improvements does not grant installation of underground fire service.

      4. Fire sprinklers shall be designed by a licensed fire protection contractor or engineer. Hydraulic calculations, specifications and plans shall be submitted prior to issuance of building permit.

      5. Fire department connections shall be installed in accordance with CFC §912 and NFPA standards. A hydrant shall be placed within 100' of the FDC. FDC locations shall be approved by the fire code official prior to issuance of construction permit.

      6. Fire control room locations shall be approved by the fire code official prior to the issuance of construction permit.

7. Provide a truck turning template which clearly shows the truck turning radius of 30’ inside and 50’ outside. Truck turning template shall show all ingress and egress paths available.

b. Engineering and building permit applications received by our offices are subject to the current fee schedule for South San Joaquin County Fire Authority. Contact our offices for additional information.

   1. Application processing fees and minimum plan review fees are due at time of submittal of construction documents.

   2. Additional plan review fees, minimum inspection fees and administrative fees are calculated on approval of project and shall be paid prior to issuance of permit.

   3. Permit holder is responsible for any additional inspection fees incurred and shall be paid prior to final inspection.

c. Knox boxes shall be required for this project. The tenant of the property shall have keys placed in the key box. The operator of the building shall immediately notify the Fire Authority and provide the new key where a lock is changed or rekeyed. The key to such building shall be secured in the Knox Box.

d. Building shall be provided with approved address identification that is illuminated in accordance with CFC §505 as amended by the South San Joaquin County Fire Authority.

e. Prior to final in inspection, emergency radio responder coverage shall be tested to confirm coverage areas. It is beneficial for the applicant to conduct testing at foundation as retrofitting for the conduit is costly. If coverage is inadequate, a separate permit for emergency radio responder coverage shall be submitted to SSJCFA for review and approval prior to installation. Additional improvements may warrant additional testing to be performed. Testing shall be the determination of the fire code official.

f. Prior to construction, an address must be posted at the construction site entrance. Address must be a minimum of 4 inches high by ½ inch numerals. Address must be provided so that emergency service personnel can locate the construction site in the event of an emergency.

g. Prior to construction, all-weather fire apparatus access roads shall be installed. Fire apparatus access roads during construction shall have a minimum 20’ unobstructed width in accordance with CFC §503.

h. Prior to construction, fire protection water supply shall be provided and operational for construction site. It shall be installed, inspected and tested prior to bringing combustible materials onsite, including storage.

i. Additional comments may occur upon submittal of construction documents.

6. CITY OF TRACY (Contact: (209) 831-6436)

   a. Applicant shall record a relinquishment of their abutter’s rights on Auto Plaza Road; and,

   b. Applicant shall record a relinquishment of their development rights for a depth of 100 feet from Auto Plaza Road.

7. PACIFIC GAS AND ELECTRIC COMPANY (Contact: 1-877-743-7782)

   The project is within the same vicinity of PGE’s existing facilities that impact the subject property and the project will require the relocation of existing PG&E electric service facilities. The applicant must apply for the relocation of any existing PGE electric services that exist on the subject parcel.

Planning Commission Staff Report
Item # 2, June 19, 2025
Major Subdivision No. PA-2200056
Prepared by: Alisa Goulart

PROJECT SUMMARY

Applicant Information

Property Owner:	Stonecliff Development, Inc., and Ventana Development Company, Inc.
Project Applicant:	Dillon and Murphy

Project Site Information

Project Address:	26850 N. Lower Sacramento Road, Galt
Project Location:	At the southeast corner of N. Lower Sacramento Road and E. Liberty Road, Galt.

Parcel Number (APNs):	005-030-07; 005-020-02	**Water Supply:**	Public (Future)
General Plan Designation:	R/R; OS/RC; A/G	**Sewage Disposal:**	Private (Septic Systems)
Zoning Designation:	R-R	**Storm Drainage:**	Public (CSA29)
Project Size:	78.76 acres	**100-Year Flood:**	Yes, AE (Portion)
Parcel Size:	78.76 acres	**Williamson Act:**	No
Community:	Collierville	**Supervisorial District:**	4

Environmental Review Information

CEQA Determination: Notice of Exemption (Attachment C)

Project Description

The project is a Major Subdivision to subdivide one legal lot totaling 78.76 acres into 54 lots ranging in size from 1 acre to 2.5 acres, 3 small lots to be utilized for subdivision utilities, and a 4.8-acre designated remainder. Primary and secondary ingress/egress for the subdivision are proposed from Lower Sacramento Road. There is no subdivision access from Liberty Road. An interior subdivision road that will be improved to County standards and dedicated to the County will provide circulation.

Each lot will utilize private on-site septic systems for wastewater. A public water system is required to be established for the subdivision, and a non-County public utility agency must be formed to provide for the operation, maintenance, and improvement of the water system. Public storm drain service, as well as street lighting, will be provided by County Service Area 29.

The General Plan designation and zoning for the project site is Rural Residential. The Rural Residential designation provides for single-family detached residences and accessory dwelling units. Development is subject to a maximum density of one dwelling unit per acre. ADUs, as required by California law, are not subject to the density standard and one ADU per lot is permitted if services are available.

The project site is located in the Rural Community of Collierville, bordered by Lower Sacramento Road to the west and Liberty Road to the north. State Route 99 is directly east of the site. The County line is located 0.35 miles to the northwest.

Recommendation

1. Adopt the Findings for Subdivision and the Findings for CEQA §15183 Exemption Compliance (Attachment E);

2. Approve Major Subdivision No. PA-2200056 with the attached Conditions of Approval. (Attachment F).

NOTIFICATION & RESPONSES

(See Attachment B, Response Letters)

Public Hearing Notices
Legal ad for the public hearing published in the Stockton Record: June 9, 2025.
Number of Public Hearing notices: 319
Date of Public Hearing notice mailing: June 6, 2025.

Referrals and Responses

- **Early Referral Date:** May 5, 2021 (pre-application) February 14, 2022 (full application)
- **Project Referral with Environmental Determination Date:** June 1, 2022, January 26, 2024
- **Negative Declaration Posting Date:** December 23, 2022
- **OPR State Clearinghouse #:** 2022120630

Agency Referrals	Response Date - Early Consultation	Public Hearing
County Departments		
Assessor		
Community Development		
Building Division		
Fire Prevention Bureau		
Public Works	6/28/2022 11/1/2023	
Environmental Health	5/10/2022	8/16/2024
Sheriff's Office		
Surveyor		
Mosquito & Vector Control		
Parks and Recreation	5/6/2022	
Supervisor: District 4		
State Agencies		
Fish & Wildlife, Division: 2		
Native American Heritage Commission		
Federal Agencies		
F.E.M.A.		
U.S. Fish & Wildlife		

Agency Referrals	Response Date - Early Consultation	Public Hearing
Local Agencies		
Woodbridge Fire District		
North San Joaquin Water Conservation		
S.J.C.O.G.	5/3/2022	8/6/2024
Airport Land Use Commission	6/9/2022	
Galt Unified School District	5/13/2022	
Air Pollution Control District	5/30/2022	
C.V.R.W.Q.C.B.		9/1/2024
Miscellaneous		
Haley Flying Service		
P.G.&E.	5/7/2022 9/3/2024	
Precissi Flying Service		
CA Tribal TANF Partnership		
United Auburn Indian Community	5/19/2022	
CA Valley Miwok Tribe		
CA North Valley Yokuts Tribe		
Buena Vista Tribe Rancheria		
Sierra Club		9/1/2024

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ANALYSIS

Background

On March 2, 2006, the Planning Commission approved Major Subdivision No. PA-0400056 to subdivide the lot involved in the current application into 54 lots. On March 11, 2022, PA-0400056 expired without a Final Map being recorded.

Environmental Review

Staff reviewed the 2014 Environmental Impact Report (EIR) for the County's 2035 General Plan and determined the General Plan EIR had adequately analyzed the biological impacts of future development, including impacts to wetlands, CDD recommends a Notice of Exemption pursuant to CEQA Guidelines section 15183, subdivision (a), which states that, if a project is consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified, no additional environmental review is required except as might be necessary to determine whether there are project-specific significant effects. To summarize, because the Project is consistent with the development density for the Rural Residential designation established by existing General Plan policies for which an EIR was certified on December 13, 2016, the Project is subject to the CEQA §15183 exemption. The project presents no project-specific significant effects that were not reviewed in the 2035 General Plan EIR.

It should be noted that at the north end of the project site are a seasonal wetland and wetland swales, as well as an intermittent creek and perennial marsh. These sites total approximately 6 acres and were identified in a wetland delineation report prepared October 2018 by Moore Biological Consultants. In keeping with the County General Plan goals to protect wetlands, the final subdivision map will delineate wetland areas that will be restricted from development.

If the project is approved, CDD will file a Notice of Exemption based on CEQA Guidelines section 15183(a).

Subdivision Service Requirements

Major Subdivision No. PA-2200056 proposes to subdivide one legal lot totaling 78.76 acres into 54 residential lots ranging in size from 1 acre to 2.5 acres, a 4.8-acre designated remainder, and 3 small lots. The project site is zoned Rural Residential (R-R) and is located in the Rural Community of Collierville. Public services available to the subdivision are provided by Community Service Area #29 (CSA29) and include stormwater drainage and streetlights. There is no public water system or wastewater system currently available.

Pursuant to Development Title Section 9-604.010, individual septic systems will be considered in areas zoned Rural Residential for lots smaller than 2 acres and served by a public water system and public storm drainage system. Therefore, in order to develop this subdivision as proposed, with lots smaller than 2 acres, it is necessary for the developer to provide a public water system, and a non-County public utility agency must be formed to provide for the operation, maintenance, and improvement of the water system. This combined with the existing public storm drainage system permits the creation of lots that are smaller than 2 acres utilizing individual septic systems.

Traffic Technical Memorandum

Pursuant to Development Title Section 9-608.050(a)(1), a Traffic Study is required for development projects when project traffic is expected to exceed 50 vehicles during any hour or violate a Level of Service (LOS) standard established in the General Plan. A Traffic Technical Memorandum may be required in lieu of a Traffic Study when the development project exceeds the 50 vehicles per hour threshold, and the Director of Public Works deems that the existing roadway capacity and traffic operations are not expected to be significantly impacted as a result of the additional traffic generated by the project. For this project, a Technical Memorandum was prepared by Advance Group Mobility and reviewed and approved by the Department of Public Works. The memorandum, dated September 12, 2023, estimates the proposed subdivision will generate between approximately 38 to 51 peak hour trips.

The Traffic Technical Memorandum refers to the planned intersection improvement to convert the one-way stop-controlled intersection at Liberty Road/State Route 99 southbound on and off ramps to all-way stop-controlled intersections as an improvement that will benefit this project. The Department of Public Works has conditioned the project with the requirement to pay $60,480 toward this intersection improvement, as well as paying fair share contributions toward widening both Liberty Road and Lower Sacramento Road, and other improvements to Kost Road and the West and East Frontage Roads.

Tribal Cultural Resources

The Wilton Rancheria tribe requested to consult on the proposed project pursuant to AB52 as the project site is located within the tribe's ancestral and culturally affiliated territory. The consultation resulted in requests from the tribe to be involved in the development prior to and at the time of ground disturbance. The tribe requests to be permitted to perform a Pedestrian Survey, which is a field surface survey of surface features, prior to any land disturbance. Additionally, the developer is to pay to have a tribal monitor from the Wilton Rancheria tribe onsite for all ground disturbing activities. Lastly, the tribe requests to be permitted to provide Cultural Awareness training to all on-site staff and crew prior to the onset of land disturbance.

A request for consultation was also received from the United Auburn Indian Community (UAIC), however, UAIC deferred their request after the County received the request for consultation from Wilton Rancheria.

Sierra Club

The Community Development Department received a comment letter from the Sierra Club opposing the project on the grounds the site has significant wetlands on the north end that should not be developed. However, as discussed above, the wetland areas will be restricted from development on the Final Map.

Neighbor Comments

The Community Development Department received 1 letter from the owner of properties to the south. The letter listed concerns related to water supply, the public water system requirement, traffic, access, wetlands, and building in a flood plain. These issues are discussed below.

Water Supply and Public Water System

The letter states that the increase in water consumption will contribute to depletion of the water aquifer. Additionally, the letter states that there is a dearth of information on the required public water system. As a Condition of Approval for this subdivision, a public water system is required to be approved prior to the issuance of any grading or building permits. These plans for the public water system must meet the requirements of the California State Water Resources Control Board, the California Health and Safety Board, and the California Code of Regulations. The plans must include the source of the water for the system and a 20-year supply analysis. Building permits will not be issued until the water system is approved.

Traffic

The letter states that the subdivision will increase local traffic volume and the existing infrastructure and management of road intersections north, west and south of the site is insufficient. However, a Traffic Memorandum reviewed possible traffic impacts resulting from development of the subdivision and concluded that planned improvements to the intersections at the State Route 99 on and off ramps were sufficient to handle the increased traffic and the developer is required to pay a fair share portion for those planned improvements.

Access

The letter states that there is inadequate secondary and emergency access. The Tentative Map proposes both main access and a secondary, emergency access off of N. Lower Sacramento Road, as required by Development Title Section 9-608.160(c). The Tentative Map has been reviewed by San Joaquin County Fire Prevention for compliance with fire code standards for residential development.

Wetlands

As discussed above, the County General Plan goals include the preservation of wetlands, and as a result, the wetland areas will be restricted from development on the Final Map. Any work that may be required within the wetlands to meet the subdivision conditions must be permitted under the Clean Water Act and the Central Valley Water Quality Control Board.

Flooding

The letter states that the Tentative Map depicts encroachment into a seasonal flood plain. The subject area is located within Federal Emergency Management Agency (FEMA) Designated Flood Hazard Areas designated as Zone X, A and AE. The 100-year Flood Elevation will be approximately 42 feet NAVD 1988 (National Geodetic Vertical Datum). As a result, all development within zones A and AE will be required to meet the standards of Development Title Section 9-703 Flood Hazards, the provisions of which are designed to promote the public health, safety, and general welfare, and to minimize public and private losses due to flood conditions in specific areas.

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RECOMMENDATION

It is recommended that the Planning Commission:

Recommendation

1. Adopt the Findings for Subdivision and the Findings for CEQA §15183 Exemption Compliance (Attachment E);

2. Approve Major Subdivision No. PA-2200056 with the attached Conditions of Approval. (Attachment F).

Attachments:

Attachment A – Tentative Map
Attachment B – Response Letters
Attachment C – Environmental Document
Attachment D – Mitigation Monitoring and Reporting Program
Attachment E – Findings for Subdivision and for CEQA §15183 Exemption Compliance
Attachment F – Conditions of Approval

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Attachment A
Tentative Map

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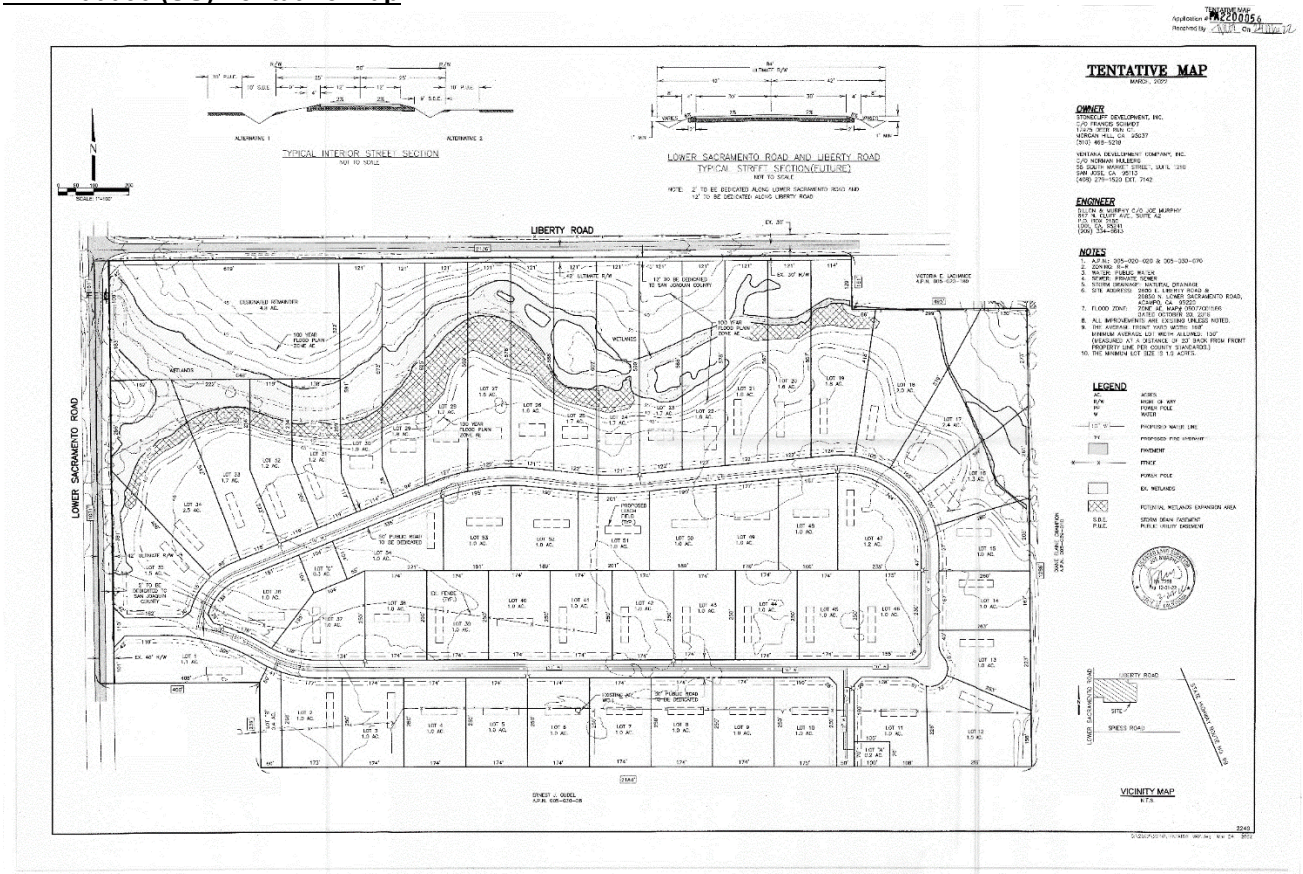
PA-2200056 (SU) Tentative Map



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Attachment B
Response Letters

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SAN JOAQUIN COUNTY
Greatness grows here.

Public Works
Working for YOU

Department of Public Works

Fritz Buchman, Director

Alex Chetley, Deputy Director – Development
Kristi Rhea, Deputy Director - Administration
David Tolliver, Deputy Director - Operations
Najee Zarif, Deputy Director - Engineering

November 1, 2023

M E M O R A N D U M

TO: Community Development Department
CONTACT PERSON: Alisa Goulart

FROM: Shayan Rehman, Engineering Services Manager SR
Development Services Division

SUBJECT: PA-2200056; A Major Subdivision application to subdivide two (2) parcels totaling 78.76 acres into (54) parcels of 1 or more acres each, and a 4.8 acre designated remainder; located on the northeast corner of North Lower Sacramento Road and East Liberty Road, Galt. (Supervisorial District 4)

OWNER: Ventana Development Company, Inc. APPLICANT: Dillon & Murphy

ADDRESS: 2600 E. Liberty Road, Galt APN: 005-020-02 & 005-030-07

INFORMATION:

The site is currently located within a Federal Emergency Management Agency Designated Flood Hazard Area designated as zone X, A and AE. The 100-Year Flood Elevation will be approximately 42 feet NAVD 1988.

Liberty Road has an existing right-of-way width of 60 feet and a planned right-of-way width of 84 feet.

Lower Sacramento Road has an existing right-of-way width of 80 feet and a planned right-of-way width of 84 feet.

The Traffic Impact Mitigation Fee will be required when parcels are developed. The fee is due and payable at the time of building permit application.

The Regional Transportation Impact Fee will be required when parcels are developed. The fee is due and payable at the time of building permit application.

1810 East Hazelton Avenue | Stockton, California 95205 | T 209 468 3000 | F 209 468 2999
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~~REQUIREMENTS:~~

~~The applicant shall complete the following requirements before the Department of Public Works can support or deem complete the application for this project:~~

~~1) Applicant shall provide to Public Works for review and approval, a "Technical Memorandum" from a registered traffic engineer certifying that the proposed development will not degrade the level of service along adjacent roadways and/or intersections to unacceptable conditions. Guidelines for the required content of the "Technical Memorandum" are available at the Department of Public Works. (A processing fee based on the current fee schedule is required.)~~

~~Upon satisfaction of the above requirements, the following Conditions of Approval shall apply. Additional and/or revised Conditions of Approval may be necessary based upon the completed application.~~

RECOMMENDATIONS:

~~1) A Master Plan for a water system shall be prepared prior to approval of the Final Map. The Master Plan shall include the development to the south (APN 005-030-08).~~

2) All improvements shall be in conformance with the current Improvement Standards and Specifications of the County of San Joaquin. All improvement plans and specifications shall include a grading plan for each individual lot, if applicable. The improvement plans and specifications are subject to plan check, field inspection fees and must be approved by the County of San Joaquin Department of Public Works prior to approval of the Final Map. (Development Title Section 9-802.02[c], Section 9-505, Section 9-600 and R-92-814)

3) If improvements referred to herein are not completed prior to approval of the Final Map, the subdivider shall execute an agreement with the County of San Joaquin ensuring the completion of improvements within one (1) year after approval of the Final Map. (Development Title Section 9-600.020[j])

4) If improvements are partially or fully completed prior to approval of the Final Map, the subdivider shall execute an agreement with the County of San Joaquin to warranty the public improvements offered for acceptance by the County for one (1) year after acceptance by the Board of Supervisors.

5) Dedication to result in a 42-foot-wide right-of-way from the centerline of Liberty Road to the property line shall be required on the Final Map. Liberty Road shall be improved to County standards for an 84-foot-wide right-of-way Rural Arterial/Expressway road. (Development Title Section 9-608.060[a][2])

6) Dedication to result in a 42-foot-wide right-of-way from the centerline of Lower Sacramento Road to the property line shall be required on the Final Map. Lower Sacramento Road shall be improved to County standards for an 84-foot-wide right-of-way Rural Arterial/Expressway road. (Development Title Section 9-608.060[a][2])

7) All roads within the subdivision shall be dedicated on the Final Map and improved to County Standards for a 50-foot right-of-way Rural Residential road. (Development Title Sections 9-501.070, 9-608.010[c][4] and 9-608.060[a][2])

8) Access rights shall be dedicated and restricted for lots 19-30 along the frontage of Liberty Road on the Final Map. (Development Title Section 9-608.060)

9) Access rights shall be dedicated and restricted for lots 1, 34 and 35 along the frontage of Lower Sacramento Road on the Final Map. (Development Title Section9-608.060)

~~10) A secondary access connection to the south shall be provided for this subdivision. (Development Title Section 9-1150.13)~~

11) Terminal drainage is required for the entire subdivision (including lots). A community detention pond shall be provided in accordance with the County standards and provide adequate drainage for the entire subdivision, including the lots. Hydrologic and hydraulic analyses shall be provided and demonstrate that all property, both downstream and upstream of the discharge, will not be subject to a higher flood level as a result of the proposed drainage. The storm drainage system, including the basin and all storm drainage appurtenances, shall be included on the improvement plans. (Development Title Section 9-606.010)

12) It is the responsibility of the applicant to obtain all required regulatory permits for all work within the unnamed channel.

13) The project shall be served by a public water system conforming to the requirements of the San Joaquin County Environmental Health Department and the Department of Public Works. The system shall provide adequate domestic and fire water supply in conformance to the requirements of the County Fire Warden and the local Fire District. The water system design, including all required wells and any necessary treatment systems, shall be included on the improvement plans. (Development Title Section 9-602.010)

14) Street lighting shall be provided for the proposed subdivision at intersections in accordance with San Joaquin County's Improvement Standards. (Development Title Section 9-608.120)

15) Annexation into County Service Area 29 for storm drainage and street lighting services shall be required prior to approval of the Final Map.

16) The subdivider shall agree to pay user fees for CSA 29 services (storm drainage and street lighting) from the time improvements are accepted by the County until the lots are placed on the County tax rolls.

17) A Community Services District or other non-County public utility agency shall be formed prior to approval of the Final Map to provide for the operation, maintenance and improvement of the water system. (General Plan Policy IS-2.6)

18) Water meters shall be installed on all water services. (Board of Supervisors Order B-91-650)

19) An Offer of Dedication of groundwater rights is required on the Final Map.

20) All utilities shall be underground except power transmission facilities of a 35 KV or greater. Public utility easements shall be provided along the road frontage of the subdivision and as required by the public utility companies. (Development Title Section 9-609.020)

21) A Preliminary Soils Report is required in accordance with the County Standards for the purpose of determining the R-Value for the design of the roads. (Development Title Section 9-505.020)

22) A grading plan shall be submitted as a part of the improvement plans and approved prior to approval of the Final Map. The grading plan shall contain the information listed in the California Building Code (CBC) Appendix J Section J104.2, complete drainage details and elevations of adjacent parcels. Retaining wall details shall be submitted where applicable. (Grading that disturbs more than one acre will require a National Pollutant Discharge Elimination System permit.)

23) All traffic signs and markings shall conform to the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD), and/or San Joaquin County Standards and shall be shown on the improvement plans. (Development Title Section 9-608.010)

24) The developer shall obtain all necessary permits from the San Joaquin Valley Air Pollution Control District for operation of stand-by generators in conjunction with water well facilities.

25) The applicant and/or future property owners shall keep the unnamed creek free of all obstacles that impede the flow of water. Any alteration to the ditches will require a Watercourse Encroachment permit from the Department of Public Works.

26) For future development of "Designated Remainder", services shall be provided in accordance with the adopted County Development policies for "Division 11: Infrastructure Standards and Requirements" of the San Joaquin County Development Title, and shall be noticed by a statement on the Final Map. (Development Title Section 9-606.060[b])

27) The applicant/developer shall pay a fair share contribution for the improvements of the following intersections prior to recording the Final Map:

    a) $27,231 for the improvements to Liberty Road and Lower Sacramento Road.

    b) $5,147 for the improvements to Kost Road and Lower Sacramento Road.

    c) $60,480 for the improvements to Liberty Road and West Frontage Road.

    d) $31,600 for the improvements to Liberty Road and East Frontage Road.

28) This project is subject to the NPDES Region-Wide Permit requirements and shall comply with the following conditions. Prior to release of the building permit, plans and calculations shall be submitted and approved by the Public Works Department – Water Resources Division (209-468-3605):

a) Treatment: A registered professional engineer shall design the site to treat the 85th percentile storm as defined in the County's 2023 Storm Water Quality Control Criteria Plan (SWQCCP).

b) Hydromodification: A registered professional engineer shall design the site to comply with the volume reduction requirement outlined in the County's 2023 SWQCCP.

c) Trash: A registered professional engineer shall design the site to comply with the trash control requirement outlined in the County's 2023 SWQCCP.

29) Prior to release of the building permit, the owner shall enter into an agreement with San Joaquin County for post-construction maintenance of stormwater quality facilities.

30) Prior to release of the building permit the applicant shall submit the Storm Water Pollution Prevention Plan (SWPPP) to Public Works. A copy of the approved SWPPP and all required records, updates, test results and inspection reports shall be maintained on the construction site and be available for review upon request.

31) Applicant shall file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and comply with the State "General Permit for Storm Water Discharges Associated with Construction Activity". The Waste Discharge Identification Number (WDID), issued by SWRCB, shall be submitted to Public Works prior to release of the building permit. Contact the SWRCB at (916) 341-5537 for further information.

32) Prior to release of building permits all new construction and the substantial improvement of any structure or tanks in the area of special flood hazard shall be elevated or floodproofed in accordance to San Joaquin County Ordinance Code Section 9-1605.12 (a), (b) and (c). Plans and calculations shall be submitted and approved by the Public Works Department – Water Resources Division (209-468-9360).

Informational Notes:

(i.) Any construction activity that results in the disturbance of at least one (1) acre of soil shall require a State NPDES construction permit. Dischargers whose projects disturb 1 or more acres of soil or whose projects disturb less than 1 acre of soil and is not part of a larger plan of development, are required to obtain coverage under the current General Permit for Discharges of Storm Water Associated with Construction Activity. Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility.

SR:CH

SAN JOAQUIN COUNTY
Greatness grows here.

Environmental Health Department

Jasjit Kang, REHS, Director
Muniappa Naidu, REHS, *Assistant Director*

PROGRAM COORDINATORS
Robert McClellon, REHS
Jeff Carruesco, REHS, RDI
Willy Ng, REHS
Steven Shih, REHS
Michelle Henry, REHS
Elena Manzo, REHS

May 10, 2022

To: San Joaquin County Community Development Department
Attention: Alisa Goulart

From: Francisco Garcia Ruiz; (209) 616-3032
Environmental Health Specialist

RE: **PA-2200056 (SU), Early Consultation, SU0014903**
2600 E Liberty Rd, Galt

The following requirements have been identified as pertinent to this project. Other requirements may also apply. These requirements cannot be modified:

1. A qualified environmental professional shall prepare a surface and subsurface contamination report, identifying any potential source of surface or subsurface contamination caused by past or current land uses. The report shall include evaluation of non-point source of hazardous materials, including agricultural chemical residues, as well as potential point sources, such as fuel storage tanks, septic systems, or chemical storage areas. The report shall be submitted to the Environmental Health Department at time of submittal of a tentative map (San Joaquin County Development Title, Section 9-905.12)

   NOTE: The Environmental Health Department received a surface and subsurface contamination report (Service Request #SR0085053) dated March, 2022 that has been approved.

2. The applicant shall provide written confirmation from the water providers that improvements have been constructed or financial arrangements have been made for any improvements required by the agency and that the agency has or will have the capacity to serve the proposed development. Said written confirmation shall be submitted prior to the issuance of a building permit (San Joaquin County Development Title, Section 9-1120.2).

3. A soil suitability and nitrate loading study incorporating proposed staff and customer use shall be submitted to the Environmental Health Department, indicating that the area is suitable for septic system usage. The studies must be approved by the Environmental Health Department prior to recordation of final map. (San Joaquin County Development Title, Section 9-1105.2(d)). The fee will be based on the current schedule at the time of payment.

1868 E. Hazelton Avenue | Stockton, California 95205 | **T** 209 468-3420 | **F** 209 464-0138 | www.sjcehd.com

The sewage disposal system shall comply with the onsite wastewater treatment systems standards of San Joaquin County prior to approval. A percolation test conducted in accordance with the E.P.A. Design Manual - Onsite Wastewater and Disposal Systems is required for each parcel. The fee will be based on the current schedule at the time of payment.

Note: The Environmental Health Department received and reviewed a soil suitability nitrate loading study dated March 2020 (Service Request# SR0081892) and has been approved. Prior to issuance of building permit(s), an addendum shall be submitted to the Environmental Health Department and approved by the Environmental Health Department. Be advised that any additional time required to review the addendum will be billed at current schedule rate. A sewage disposal area as indicated by the soil suitability study and/or percolation tests must be shown for each parcel on the final subdivisions improvement plans (San Joaquin County Development Title, Section 9-1105.2).

4. Construction of an individual sewage disposal system(s) under permit and inspection by the Environmental Health Department is required at the time of development (San Joaquin County Development Title, Section 9-1110.3 & 9-1110.4). Estate type zoning (R-R1) shall require a double- leach-field-system with an alternating distribution box to be installed at time of construction.

5. Designated Remainder: The designated remainder parcel is non-buildable for living structures until the Environmental Health Department receives and approves a Soil Suitability and Nitrate Loading Study showing the remainder parcel is suitable for septic system usage including a percolation test (San Joaquin County Development Title, Section 9-1105.11(b)).

6. Destroy any abandoned well(s) under permit and inspection by the Environmental Health Department as required by San Joaquin County Development Title, Section 9-1115.5(e).

7. Construction of an individual domestic water well under permit and inspection by the Environmental Health Department is required at the time of development (San Joaquin County Development Title, Section 9-1115.3).

8. Any geotechnical drilling shall be conducted under permit and inspection by The Environmental Health Department (San Joaquin County Development Title, Section 9-1115.3 and 9-1115.6).

9. In areas zoned Rural Residential, where parcels one (1) acre or more in size suitability of an area for septic tank usage will be considered if served by a public water system and public storm drainage system (San Joaquin County Development Title, Section 9-1105.2 (d)(6)).

SAN JOAQUIN COUNTY
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Environmental Health Department
Jasjit Kang, REHS, Director
Muniappa Naidu, REHS, Assistant Director
PROGRAM COORDINATORS
Jeff Carruesco, REHS, RDI
Willy Ng, REHS
Steven Shih, REHS
Elena Manzo, REHS
Natalia Subbotnikova, REHS

August 16, 2024

To: San Joaquin County Community Development Department
Attention: Alisa Goulart

From: Aaron Gooderham (209) 616-3062
Senior Registered Environmental Health Specialist

RE: **PA-2200056 (SU), Referral, SU0014903**
2600 E. Liberty Road, Galt

The following requirements have been identified as pertinent to this project. Other requirements may also apply. These requirements cannot be modified:

1) A qualified environmental professional shall prepare a surface and subsurface contamination report, identifying any potential source of surface or subsurface contamination caused by past or current land uses. The report shall include evaluation of non-point source of hazardous materials, including agricultural chemical residues, as well as potential point sources, such as fuel storage tanks, septic systems, or chemical storage areas. The report shall be submitted to the Environmental Health Department at time of submittal of a tentative map (San Joaquin County Development Title, Section 9-905.12)

   NOTE: The Environmental Health Department received a surface and subsurface contamination report (Service Request #SR0085053) dated March 23, 2022 that has been approved.

2) A soil suitability and nitrate loading study incorporating proposed staff and customer use shall be submitted to the Environmental Health Department, indicating that the area is suitable for septic system usage. The studies must be approved by the Environmental Health Department prior to recordation of final map. (San Joaquin County Development Title, Section 9-1105.2(d)). The fee will be based on the current schedule at the time of payment.

   The sewage disposal system shall comply with the onsite wastewater treatment systems standards of San Joaquin County prior to approval. A percolation test conducted in accordance with the E.P.A. Design Manual - Onsite Wastewater and Disposal Systems is required for each parcel. The fee will be based on the current schedule at the time of payment.

   Note: The Environmental Health Department received and reviewed a soil suitability nitrate loading study dated April 13, 2020 (Service Request# SR0081892) and has been Conditionally approved. Prior to issuance of building permit(s), an addendum shall be submitted to the Environmental Health Department and approved by the Environmental Health Department. Be advised that any additional time required to review the addendum will be billed at current schedule rate. A sewage disposal area as indicated by the soil suitability study and/or percolation tests must be shown for each parcel on the final subdivisions improvement plans (San Joaquin County Development Title, Section 9-1105.2).

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3) The applicant shall provide written confirmation from the water providers that improvements have been constructed or financial arrangements have been made for any improvements required by the agency and that the agency has or will have the capacity to serve the proposed development. Said written confirmation shall be submitted prior to the issuance of a building permit (San Joaquin County Development Title, Section 9-1120.2).

4) Submit a Small Public Water System preliminary technical report to the California State Water Resources Control Board, Division of Drinking Water (Water Board) prior to issuance of building permits and at least six months before initiating construction of any water related improvement, as defined. The issuance of a permit to operate a small public water system by the local primacy agency, EHD, is prohibited without the concurrence of the Water Board. Please contact Gena Farley at Gena.Farley@waterboards.ca.gov or 209-948-7488 with the SWRCB Division of Drinking Water concerning the requirements for preliminary technical report submittal prior to issuance of building permits.

   If the Water Board determines that an onsite well shall be used as the potable water source, a permit application to operate Small Public Water System shall be submitted to the EHD for approval prior to issuance of building permits. To issue a permit to operate, concurrence from the Water Board is required. A yearly permit to operate a public water system will be required by the Environmental Health Department prior to sign off of the certificate of final occupancy (San Joaquin County Development Title, Section 9-602.010 and 9-601.030.).

   The supplier must possess adequate financial, managerial, and technical capability to assure delivery of pure, wholesome, and potable drinking water in accordance with San Joaquin County Development Title, Sections 9-602.010 and 9-601.030 and C.C.R., Title 22, and Health and Safety Code, Section 116525 116570.

5) Construction of an individual sewage disposal system(s) under permit and inspection by the Environmental Health Department is required at the time of development (San Joaquin County Development Title, Section 9-1110.3 & 9-1110.4).

6) Designated Remainder: The designated remainder parcel is non-buildable for living structures until the Environmental Health Department receives and approves a Soil Suitability and Nitrate Loading Study showing the remainder parcel is suitable for septic system usage including a percolation test (San Joaquin County Development Title, Section 9-1105.11(b)).

7) Destroy any abandoned well(s) under permit and inspection by the Environmental Health Department as required by San Joaquin County Development Title, Section 9-1115.5(e).

8) Construction of an individual domestic water well under permit and inspection by the Environmental Health Department is required at the time of development (San Joaquin County Development Title, Section 9-1115.3).

9) Any geotechnical drilling shall be conducted under permit and inspection by The Environmental Health Department (San Joaquin County Development Title, Section 9-1115.3 and 9-1115.6).

10) In areas zoned Rural Residential, where parcels one (1) acre or more in size suitability of an area for septic tank usage will be considered if served by a public water system and public storm drainage system (San Joaquin County Development Title, Section 9-1105.2 (d)(6)).

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SAN JOAQUIN COUNTY
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General Services
Marcia Cunningham, Director
David Castagna, Assistant Director

Capital Projects · Facilities Management · Office of Emergency Services · Parks and Recreation

May 6, 2022

San Joaquin County
Community Development Department
Development Services Division
1810 East Hazelton Ave
Stockton, CA 95205

Re: Application # PA-2200056

Ms. Goulart,

The San Joaquin County Department of Parks and Recreation will require the payment of fee in-lieu of land dedication as a condition of the above-mentioned Application Referral. Based on the information provided in the Application Referral and County Development Title Section 9-1230, et al, the fee is **$15,260.61**

Fees are to be paid in person at the Parks and Recreation administrative offices located within Micke Grove Regional Park. Please refer to attached map for direction and additional instructions.

Sincerely,

Judy Vasbinder

Judy Vasbinder
Parks Administrator, Parks and Recreation

c: A. Smolke, Parks and Recreation

11793 N. Micke Grove Rd. | Lodi, California 95240 | T 209 953-8800 F 209 331-2012

Please bring a copy of this notice and show to the gate attendant as admittance to the park.

11793 Micke Grove Rd, Lodi CA 95240

From 99 North
Exit Armstrong Rd, Take a left back over the freeway onto Armstrong Rd
Turn left onto Micke Grove Rd
Turn right at park gate entrance.

From 99 South
Exit Armstrong Rd, Turn right onto Armstrong Rd
Turn left onto Micke Grove Rd
Turn right at park gate entrance.

Parking available at Administrative Offices.

S J C O G, Inc.

555 East Weber Avenue • Stockton, CA 95202 • (209) 235-0600 • FAX (209) 235-0438

San Joaquin County Multi-Species Habitat Conservation & Open Space Plan (SJMSCP)

SJMSCP RESPONSE TO LOCAL JURISDICTION (RTLJ)
ADVISORY AGENCY NOTICE TO SJCOG, Inc.

To: Alisa Goulart, San Joaquin County, Community Development Department

From: Laurel Boyd, SJCOG, Inc. Phone: (209) 235-0574 Email: boyd@sjcog.org

Date: May 3, 2022

Local Jurisdiction Project Title: PA-2200056 (SU)

Assessor Parcel Number(s): 005-020-02, 005-030-07

Local Jurisdiction Project Number: PA-2200056 (SU)

Total Acres to be converted from Open Space Use: Unknown

Habitat Types to be Disturbed: Natural Habitat Land

Species Impact Findings: Findings to be determined by SJMSCP biologist.

Dear Mr. Girardi:

SJCOG, Inc. has reviewed the application referral for PA-2200056 (SU). This project consists of a Major Subdivision application to subdivide 2 parcels totaling 78.76 acres into 54 parcels of 1 or more acres each, and a 4.8 acre designated remainder. Each parcel will utilize on0site septic and public water and public storm drainage. The project site is on the northeast corner of N. Lower Sacramento Road and E. Liberty Road, Galt (APN/Address: 005-020-02, 005-030-07/ 2600 E. Liberty Road, Galt).

San Joaquin County is a signatory to San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). Participation in the SJMSCP satisfies requirements of both the state and federal endangered species acts and ensures that the impacts are mitigated below a level of significance in compliance with the California Environmental Quality Act (CEQA). The LOCAL JURISDICTION retains responsibility for ensuring that the appropriate Incidental Take Minimization Measure are properly implemented and monitored and that appropriate fees are paid in compliance with the SJMSCP. Although participation in the SJMSCP is voluntary, Local Jurisdiction/Lead Agencies should be aware that if project applicants choose against participating in the SJMSCP, they will be required to provide alternative mitigation in an amount and kind equal to that provided in the SJMSCP.

At this time, the applicant is requesting a Major Subdivision with no ground disturbance. Any future ground disturbing activities (e.g. roads, curb, gutter, electrical, water, etc.) or any physical structures that require ground disturbance on this or subsequent divided parcels will be subject to participate in the SJMSCP before ANY ground disturbance occurs and should be resubmitted to this agency. Current or future owners of this-or subdivided properties should be made aware of the conditions that are placed by the SJMSCP on future development on the created parcels.

This Project is subject to the SJMSCP. This can be up to a 90-day process and it is recommended that the project applicant contact SJMSCP staff as early as possible. It is also recommended that the project applicant obtain an information package. http://www.sjcog.org

Please contact SJMSCP staff regarding completing the following steps to satisfy SJMSCP requirements:

- Schedule a SJMSCP Biologist to perform a pre-construction survey ***prior to any ground disturbance***
- SJMSCP Incidental Take Minimization Measures and mitigation requirement:

1. Incidental Take Minimization Measures (ITMMs) will be issued to the project and must be signed by the project applicant prior to any ground disturbance but no later than six (6) months from receipt of the ITMMs. If ITMMs are not signed within six months, the applicant must reapply for SJMSCP Coverage. Upon receipt of signed ITMMs from project applicant, SJCOG, Inc. staff will sign the ITMMs. This is the effective date of the ITMMs.
2. Under no circumstance shall ground disturbance occur without compliance and satisfaction of the ITMMs.
3. Upon issuance of fully executed ITMMs and prior to any ground disturbance, the project applicant must:

a. Post a bond for payment of the applicable SJMSCP fee covering the entirety of the project acreage being covered (the bond should be valid for no longer than a 6 month period); or
b. Pay the appropriate SJMSCP fee for the entirety of the project acreage being covered; or
c. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
d. Purchase approved mitigation bank credits.

4. Within 6 months from the effective date of the ITMMs or issuance of a building permit, whichever occurs first, the project applicant must:
   a. Pay the appropriate SJMSCP for the entirety of the project acreage being covered; or
   b. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
   c. Purchase approved mitigation bank credits.

Failure to satisfy the obligations of the mitigation fee shall subject the bond to be called.

- Receive your Certificate of Payment and release the required permit

It should be noted that if this project has any potential impacts to waters of the United States [pursuant to Section 404 Clean Water Act], it would require the project to seek voluntary coverage through the unmapped process under the SJMSCP which could take up to 90 days. It may be prudent to obtain a preliminary wetlands map from a qualified consultant. If waters of the United States are confirmed on the project site, the Corps and the Regional Water Quality Control Board (RWQCB) would have regulatory authority over those mapped areas [pursuant to Section 404 and 401 of the Clean Water Act respectively] and permits would be required from each of these resource agencies prior to grading the project site.

If you have any questions, please call (209) 235-0600.

S J C O G, Inc.

San Joaquin County Multi-Species Habitat Conservation & Open Space Plan

555 East Weber Avenue • Stockton, CA 95202 • (209) 235-0600 • FAX (209) 235-0438

SJMSCP HOLD

TO: Local Jurisdiction: Community Development Department, Planning Department, Building Department, Engineering Department, Survey Department, Transportation Department, Public Works Department,
Other: _____

FROM: Laurel Boyd, SJCOG, Inc.

DO NOT AUTHORIZE SITE DISTURBANCE
DO NOT ISSUE A BUILDING PERMIT
DO NOT ISSUE _____ FOR THIS PROJECT

The landowner/developer for this site has requested coverage pursuant to the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). In accordance with that agreement, the Applicant has agreed to:

1) SJMSCP Incidental Take Minimization Measures and mitigation requirement:

1. Incidental Take Minimization Measures (ITMMs) will be issued to the project and must be signed by the project applicant prior to any ground disturbance but no later than six (6) months from receipt of the ITMMs. If ITMMs are not signed within six months, the applicant must reapply for SJMSCP Coverage. Upon receipt of signed ITMMs from project applicant, SJCOG, Inc. staff will sign the ITMMs. This is the effective date of the ITMMs.
2. Under no circumstance shall ground disturbance occur without compliance and satisfaction of the ITMMs.
3. Upon issuance of fully executed ITMMs and prior to any ground disturbance, the project applicant must:
   a. Post a bond for payment of the applicable SJMSCP fee covering the entirety of the project acreage being covered (the bond should be valid for no longer than a 6 month period); or
   b. Pay the appropriate SJMSCP fee for the entirety of the project acreage being covered; or
   c. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
   d. Purchase approved mitigation bank credits.
4. Within 6 months from the effective date of the ITMMs or issuance of a building permit, whichever occurs first, the project applicant must:
   a. Pay the appropriate SJMSCP for the entirety of the project acreage being covered; or
   b. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
   c. Purchase approved mitigation bank credits.

   Failure to satisfy the obligations of the mitigation fee shall subject the bond to be called.

Project Title: PA-2200056 (SU)

Landowner: Ventana Development Company, Inc. Applicant: Dillon & Murphy

Assessor Parcel #s: 005-020-02, 005-030-07

T _____, R_____, Section(s): _____

Local Jurisdiction Contact: Alisa Goulart

The LOCAL JURISDICTION retains responsibility for ensuring that the appropriate Incidental Take Minimization Measures are properly implemented and monitored and that appropriate fees are paid in compliance with the SJMSCP.

S J C O G, Inc.

555 East Weber Avenue • Stockton, C A 95202 • (209) 235-0574 • FAX (209) 235-0438

San Joaquin County Multi-Species Habitat Conservation & Open Space Plan (SJMSCP)

SJMSCP RESPONSE TO LOCAL JURISDICTION (RTLJ)
ADVISORY AGENCY NOTICE TO SJCOG, Inc.

To: Alisa Goulart, San Joaquin County, Community Development Department

From: Laurel Boyd, SJCOG, Inc. Phone: (209) 235-0574 Email: boyd@sjcog.org

Date: August 6, 2024

Local Jurisdiction Project Title: PA-2200056 (SU)

Assessor Parcel Number(s): 005-020-02, 005-030-07

Local Jurisdiction Project Number: PA-2200056 (SU)

Total Acres to be converted from Open Space Use: Unknown

Habitat Types to be Disturbed: Natural Habitat Land

Species Impact Findings: Findings to be determined by SJMSCP biologist.

Dear Mr. Girardi:

SJCOG, Inc. has reviewed the application referral for PA-2200056 (SU). This project consists of a Major Subdivision application to subdivide 2 parcels totaling 78.76 acres into 54 lots of one or more acres each, and a 4.8-acre Designated Remainder. Each lot will utilize on-site septic systems for wastewater. A public water system and improvement of the water system. Storm drain service will be provided by County Service Area 29. The project site is on the northeast corner of N. Lower Sacramento Road and E. Liberty Road, Galt (APN/Address: 005-020-02, 005-030-07/ 2600 E. Liberty Road, Galt).

San Joaquin County is a signatory to San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). Participation in the SJMSCP satisfies requirements of both the state and federal endangered species acts and ensures that the impacts are mitigated below a level of significance in compliance with the California Environmental Quality Act (CEQA). The LOCAL JURISDICTION retains responsibility for ensuring that the appropriate Incidental Take Minimization Measure are properly implemented and monitored and that appropriate fees are paid in compliance with the SJMSCP. Although participation in the SJMSCP is voluntary, Local Jurisdiction/Lead Agencies should be aware that if project applicants choose against participating in the SJMSCP, they will be required to provide alternative mitigation in an amount and kind equal to that provided in the SJMSCP.

At this time, the applicant is requesting a Major Subdivision with no ground disturbance. Any future ground disturbing activities (e.g. roads, curb, gutter, electrical, water, etc.) or any physical structures that require ground disturbance on this or subsequent divided parcels will be subject to participate in the SJMSCP before ANY ground disturbance occurs and should be resubmitted to this agency. Current or future owners of this-or subdivided properties should be made aware of the conditions that are placed by the SJMSCP on future development on the created parcels.

This Project is subject to the SJMSCP. This can be up to a 90-day process and it is recommended that the project applicant contact SJMSCP staff as early as possible. It is also recommended that the project applicant obtain an information package. http://www.sjcog.org

Please contact SJMSCP staff regarding completing the following steps to satisfy SJMSCP requirements:

- Schedule a SJMSCP Biologist to perform a pre-construction survey ***prior to any ground disturbance***
- SJMSCP Incidental Take Minimization Measures and mitigation requirement:

1. Incidental Take Minimization Measures (ITMMs) will be issued to the project and must be signed by the project applicant prior to any ground disturbance but no later than six (6) months from receipt of the ITMMs. If ITMMs are not signed within six months, the applicant must reapply for SJMSCP Coverage. Upon receipt of signed ITMMs from project applicant, SJCOG, Inc. staff will sign the ITMMs. This is the effective date of the ITMMs.
2. Under no circumstance shall ground disturbance occur without compliance and satisfaction of the ITMMs.
3. Upon issuance of fully executed ITMMs and prior to any ground disturbance, the project applicant must:

a. Post a bond for payment of the applicable SJMSCP fee covering the entirety of the project acreage being covered (the bond should be valid for no longer than a 6 month period); or
b. Pay the appropriate SJMSCP fee for the entirety of the project acreage being covered; or
c. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
d. Purchase approved mitigation bank credits.

4. Within 6 months from the effective date of the ITMMs or issuance of a building permit, whichever occurs first, the project applicant must:
   a. Pay the appropriate SJMSCP for the entirety of the project acreage being covered; or
   b. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
   c. Purchase approved mitigation bank credits.

Failure to satisfy the obligations of the mitigation fee shall subject the bond to be called.

- Receive your Certificate of Payment and release the required permit

It should be noted that if this project has any potential impacts to waters of the United States [pursuant to Section 404 Clean Water Act], it would require the project to seek voluntary coverage through the unmapped process under the SJMSCP which could take up to 90 days. It may be prudent to obtain a preliminary wetlands map from a qualified consultant. If waters of the United States are confirmed on the project site, the Corps and the Regional Water Quality Control Board (RWQCB) would have regulatory authority over those mapped areas [pursuant to Section 404 and 401 of the Clean Water Act respectively] and permits would be required from each of these resource agencies prior to grading the project site.

If you have any questions, please call (209) 235-0574.

S J C O G, Inc.

San Joaquin County Multi-Species Habitat Conservation & Open Space Plan

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SJMSCP HOLD

TO: Local Jurisdiction: Community Development Department, Planning Department, Building Department, Engineering Department, Survey Department, Transportation Department, Public Works Department,
Other: _____

FROM: Laurel Boyd, SJCOG, Inc.

DO NOT AUTHORIZE SITE DISTURBANCE
DO NOT ISSUE A BUILDING PERMIT
DO NOT ISSUE _____ FOR THIS PROJECT

The landowner/developer for this site has requested coverage pursuant to the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). In accordance with that agreement, the Applicant has agreed to:

1) SJMSCP Incidental Take Minimization Measures and mitigation requirement:

1. Incidental Take Minimization Measures (ITMMs) will be issued to the project and must be signed by the project applicant prior to any ground disturbance but no later than six (6) months from receipt of the ITMMs. If ITMMs are not signed within six months, the applicant must reapply for SJMSCP Coverage. Upon receipt of signed ITMMs from project applicant, SJCOG, Inc. staff will sign the ITMMs. This is the effective date of the ITMMs.
2. Under no circumstance shall ground disturbance occur without compliance and satisfaction of the ITMMs.
3. Upon issuance of fully executed ITMMs and prior to any ground disturbance, the project applicant must:
   a. Post a bond for payment of the applicable SJMSCP fee covering the entirety of the project acreage being covered (the bond should be valid for no longer than a 6 month period); or
   b. Pay the appropriate SJMSCP fee for the entirety of the project acreage being covered; or
   c. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
   d. Purchase approved mitigation bank credits.
4. Within 6 months from the effective date of the ITMMs or issuance of a building permit, whichever occurs first, the project applicant must:
   a. Pay the appropriate SJMSCP for the entirety of the project acreage being covered; or
   b. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
   c. Purchase approved mitigation bank credits.

   Failure to satisfy the obligations of the mitigation fee shall subject the bond to be called.

Project Title: PA-2200056 (SU)

Landowner: Ventana Development Company, Inc. Applicant: Dillon & Murphy

Assessor Parcel #s: 005-020-02, 005-030-07

T _____, R_____, Section(s): _____

Local Jurisdiction Contact: Alisa Goulart

The LOCAL JURISDICTION retains responsibility for ensuring that the appropriate Incidental Take Minimization Measures are properly implemented and monitored and that appropriate fees are paid in compliance with the SJMSCP.

SAN JOAQUIN COUNCIL OF GOVERNMENTS

555 E. Weber Avenue • Stockton, California 95202 • P 209.235.0600 • F 209.235.0438 • www.sjcog.org

June 9, 2022

Alisa Goulart
Community Development Department
1810 E. Hazelton Ave.,
Stockton, CA 98205

Re: PA-2200056 (SU)

Dear Alisa Goulart,

The San Joaquin Council of Governments (SJCOG), acting as the Airport Land Use Commission (ALUC), has reviewed a Major Subdivision application to subdivide 2 parcels totaling 78.76 acres into 54 parcels of 1 or more acres each, and a 4.8 acre designated remainder. Each parcel will utilize on-site septic, and public water and public storm drainage.

AIRPORT LAND USE COMMISSION'S REVIEW

This project is in the Lodi Airport Influence Area (AIA).

SJCOG, as ALUC, finds that this project is compatible with the 2018 San Joaquin County Airport Land Use Compatibility Plan (ALUCP) (https://www.sjcog.org/ALUC).

SJCOG would like to provide standards and project design conditions that comply with the Airport Land Use Compatibility Plan as a reference guide. *Note: Jurisdictions determine if the following standards and conditions apply to this project.*

1. New land uses that may cause visual, electronic, or increased bird strike hazards to aircraft in flight shall not be permitted within any airport's influence area. Specific characteristics to be avoided include:
    a. Glare or distracting lights which could be mistaken for airport lights. Reflective materials are not permitted to be used in structures or signs (excluding traffic directing signs).
    b. Sources of dust, steam, or smoke which may impair pilot visibility.
    c. Sources of electrical interference with aircraft communications or navigation. No transmissions which would interfere with aircraft radio communications or navigational signals are permitted.
    d. Occupied structures must be soundproofed to reduce interior noise to 45 decibel (dB) according to State guidelines.
    e. Within the airport's influence area, ALUC review is required for any proposed object taller than 100 feet above ground level (AGL).

Leo Zuber
CHAIR
Robert Rickman
VICE CHAIR
Diane Nguyen
EXECUTIVE DIRECTOR
Member Agencies
CITIES OF
ESCALON,
LATHROP,
LODI,
MANTECA,
RIPON,
STOCKTON,
TRACY,
AND
THE COUNTY OF SAN
JOAQUIN

2. Regardless of location within San Joaquin County, ALUC review is required in addition to Federal Aviation Administration (FAA) notification in accordance with Code of Federal Regulations, Part 77, https://www.ecfr.gov/cgi-bin/text-idx?SID=42d487411c933cc19a992a86b2a88e01&mc=true&node=pt14.2.77&rgn=div5 (https://oeaaa.faa.gov/oeaaa/external/portal.jsp) for any proposal for construction or alteration under the following conditions:
    a. If requested by the FAA.
    b. Any construction or alteration that is more than 200 ft. AGL at its site.
    c. Any construction or alteration that exceeds an imaginary surface extending outward and upward at any of the following slopes:
        i. 100 to 1 for a horizontal distance of 20,000 ft. of a public use or military airport from any point on the runway of each airport with its longest runway more than 3,200 ft.
        ii. 50 to 1 for a horizontal distance of 10,000 ft. of a public use or military airport from any point on the runway of each airport with its longest runway no more than 3,200 ft.
        iii. 25 to 1 for a horizontal distance of 5,000 ft. of the nearest take-off and landing area of a public use heliport
    d. Any highway, railroad or other traverse way whose prescribed adjusted height would exceed the above noted standards
    e. Any construction or alteration located on a public use airport or heliport regardless of height or location.

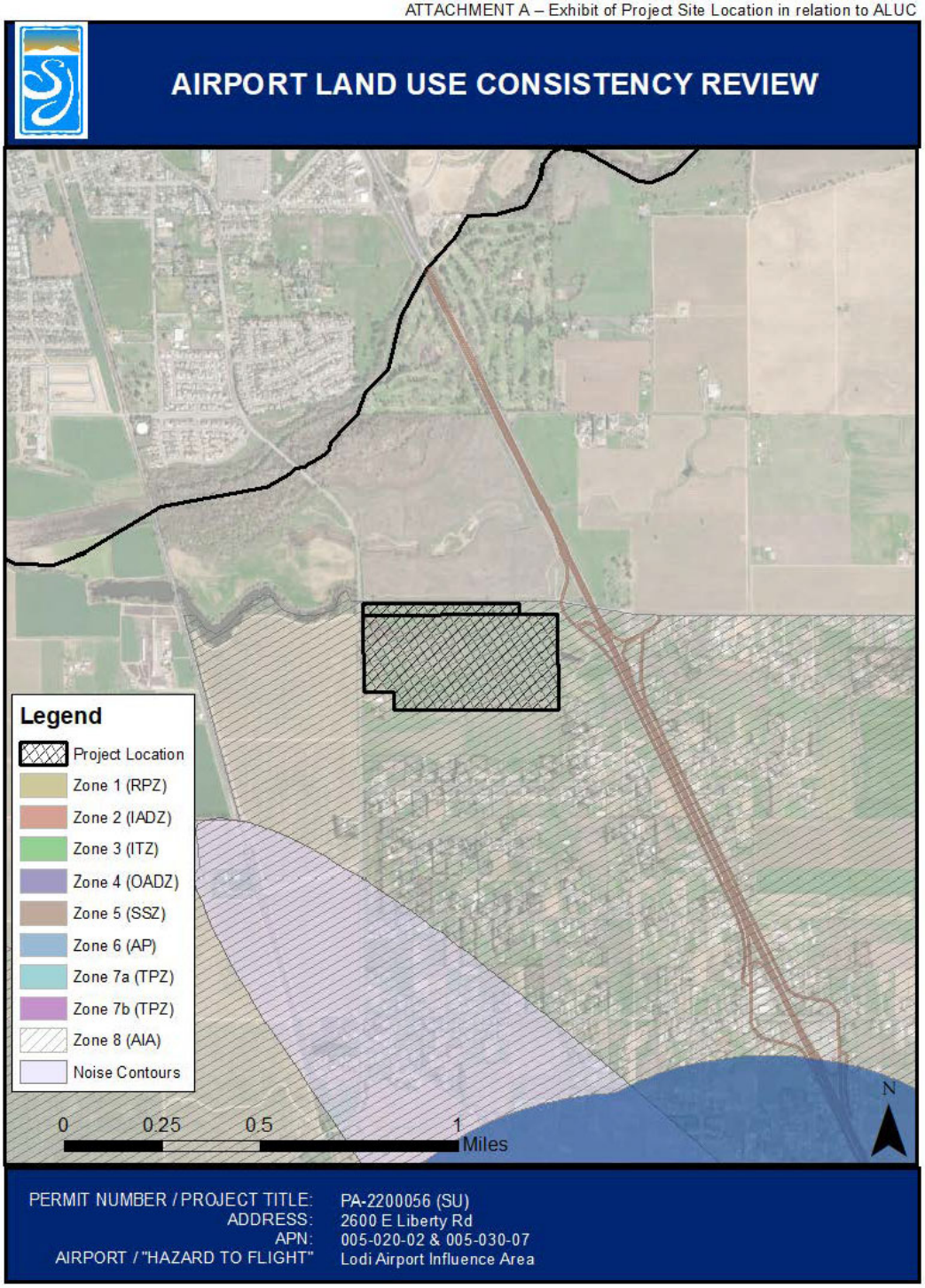
Thank you again for the opportunity to comment. Please contact ALUC staff Isaiah Anderson (209-235-0452 or ianderson@sjcog.org) if you have any questions or comments.

Sincerely,

Timothy Kohaya

Timothy Kohaya
Senior Regional Planner

ATTACHMENT A – Exhibit of Project Site Location in relation to ALUC



San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

HEALTHY AIR LIVING™

May 30, 2022

Alisa Goulart
San Joaquin County
Community Development Department
1810 E Hazelton Avenue
Stockton, Ca 95205

Project: PA-220056

District CEQA Reference No: 20220577

Dear Ms. Goulart:

The San Joaquin Valley Air Pollution Control District (District) has reviewed the Early Consultation (EC) from the San Joaquin County (County). Per the EC, the project consists of subdividing 2 parcels totaling 78.76 acres into 54 parcels, and a 4.8 acre designated remainder (Project). The Project is located at 2600 E. Liberty Rd in Galt CA.

The District offers the following comments regarding the Project:

1) **Project Related Emissions**

At the federal level under the National Ambient Air Quality Standards (NAAQS), the District is designated as extreme nonattainment for the 8-hour ozone standards and serious nonattainment for the particulate matter less than 2.5 microns in size (PM2.5) standards. At the state level under California Ambient Air Quality Standards (CAAQS), the District is designated as nonattainment for the 8-hour ozone, PM10, PM2.5 standards.

Based on information provided to the District, Project specific annual criteria pollutant emissions from construction and operation are not expected to exceed any of the significance thresholds as identified in the District's Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI): https://www.valleyair.org/transportation/GAMAQI.pdf.

Samir Sheikh
Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95356-8718
Tel: (209) 557-6400 FAX: (209) 557-6475

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
Tel: (559) 230-6000 FAX: (559) 230-6061

Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
Tel: (661) 392-5500 FAX: (661) 392-5585

www.valleyair.org www.healthyairliving.com

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1a) Construction Emissions

The District recommends, to reduce impacts from construction-related diesel exhaust emissions, the Project should utilize the cleanest available off-road construction equipment, including the latest tier equipment.

2) Health Risk Screening/Assessment

The County should evaluate the risk associated with the Project for sensitive receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) in the area and mitigate any potentially significant risk to help limit exposure of sensitive receptors to emissions.

To determine potential health impacts on surrounding receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) a Prioritization and/or a Health Risk Assessment (HRA) should be performed for future development projects. These health risk determinations should quantify and characterize potential Toxic Air Contaminants (TACs) identified by the Office of Environmental Health Hazard Assessment/California Air Resources Board (OEHHA/CARB) that pose a present or potential hazard to human health.

Health risk analyses should include all potential air emissions from the project, which include emissions from construction of the project, including multi-year construction, as well as ongoing operational activities of the project. Note, two common sources of TACs can be attributed to diesel exhaust emitted from heavy-duty off-road earth moving equipment during construction, and from ongoing operation of heavy-duty on-road trucks.

Prioritization (Screening Health Risk Assessment):
A "Prioritization" is the recommended method for a conservative screening-level health risk assessment. The Prioritization should be performed using the California Air Pollution Control Officers Association's (CAPCOA) methodology.

The District recommends that a more refined analysis, in the form of an HRA, be performed for any project resulting in a Prioritization score of 10 or greater. This is because the prioritization results are a conservative health risk representation, while the detailed HRA provides a more accurate health risk evaluation.

To assist land use agencies and project proponents with Prioritization analyses, the District has created a prioritization calculator based on the aforementioned CAPCOA guidelines, which can be found here:
http://www.valleyair.org/busind/pto/emission_factors/Criteria/Toxics/Utilities/PRIORITIZATION-CALCULATOR.xls

Health Risk Assessment:
Prior to performing an HRA, it is strongly recommended that land use agencies/ project proponents develop and submit for District review a health risk modeling protocol that outlines the sources and methodologies that will be used to perform the HRA. This step will ensure all components are addressed when performing the HRA.

A development project would be considered to have a potentially significant health risk if the HRA demonstrates that the project-related health impacts would exceed the District's significance threshold of 20 in a million for carcinogenic risk, or 1.0 for either the Acute or Chronic Hazard Indices.

A project with a significant health risk would trigger all feasible mitigation measures. The District strongly recommends that development projects that result in a significant health risk not be approved by the land use agency.

The District is available to review HRA protocols and analyses. For HRA submittals please provide the following information electronically to the District for review:

- HRA (AERMOD) modeling files
- HARP2 files
- Summary of emissions source locations, emissions rates, and emission factor calculations and methodologies.

For assistance, please contact the District's Technical Services Department by:

- E-Mailing inquiries to: hramodeler@valleyair.org
- Calling (559) 230-5900

Recommended Measure: Development projects resulting in TAC emissions should be located an adequate distance from residential areas and other sensitive receptors in accordance to CARB's Air Quality and Land Use Handbook: A Community Health Perspective located at https://ww3.arb.ca.gov/ch/handbook.pdf.

3) Vegetative Barriers and Urban Greening

For future development projects within the Project area, and at strategic locations throughout the Project area in general, the District suggests the County consider incorporating vegetative barriers and urban greening as a measure to further reduce air pollution exposure on sensitive receptors (e.g., residences, schools, healthcare facilities).

While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, vegetative barriers have been shown

to be an additional measure to potentially reduce a population's exposure to air pollution through the interception of airborne particles and the update of gaseous pollutants. Examples of vegetative barriers include, but are not limited to the following: trees, bushes, shrubs, or a mix of these. Generally, a higher and thicker vegetative barrier with full coverage will result in greater reductions in downwind pollutant concentrations. In the same manner, urban greening is also a way to help improve air quality and public health in addition to enhancing the overall beautification of a community with drought tolerant, low-maintenance greenery.

4) Clean Lawn and Garden Equipment in the Community

Since the Project consists of residential development, gas-powered residential lawn and garden equipment have the potential to result in an increase of NOx and PM2.5 emissions. Utilizing electric lawn care equipment can provide residents with immediate economic, environmental, and health benefits. The District recommends the Project proponent consider the District's Clean Green Yard Machines (CGYM) program which provides incentive funding for replacement of existing gas powered lawn and garden equipment. More information on the District CGYM program and funding can be found at: http://www.valleyair.org/grants/cgym.htm and http://valleyair.org/grants/cgym-commercial.htm.

5) On-Site Solar Deployment

It is the policy of the State of California that renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers by December 31, 2045. While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, the production of solar energy is contributing to improving air quality and public health. The District suggests that the County consider incorporating solar power systems as an emission reduction strategy for future development projects.

6) District Rules and Regulations

The District issues permits for many types of air pollution sources, and regulates some activities that do not require permits. A project subject to District rules and regulations would reduce its impacts on air quality through compliance with the District's regulatory framework. In general, a regulation is a collection of individual rules, each of which deals with a specific topic. As an example, Regulation II (Permits) includes District Rule 2010 (Permits Required), Rule 2201 (New and Modified Stationary Source Review), Rule 2520 (Federally Mandated Operating Permits), and several other rules pertaining to District permitting requirements and processes.

The list of rules below is neither exhaustive nor exclusive. Current District rules can be found online at: www.valleyair.org/rules/1ruleslist.htm. To identify other District

rules or regulations that apply to future projects, or to obtain information about District permit requirements, the project proponents are strongly encouraged to contact the District's Small Business Assistance (SBA) Office at (209) 557-6446.

6a) District Rule 9510 - Indirect Source Review

The purpose of District Rule 9510 is to reduce the growth in both NOx and PM emissions associated with development and transportation projects from mobile and area sources; specifically, the emissions associated with the construction and subsequent operation of development projects. The Rule requires developers to mitigate their NOx and PM emissions by incorporating clean air design elements into their projects. Should the proposed development project clean air design elements be insufficient to meet the required emission reductions, developers must pay a fee that ultimately funds incentive projects to achieve off-site emissions reductions.

Accordingly, future development projects within the County may be subject to District Rule 9510 if upon full buildout, the project would equal or exceed any of the following applicability thresholds, depending on the type of development and public agency approval mechanism:

Table 1: ISR Applicability Thresholds

Development Type	Discretionary Approval Threshold	Ministerial Approval / Allowed Use / By Right Thresholds
Residential	50 dwelling units	250 dwelling units
Commercial	2,000 square feet	10,000 square feet
Light Industrial	25,000 square feet	125,000 square feet
Heavy Industrial	100,000 square feet	500,000 square feet
Medical Office	20,000 square feet	100,000 square feet
General Office	39,000 square feet	195,000 square feet
Educational Office	9,000 square feet	45,000 square feet
Government	10,00 square feet	50,000 square feet
Recreational	20,000 square feet	100,000 square feet
Other	9,000 square feet	45,000 square feet

District Rule 9510 also applies to any transportation or transit development projects where construction exhaust emissions equal or exceed two tons of NOx or two tons of PM.

In the case the individual development project is subject to Rule 9510, an Air Impact Assessment (AIA) application is required no later than applying for project-level approval from a public agency, and the District recommends that

demonstration of compliance with the rule prior to issuance of the first building permit, be made a condition of project approval.

Information about how to comply with District Rule 9510 can be found online at: http://www.valleyair.org/ISR/ISRHome.htm.

The AIA application form can be found online at: http://www.valleyair.org/ISR/ISRFormsAndApplications.htm.

District staff is available to provide assistance with determining if the Project OR future development projects will be subject to Rule 9510, and can be reached by phone at (559) 230-5900 or by email at ISR@valleyair.org.

6b) District Rule 4002 (National Emissions Standards for Hazardous Air Pollutants)

In the event an existing building will be renovated, partially demolished or removed, Future development projects may be subject to District Rule 4002. This rule requires a thorough inspection for asbestos to be conducted before any regulated facility is demolished or renovated. Information on how to comply with District Rule 4002 can be found online at: http://www.valleyair.org/busind/comply/asbestosbultn.htm.

6c) District Regulation VIII (Fugitive PM10 Prohibitions)

The project proponent may be required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to commencing any earthmoving activities as described in Regulation VIII, specifically Rule 8021 – *Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities.*

Should the project result in at least 1-acre in size, the project proponent shall provide written notification to the District at least 48 hours prior to the project proponents intent to commence any earthmoving activities pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). Also, should the project result in the disturbance of 5-acres or more, or will include moving, depositing, or relocating more than 2,500 cubic yards per day of bulk materials, the project proponent shall submit to the District a Dust Control Plan pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). For additional information regarding the written notification or Dust Control Plan requirements, please contact District Compliance staff at (559) 230-5950.

The application for both the Construction Notification and Dust Control Plan can be found online at:
https://www.valleyair.org/busind/comply/PM10/forms/DCP-Form.docx

Information about District Regulation VIII can be found online at:
http://www.valleyair.org/busind/comply/pm10/compliance_pm10.htm

6d) District Rule 4901 - Wood Burning Fireplaces and Heaters

The purpose of this rule is to limit emissions of carbon monoxide and particulate matter from wood burning fireplaces, wood burning heaters, and outdoor wood burning devices. This rule establishes limitations on the installation of new wood burning fireplaces and wood burning heaters. Specifically, at elevations below 3,000 feet in areas with natural gas service, no person shall install a wood burning fireplace, low mass fireplace, masonry heater, or wood burning heater.

Information about District Rule 4901 can be found online at:
http://valleyair.org/rule4901/

6e) Other District Rules and Regulations

Future development projects may also be subject to the following District rules: Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations).

7) Future Projects / Land Use Agency Referral Documents

Future development projects may require an environmental review and air emissions mitigation. A project's referral documents and environmental review documents provided to the District for review should include a project summary, the land use designation, project size, air emissions quantifications and impacts, and proximity to sensitive receptors and existing emission sources, and air emissions mitigation measures. For reference and guidance, more information can be found in the District's Guidance for Assessing and Mitigating Air Quality Impacts at:
https://www.valleyair.org/transportation/GAMAQI.pdf

8) District Comment Letter

The District recommends that a copy of the District's comments be provided to the Project proponent.

If you have any questions or require further information, please contact Patrick Chimienti by e-mail at Patrick.Chimienti@valleyair.org or by phone at (559) 230-6139.

Sincerely,

Brian Clements
Director of Permit Services

For: Mark Montelongo
Program Manager

3 September 2024

Alisa Goulart
San Joaquin County
Community Development Department
1810 East Hazelton Avenue
Stockton, CA 95205
alisa.goulart@sjgov.org

COMMENTS TO REQUEST FOR REVIEW FOR THE MITIGATED NEGATIVE DECLARATION, MAJOR SUBDIVISION NO. PA-2200056 PROJECT, SCH#2024080213, SAN JOAQUIN COUNTY

Pursuant to the State Clearinghouse's 6 August 2024 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Mitigated Negative Declaration* for the Major Subdivision No. PA-2200056 Project, located in San Joaquin County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has

adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues. For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website: http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Implementation Policy is available on page 74 at: https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_201805.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), Construction General Permit Order No. 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). For more information on the Construction General Permit, visit the

State Water Resources Control Board website at: http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACE). If a Section 404 permit is required by the USACE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements. If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications. For more information on the Water Quality Certification, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/water_issues/water_quality_certification/

Waste Discharge Requirements – Discharges to Waters of the State

If USACE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation. For more information on the Waste Discharges to Surface Water NPDES Program and WDR processes, visit the Central Valley Water Board website at:https://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_surface_water/

Projects involving excavation or fill activities impacting less than 0.2 acre or 400 linear feet of non-jurisdictional waters of the state and projects involving dredging activities impacting less than 50 cubic yards of non-jurisdictional waters of the state may be eligible for coverage under the State Water Resources Control Board Water Quality Order No. 2004-0004-DWQ (General Order 2004-0004). For more information on the General Order 2004-0004, visit the State Water Resources

Control Board website at: https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2004/wqo/wqo2004-0004.pdf

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Threat General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Threat Waiver) R5-2018-0085. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at: http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Threat Waiver and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2018-0085.pdf

Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Limited Threat Discharges to Surface Water* (Limited Threat General Order). A complete Notice of Intent must be submitted to the Central Valley Water Board to obtain coverage under the Limited Threat General Order. For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2016-0076-01.pdf

NPDES Permit

If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit. For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/help/permit/

If you have questions regarding these comments, please contact me at (916) 464-4684 or Peter.Minkel2@waterboards.ca.gov.

Peter G. Minkel
Engineering Geologist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento

Pacific Gas and Electric Company

Plan Review Team
Land Management

PGEPlanReview@pge.com

May 7, 2022

Alisa Goulart
County of San Joaquin
1810 E. Hazelton Ave
Stockton, CA 95205
Ref: Gas and Electric Transmission and Distribution

Dear Alisa Goulart,

Thank you for submitting the PA-2200056 plans for our review. PG&E will review the submitted plans in relationship to any existing Gas and Electric facilities within the project area. If the proposed project is adjacent/or within PG&E owned property and/or easements, we will be working with you to ensure compatible uses and activities near our facilities.

Attached you will find information and requirements as it relates to Gas facilities (Attachment 1) and Electric facilities (Attachment 2). Please review these in detail, as it is critical to ensure your safety and to protect PG&E's facilities and its existing rights.

Below is additional information for your review:

1. This plan review process does not replace the application process for PG&E gas or electric service your project may require. For these requests, please continue to work with PG&E Service Planning: https://www.pge.com/en_US/business/services/building-and-renovation/overview/overview.page.

2. If the project being submitted is part of a larger project, please include the entire scope of your project, and not just a portion of it. PG&E's facilities are to be incorporated within any CEQA document. PG&E needs to verify that the CEQA document will identify any required future PG&E services.

3. An engineering deposit may be required to review plans for a project depending on the size, scope, and location of the project and as it relates to any rearrangement or new installation of PG&E facilities.

Any proposed uses within the PG&E fee strip and/or easement, may include a California Public Utility Commission (CPUC) Section 851 filing. This requires the CPUC to render approval for a conveyance of rights for specific uses on PG&E's fee strip or easement. PG&E will advise if the necessity to incorporate a CPUC Section 851filing is required.

This letter does not constitute PG&E's consent to use any portion of its easement for any purpose not previously conveyed. PG&E will provide a project specific response as required.

Sincerely,

Plan Review Team
Land Management

Pacific Gas and Electric Company

Attachment 1 – Gas Facilities

There could be gas transmission pipelines in this area which would be considered critical facilities for PG&E and a high priority subsurface installation under California law. Care must be taken to ensure safety and accessibility. So, please ensure that if PG&E approves work near gas transmission pipelines it is done in adherence with the below stipulations. Additionally, the following link provides additional information regarding legal requirements under California excavation laws: https://www.usanorth811.org/images/pdfs/CA-LAW-2018.pdf

1. Standby Inspection: A PG&E Gas Transmission Standby Inspector must be present during any demolition or construction activity that comes within 10 feet of the gas pipeline. This includes all grading, trenching, substructure depth verifications (potholes), asphalt or concrete demolition/removal, removal of trees, signs, light poles, etc. This inspection can be coordinated through the Underground Service Alert (USA) service at 811. A minimum notice of 48 hours is required. Ensure the USA markings and notifications are maintained throughout the duration of your work.

2. Access: At any time, PG&E may need to access, excavate, and perform work on the gas pipeline. Any construction equipment, materials, or spoils may need to be removed upon notice. Any temporary construction fencing installed within PG&E's easement would also need to be capable of being removed at any time upon notice. Any plans to cut temporary slopes exceeding a 1:4 grade within 10 feet of a gas transmission pipeline need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.

3. Wheel Loads: To prevent damage to the buried gas pipeline, there are weight limits that must be enforced whenever any equipment gets within 10 feet of traversing the pipe.

Ensure a list of the axle weights of all equipment being used is available for PG&E's Standby Inspector. To confirm the depth of cover, the pipeline may need to be potholed by hand in a few areas.

Due to the complex variability of tracked equipment, vibratory compaction equipment, and cranes, PG&E must evaluate those items on a case-by-case basis prior to use over the gas pipeline (provide a list of any proposed equipment of this type noting model numbers and specific attachments).

No equipment may be set up over the gas pipeline while operating. Ensure crane outriggers are at least 10 feet from the centerline of the gas pipeline. Transport trucks must not be parked over the gas pipeline while being loaded or unloaded.

4. Grading: PG&E requires a minimum of 36 inches of cover over gas pipelines (or existing grade if less) and a maximum of 7 feet of cover at all locations. The graded surface cannot exceed a cross slope of 1:4.

5. Excavating: Any digging within 2 feet of a gas pipeline must be dug by hand. Note that while the minimum clearance is only 12 inches, any excavation work within 24 inches of the edge of a pipeline must be done with hand tools. So to avoid having to dig a trench entirely with hand tools, the edge of the trench must be over 24 inches away. (Doing the math for a 24 inch

wide trench being dug along a 36 inch pipeline, the centerline of the trench would need to be at least 54 inches [24/2 + 24 + 36/2 = 54] away, or be entirely dug by hand.)

Water jetting to assist vacuum excavating must be limited to 1000 psig and directed at a 40° angle to the pipe. All pile driving must be kept a minimum of 3 feet away.

Any plans to expose and support a PG&E gas transmission pipeline across an open excavation need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.

6. Boring/Trenchless Installations: PG&E Pipeline Services must review and approve all plans to bore across or parallel to (within 10 feet) a gas transmission pipeline. There are stringent criteria to pothole the gas transmission facility at regular intervals for all parallel bore installations.

For bore paths that cross gas transmission pipelines perpendicularly, the pipeline must be potholed a minimum of 2 feet in the horizontal direction of the bore path and a minimum of 12 inches in the vertical direction from the bottom of the pipe with minimum clearances measured from the edge of the pipe in both directions. Standby personnel must watch the locator trace (and every ream pass) the path of the bore as it approaches the pipeline and visually monitor the pothole (with the exposed transmission pipe) as the bore traverses the pipeline to ensure adequate clearance with the pipeline. The pothole width must account for the inaccuracy of the locating equipment.

7. Substructures: All utility crossings of a gas pipeline should be made as close to perpendicular as feasible (90° +/- 15°). All utility lines crossing the gas pipeline must have a minimum of 12 inches of separation from the gas pipeline. Parallel utilities, pole bases, water line 'kicker blocks', storm drain inlets, water meters, valves, back pressure devices or other utility substructures are not allowed in the PG&E gas pipeline easement.

If previously retired PG&E facilities are in conflict with proposed substructures, PG&E must verify they are safe prior to removal. This includes verification testing of the contents of the facilities, as well as environmental testing of the coating and internal surfaces. Timelines for PG&E completion of this verification will vary depending on the type and location of facilities in conflict.

8. Structures: No structures are to be built within the PG&E gas pipeline easement. This includes buildings, retaining walls, fences, decks, patios, carports, septic tanks, storage sheds, tanks, loading ramps, or any structure that could limit PG&E's ability to access its facilities.

9. Fencing: Permanent fencing is not allowed within PG&E easements except for perpendicular crossings which must include a 16 foot wide gate for vehicular access. Gates will be secured with PG&E corporation locks.

10. Landscaping: Landscaping must be designed to allow PG&E to access the pipeline for maintenance and not interfere with pipeline coatings or other cathodic protection systems. No trees, shrubs, brush, vines, and other vegetation may be planted within the easement area. Only those plants, ground covers, grasses, flowers, and low-growing plants that grow unsupported to a maximum of four feet (4') in height at maturity may be planted within the easement area.

11. Cathodic Protection: PG&E pipelines are protected from corrosion with an "Impressed Current" cathodic protection system. Any proposed facilities, such as metal conduit, pipes, service lines, ground rods, anodes, wires, etc. that might affect the pipeline cathodic protection system must be reviewed and approved by PG&E Corrosion Engineering.

12. Pipeline Marker Signs: PG&E needs to maintain pipeline marker signs for gas transmission pipelines in order to ensure public awareness of the presence of the pipelines. With prior written approval from PG&E Pipeline Services, an existing PG&E pipeline marker sign that is in direct conflict with proposed developments may be temporarily relocated to accommodate construction work. The pipeline marker must be moved back once construction is complete.

13. PG&E is also the provider of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E's facilities must be reviewed and approved by PG&E to ensure that no impact occurs which may endanger the safe operation of its facilities.

Pacific Gas and Electric Company

Attachment 2 – Electric Facilities

It is PG&E's policy to permit certain uses on a case by case basis within its electric transmission fee strip(s) and/or easement(s) provided such uses and manner in which they are exercised, will not interfere with PG&E's rights or endanger its facilities. Some examples/restrictions are as follows:

1. Buildings and Other Structures: No buildings or other structures including the foot print and eave of any buildings, swimming pools, wells or similar structures will be permitted within fee strip(s) and/or easement(s) areas. PG&E's transmission easement shall be designated on subdivision/parcel maps as "**RESTRICTED USE AREA – NO BUILDING.**"

2. Grading: Cuts, trenches or excavations may not be made within 25 feet of our towers. Developers must submit grading plans and site development plans (including geotechnical reports if applicable), signed and dated, for PG&E's review. PG&E engineers must review grade changes in the vicinity of our towers. No fills will be allowed which would impair ground-to-conductor clearances. Towers shall not be left on mounds without adequate road access to base of tower or structure.

3. Fences: Walls, fences, and other structures must be installed at locations that do not affect the safe operation of PG&'s facilities. Heavy equipment access to our facilities must be maintained at all times. Metal fences are to be grounded to PG&E specifications. No wall, fence or other like structure is to be installed within 10 feet of tower footings and unrestricted access must be maintained from a tower structure to the nearest street. Walls, fences and other structures proposed along or within the fee strip(s) and/or easement(s) will require PG&E review; submit plans to PG&E Centralized Review Team for review and comment.

4. Landscaping: Vegetation may be allowed; subject to review of plans. On overhead electric transmission fee strip(s) and/or easement(s), trees and shrubs are limited to those varieties that do not exceed 10 feet in height at maturity. PG&E must have access to its facilities at all times, including access by heavy equipment. No planting is to occur within the footprint of the tower legs. Greenbelts are encouraged.

5. Reservoirs, Sumps, Drainage Basins, and Ponds: Prohibited within PG&E's fee strip(s) and/or easement(s) for electric transmission lines.

6. Automobile Parking: Short term parking of movable passenger vehicles and light trucks (pickups, vans, etc.) is allowed. The lighting within these parking areas will need to be reviewed by PG&E; approval will be on a case by case basis. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications. Blocked-up vehicles are not allowed. Carports, canopies, or awnings are not allowed.

7. Storage of Flammable, Explosive or Corrosive Materials: There shall be no storage of fuel or combustibles and no fueling of vehicles within PG&E's easement. No trash bins or incinerators are allowed.

8. Streets and Roads: Access to facilities must be maintained at all times. Street lights may be allowed in the fee strip(s) and/or easement(s) but in all cases must be reviewed by PG&E for proper clearance. Roads and utilities should cross the transmission easement as nearly at right angles as possible. Road intersections will not be allowed within the transmission easement.

9. Pipelines: Pipelines may be allowed provided crossings are held to a minimum and to be as nearly perpendicular as possible. Pipelines within 25 feet of PG&E structures require review by PG&E. Sprinklers systems may be allowed; subject to review. Leach fields and septic tanks are not allowed. Construction plans must be submitted to PG&E for review and approval prior to the commencement of any construction.

10. Signs: Signs are not allowed except in rare cases subject to individual review by PG&E.

11. Recreation Areas: Playgrounds, parks, tennis courts, basketball courts, barbecue and light trucks (pickups, vans, etc.) may be allowed; subject to review of plans. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications.

12. Construction Activity: Since construction activity will take place near PG&E's overhead electric lines, please be advised it is the contractor's responsibility to be aware of, and observe the minimum clearances for both workers and equipment operating near high voltage electric lines set out in the High-Voltage Electrical Safety Orders of the California Division of Industrial Safety (https://www.dir.ca.gov/Title8/sb5g2.html), as well as any other safety regulations. Contractors shall comply with California Public Utilities Commission General Order 95 (http://www.cpuc.ca.gov/gos/GO95/go_95_startup_page.html) and all other safety rules. No construction may occur within 25 feet of PG&E's towers. All excavation activities may only commence after 811 protocols has been followed.

Contractor shall ensure the protection of PG&E's towers and poles from vehicular damage by (installing protective barriers) Plans for protection barriers must be approved by PG&E prior to construction.

13. PG&E is also the owner of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E's facilities must be reviewed and approved by PG&E to ensure that no impact occurs that may endanger the safe and reliable operation of its facilities.

Pacific Gas and Electric Company

Plan Review Team
Land Management

PGEPlanReview@pge.com

September 3, 2024

Alisa Goulart
County of San Joaquin
1810 E Hazelton Ave
Stockton, CA 95205

Re: PA-2200056
Major Subdivision

Dear Alisa Goulart,

Thank you for providing PG&E the opportunity to review the proposed plans for PA-2200056 dated 5/2/20222. Our review indicates the proposed improvements do not appear to directly interfere with existing PG&E facilities or impact our easement rights.

Please note this is our preliminary review and PG&E reserves the right for additional future review as needed. This letter shall not in any way alter, modify, or terminate any provision of any existing easement rights. If there are subsequent modifications made to the design, we ask that you resubmit the plans to the email address listed below.

If the project requires PG&E gas or electrical service in the future, please continue to work with PG&E's Service Planning department: https://www.pge.com/cco/.

As a reminder, before any digging or excavation occurs, please contact Underground Service Alert (USA) by dialing 811 a minimum of 2 working days prior to commencing any work. This free and independent service will ensure that all existing underground utilities are identified and marked on-site.

If you have any questions regarding our response, please contact the PG&E Plan Review Team at pgeplanreview@pge.com.

Sincerely,

PG&E Plan Review Team
Land Management

Goulart, Alisa [CDD]

From:	Anna Starkey <astarkey@auburnrancheria.com>
Sent:	Thursday, May 19, 2022 2:53 PM
To:	Goulart, Alisa [CDD]
Cc:	Martorella, Domenique [CDD]; Anna Cheng
Subject:	PA-2200056 - Major Subdivision application to subdivide 2 parcels into 54 parcels and a designated remainder.

CAUTION: This email is originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Ms. Goulart,
On behalf of the United Auburn Indian Community, Tribal Historic Preservation Department, thank you for the early notification for the project referenced above. We believe this project may have the potential to impact buried tribal cultural resources that have not been formally identified due to the location, landform, presence of water, and known sites in the vicinity.

We would like to consult on the identification of tribal cultural resources and the mitigation measures to avoid and protect any resources that may be discovered.

Please let me know if any other tribes are actively consulting on this project. We would like to review the cultural study and if there are any recommendations to conduct archaeological testing. I think it is important that at least one of the tribes conducts a field visit to survey for tribal cultural resources, but will defer to closer tribes if they are consulting.

Please respond to this email to acknowledge receipt of our request to consult on this project and provide your CEQA and construction timeline.

Thank you,
Anna

Please submit all project notifications through our online form. Bookmark this link!
https://auburnrancheria.com/programs-services/tribal-preservation/submit-agency-notification/

Anna M. Starkey, MA, RPA
Cultural Regulatory Specialist
Tribal Historic Preservation Department| UAIC
10720 Indian Hill Road
Auburn, CA 95603
Direct Line: (916) 251-1565 | Cell: (530) 863-6503
astarkey@auburnrancheria.com |www.auburnrancheria.com

Nothing in this e-mail is intended to constitute an electronic signature for purposes of the Electronic Signatures in Global and National Commerce Act (E-Sign Act), 15, U.S.C. §§ 7001 to 7006 or the

SIERRA CLUB
DELTA-SIERRA GROUP
MOTHER LODE CHAPTER

September 1, 2024

Via e-mail to Alisa Goulart alisa.goulart@sjgov.org.

RE: PA-2200056, 54-lot Collierville subdivision

Ms. Goulart et al:

The Sierra Club submits the following comments on this proposed rural subdivision.

Please put Eric Parfrey on a list to receive timely digital notifications of all discretionary projects that have been submitted to the County, including this one. His contact information is at the bottom of this letter.

The proposal is a maior subdivision to subdivide 2 parcels totaling 78.76 acres into 54 lots of one or more acres each, and a 4.8-acre Designated Remainder. Each lot will utilize on-site septic systems for wastewater. A public water system is required to be established and a non-County public utility agency must be formed to provide for the operation, maintenance and improvement of the water system.

The project site is located on the northeast corner of N. Lower Sacramento Road and E. Liberty Road, Galt. ASSESSORS PARCEL NO(S).: 005-020-02; 005-030-07

GENERAL PLAN designations: R/R; OS/RC;

Zoning: AG-40 and R-R

Wetlands Paved Over?

The Sierra Club is appalled that an application to subdivide a significant existing wetland to allow rural home construction is being processed by the County staff. This proposal is in blatant violation of General Plan goals and policies that call for the preservation wetlands. In addition, the northern portion of the proposed map of rural lots is inconsistent with both the General Plan land use designation of Open Space/Resource Conservation and the zoning of Agricultural 40 acre lot minimum parcel size. (AG-40) (see cited policies below).

The subdivision map clearly indicates that the entire northern portion of the proposed rural home development would literally pave over wetlands that are identified on the map as "existing wetlands" and "potential wetland expansion area" (whatever that means).

The proposed subdivision map shows that lot numbers 16, 17, and 18 through 35 intrude into wetland areas (see attached map).

The Initial Study/Mitigated Negative Declaration is grossly inadequate in describing potential adverse impacts to biological resources on the site, including the wetlands and listed species that may occur on or near the site

As noted in the IS/MND, the California Department of Fish and Wildlife Natural Diversity Database lists Buteo Swainsoni (Swainson's hawk), Lepidurus packardii (vernal pool tadpole shrimp), Rana boy/ii (foothill yellow-legged frog), Branchinecta mesovallensis (midvalley fairy shrimp), Ambystoma californiense (California tiger salamander), Desmocerus californicus (valley elderberry longhorn beetle), Agelaius tricolor (tricolored blackbird) as rare, endangered, or threatened species or habitat located within a two-mile radius of the site for the proposed project.

The IS/MND Recommends no Meaningful Mitigation to Reduce Impacts to Wetlands

Instead, the IS/MND illegally defers mitigation to the San Joaquin Council of Governments (SJCOG) Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). However, payment of fees to the SJMSCP will not magically reduce impacts to the wetlands.

The IS/MND pathetically argues that

> Implementation of the SJMSCP is expected to reduce impacts to biological resources resulting from the proposed project to a level of less-than-significant. SJCOG responded to this project referral in a letter dated May 3, 2022, that the project is subject to the SJMSCP. The applicant has confirmed that he will participate in SJMSCP. With the applicant's participation, the proposed project is consistent with the SJMSCP and any impacts to biological resources resulting from the proposed project will be reduced to a level of less-than-significant.

We must remind you that San Joaquin County is the lead agency for complying with the California Environmental Quality Act (CEQA) for this project, not the SJCOG.

It is not the legal responsibility of SJCOG to require the applicant to revise the subdivision map to avoid impacts to the existing wetland areas. (And it is legally questionable whether SJCOG could place conditions on this project approval to do so.)

How to Protect the Wetlands

To avoid impacts to wetlands, the County must require the applicant to submit a revised subdivision map that conforms to the General Plan policies cited below. This would require all lots proposed for home development be placed outside wetland areas. All of the wetland areas should be included in a much larger "remainder area." The remainder area should then be placed under a conservation easement to prevent any development within its boundaries.

To establish the correct boundaries of the wetland remainder area, the County must require the applicant to prepare a wetlands delineation now, as part of the project CEQA analysis and mitigation.

Applicable General Plan Policies

The Natural and Cultural Resources Element in the San Joaquin County General Plan requires the County staff to preserve existing wetlands and not let developers pave them over.

Natural and Cultural Resources Goal NCR-2 states: To preserve and protect wildlife habitat areas for the maintenance and enhancement of biological diversity and ecological integrity.

The following implementing policies apply to all project approvals granted by the County (emphasis added):

NCR-2.1 Protect Significant Biological and Ecological Resources

The County shall protect significant biological and ecological resources including: wetlands; riparian areas; vernal pools; significant oak woodlands and heritage trees; and rare, threatened, and endangered species and their habitats. (RDR/PSP)

NCR-2.5 No Net Loss of Wetlands

The County shall not allow development to result in a net loss of riparian or wetland habitat. (RDR)

NCR-2.6 Criteria for Development Impacts to Wetlands

The County shall not approve new development projects that have the potential to fill wetlands, unless:

 no suitable alternative site exists for the land use, and the use is considered necessary to the public;

 there is no degradation of the habitat or numbers of any rare, threatened, or endangered plant or animal species as a result of the project; and

 habitat of greater quantity and superior or comparable quality will be created or restored to compensate for the loss. (RDR)

Conclusion

It is unfortunate that we have to remind the County staff to obey the explicit environmental goals and policies in their own adopted Genera Plan.

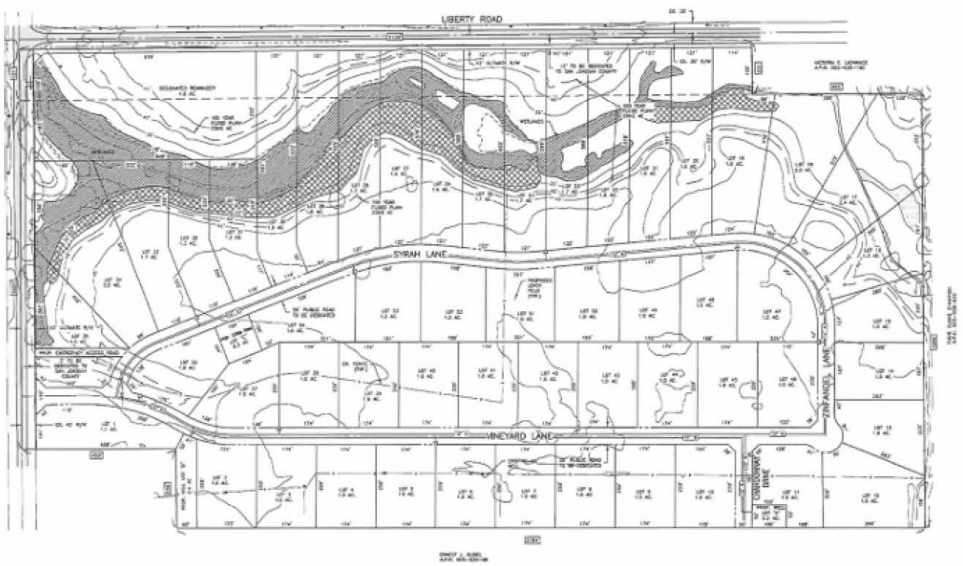
Please rectify this gross error in judgement of accepting a subdivision application which is clearly in violation of the above cited General Plan policies and require the applicant to resubmit a map that avoids all impacts to wetlands.

If the County allows this deeply flawed application to proceed we will take all steps available to oppose this illegal action including legal action if necessary.

Sincerely,

s/s Eric Parfrey, Delta-Sierra Group
parfrey@sbcglobal.net
(209) 641-3380

cc: San Joaquin County Planning Commission
San Joaquin County Board of Supervisors
SJCOG staff and Board of Directors
California Dept. of Fish and Wildlife, Region 2
California Environmental Protection Agency
State Water Resources Control Board
U.S. Army Corps of Engineers, Sacramento



Ernest Gudel
3920 Orangewood Drive
Fair Oaks CA 95628

August 29, 2024

Ms. Alisa Goulart
San Joaquin County Community Development Dept
1810 E Hazelton Avenue
Stockton California 95205

re: Tentative Map Application - Major Subdivision No. PA-2200056

Ms. Goulart,

I have received notice of a Public Hearing / Application Referral for PA-2200056 (SU) from you . I read that it is your intent to adopt the Mitigated Negative Declaration. Thank you for requesting my recommendations and comments.

My family first purchased this property in 1911 and sold it to Ventana / Stonecliff in 2004. I have lived on and owned the adjacent property to the south for 72 years. Accordingly I am very familiar with the site and have strong opinions on the environmental and cultural impact of the proposed project.

I am reviewing the Initial Study of Mitigated Negative Declaration provided. In the short time I have had to view the document, I have discovered many issues that deserve a 'second' look from your team. I would like to request that the application review date be extended 120 days to allow the Collierville neighborhood community to review and properly respond to the extensive volume of documents submitted.

Please provide me with the current list of adjacent property owners that have also been notified at your earliest convenience.

And when may I review the Conditions of Approval accompanying this application and initial study?

Among my concerns:
Dangerous increase in water consumption / depletion of local water aquifer supply, after several drought years
Dramatic Increase in local Traffic Volume
Insufficient infrastructure and management of road intersections north west and south of the proposed site.
No supporting information / details of the proposed public water system requirements.
No supporting information / details of the proposed non-County public utility agency requirements.
No approved Water System Design is included
Inadequate requirements for secondary and emergency access

Lot configuration misrepresentation / encroachment upon wetlands expansion area / seasonal flood plain
No component of affordable housing offered, thereby excluding significant % of local population

Of course you are aware these issues will have a profound impact on the value and the enjoyment of my property. Negatively. You are also aware that despite multiple extensions Ventana / Stonecliff has failed to satisfy and complete their previous Tentative map's COA's after twenty years and that Tentative Map has expired. According to California Subdivision law quoted to me by your department, the project cannot proceed. Why would you consider this new iteration of the same failed project worthy of SJ Counties support?

I deem it prudent to insure that you are aware of the pending litigation initiated by Ventana / Stonecliff against me & my property. I have been sued by Ventana in Santa Clara County Civil Court. They contend that I must resurrect my expired tentative map (PA-0500467) to accommodate them and their failed Map & COA. This lawsuit also names DOES 1 through 20, inclusive, an umbrella reference to anyone connected with the failed project. It is my understanding that SJ County may also be included in the lawsuit, and will be forced to defend their decision-making and actions.

I urge you to delay, deny, and reject this current Tentative Map Application until such time the above issues are adequately addressed and the active, frivolous, and malicious lawsuit is dismissed and justice is served.

I look forward to speaking with you regarding these and other issues at your earliest convenience.

Respectfully,

Ernest Gudel

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Attachment C
Environmental Document

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SAN JOAQUIN COUNTY
Greatness grows here.

Community Development Department
Planning · Building · Code Enforcement · Fire Prevention

Jennifer Jolley, Director

Eric Merlo, Assistant Director
Tim Burns, Code Enforcement Chief
Corinne King, Deputy Director of Planning
Jeff Niemeyer, Deputy Director of Building Inspection

NOTICE OF EXEMPTION

TO: ☒ Office of Planning & Research
P. O. Box 3044, Room 212
Sacramento, CA 95812-3044

☒ County Clerk, County of San Joaquin

FROM: San Joaquin County
Community Development Department
1810 East Hazelton Avenue
Stockton, CA 95205

Project Title: Major Subdivision No. PA-2200056

Project Location - Specific: The project site is located at the southeast corner of N. Lower Sacramento Road and W. Liberty Road, Galt. (APN/Address: 005-030-07 and 005-020-02 / 26850 N. Lower Sacramento Road, Galt) (Supervisorial District: 4)

Project Location – City: None

Project Location – County: San Joaquin County

Project Description: Major Subdivision application to subdivide one legal lot totaling 78.76 acres into 54 lots ranging in size from 1 acre to 2.5 acres, a 4.8-acre designated remainder, and 3 small lots to be utilized for subdivision utilities. Primary and secondary ingress/egress for the subdivision are proposed from Lower Sacramento Road. There is no access to any lot from Liberty Road. Access to the proposed subdivision is planned from an interior subdivision road that will be improved to County standards and dedicated to the County. Each lot will utilize private on-site septic systems for wastewater. A public water system is required to be established, and a non-County public utility agency must be formed to provide for the operation, maintenance, and improvement of the water system. Public storm drain service will be provided by County Service Area 29. The Project site is planned for lower density residential development and zoning in the General Plan (Rural Residential) and is zoned "R-R" (Rural Residential). The Rural Residential designation provides for single-family detached residences and accessory dwelling units. Development is subject to a maximum density of one dwelling unit per acre. ADUs, as required by California law, are not subject to the density standard and one ADU per lot is permitted if services are available.

The Property is zoned R-R (Rural Residential) and the General Plan designation is R/R (Rural Residential).

Project Proponent(s): Stonecliff Development Inc. and Ventana Development Co. / Dillon and Murphy

Name of Public Agency Approving Project: San Joaquin County Planning Commission

Name of Person or Agency Carrying Out Project: Alisa Goulart, Associate Planner
San Joaquin County Community Development Department

Exemption Status:
Statutory Exemptions. (Section 15183)

Exemption Reason:
Section 15183 of the State CEQA Guidelines, enables public agencies to streamline the environmental review of subsequent projects that are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified by limiting its examination of environmental effects which are peculiar to the project or its site.

Lead Agency Contact Person:
Alisa Goulart Phone: (209) 468-0222 Fax: (209) 468-3163 Email: alisa.goulart@sjgov.org

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Signature: _____ Date: _____

Name: Gerardo Altamirano Title: Deputy County Clerk

Signed by Lead Agency

Date Received for filing at OPR: _____

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

CEQA CHECKLIST/INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
[Pursuant to Public Resources Code Section 21083.3 and California Code of Regulations, Title 14, Sections 15183]

PROJECT TITLE: Vineyard Ranch Subdivision

LEAD AGENCY: San Joaquin County Community Development Department

PROJECT OWNER/APPLICANT: Ventana Development Company, Inc. / Dillon and Murphy

PROJECT TITLE/FILE NUMBER(S): PA-2200056

PROJECT DESCRIPTION: A major subdivision to subdivide 2 parcels totaling 78.76 acres into 54 lots of one or more acres each, for future residential development, and a 4.8-acre Designated Remainder. Each lot will utilize on-site septic systems for wastewater. A public water system is required to be established and a non-County public utility agency must be formed to provide for the operation, maintenance and improvement of the water system. Storm drain service will be provided by County Service Area 29.

The project site is located on the northeast corner of N. Lower Sacramento Road and E. Liberty Road, Galt.

ASSESSORS PARCEL NO(S).: 005-020-02; 005-030-07

ACRES: 78.76 acres

GENERAL PLAN: Rural Residential (R/R0; Resource Conservation (OS/RC)

ZONING: Rural Residential (R-R)

POTENTIAL POPULATION, NUMBER OF DWELLING UNITS, OR SQUARE FOOTAGE OF USE(S):
54 residential lots with the potential of a single-family residence, an accessory dwelling unit (ADU), and a junior accessory dwelling unit (JADU) on each lot.

SURROUNDING LAND USES:

NORTH: Agriculture with scattered residences; Dry Creek; Sacramento County
SOUTH: Residential development; Jahant Slough
EAST: Residential development; agriculture with scattered residences; State Route 99
WEST: Agriculture with scattered residences; Union Pacific Railroad

REFERENCES AND SOURCES FOR DETERMINING ENVIRONMENTAL IMPACTS:

Original source materials and maps on file in the Community Development Department including: all County and City general plans and community plans; assessor parcel books; various local and FEMA flood zone maps; service district maps; maps of geologic instability; maps and reports on endangered species such as the Natural Diversity Data Base; noise contour maps; specific roadway plans; maps and/or records of archeological/historic resources; soil reports and maps; etc.

Many of these original source materials have been collected from other public agencies or from previously prepared EIR's and other technical studies. Additional standard sources which should be specifically cited below include on-site visits by staff (note date); staff knowledge or experience; and independent environmental studies submitted to the County as part of the project application. Copies of these reports can be found by contacting the Community Development Department.

TRIBAL CULTURAL RESOURCES:

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Yes

GENERAL CONSIDERATIONS:

1. Does it appear that any environmental feature of the project will generate significant public concern or controversy?

   ☐ Yes ☒ No

   Nature of concern(s): Enter concern(s).

2. Will the project require approval or permits by agencies other than the County?

   ☐ Yes ☒ No

   Agency name(s): Enter agency name(s).

3. Is the project within the Sphere of Influence, or within two miles, of any city?

   ☐ Yes ☒ No

   City: Enter city name(s).

Purpose of this CEQA Document

The purpose of this document is to provide the required environmental review of the Vineyard Ranch subdivision project PA-2200056 ("Project"), pursuant to the California Environmental Quality Act ("CEQA").

CEQA Checklist

Pursuant to CEQA Guidelines Section 15083, this document consists of a Checklist intended to provide the County's decision-making bodies (i.e., the Planning Commission and Board of Supervisors) with information as to the potential environmental effects of the proposed Project. This Checklist provides substantial evidence supporting the conclusion that the Project qualifies as a "project consistent with a Community Plan, General Plan, or Zoning" pursuant to CEQA Guidelines Section 15183, and therefore is exempt from CEQA review consistent with that section of the CEQA Guidelines. Consistent with the CEQA Guidelines, this Checklist contains the following information:

- A description of the Project, including its location;
- An examination of whether the Project is consistent with the San Joaquin County 2035 General Plan EIR ("GP EIR");
- An identification of the existing environmental setting; and
- An identification of any potentially significant environmental effects of the Project, using a checklist method that includes adequate explanation and evidence to support the Checklist entries

The checklist also includes a determination of whether the Project would result in significant effects that are peculiar to the Project or its site that were not adequately examined in an earlier EIR, such that the Project may qualify as a project that is consistent with a Community Plan, General Plan or zoning, pursuant to Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183. The CEQA Checklist also provides information as to which environmental effects, if any, should be analyzed in a later Addendum, Environmental Impact Report (EIR), Negative Declaration or Mitigated Negative Declaration (MND).

Project Consistent With a General Plan, Community Plan, or Zoning

Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183 state that *"projects that are consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site."* These provisions of CEQA are intended to streamline the environmental review of certain types of projects, and to reduce the need to prepare repetitive environmental studies and operate as a "statutory exemption" (see, *Hilltop Group, Inc. v. Co. of San Diego* (2024) 99 Cal.App.5th 890; *Lucas v. City of Pomona* (2023) 92 Cal.App.5th 508). These CEQA provisions apply only to projects that are consistent with a community plan adopted as part of a General Plan, a zoning action which zoned or designated the parcel on which the Project would be located to accommodate a particular density of development, or the General Plan of a local agency. Per CEQA Guidelines section 15183(i)(2), *"consistent means that the density of the proposed project is the same or less than the standard expressed for the involved parcel in the general plan, community plan or zoning action for which an EIR has been certified, and that the project complies with the density-related standards contained in that plan or zoning. Where the zoning ordinance refers to the general plan or community plan for its density standard, the project shall be consistent with the applicable plan."* An EIR must have been certified by the Lead Agency for the community plan, the zoning action or the General Plan, for these provisions to apply.

Section 15183(a) of the CEQA Guidelines provides that, in approving a project meeting these requirements, *"a public agency shall limit its examination of environmental effects to those impacts that the agency determines, in an Initial Study or other analysis:*

- *are peculiar to the project or the parcel on which the project would be located,*
- *are not analyzed as significant effects in a prior EIR on the zoning action, General Plan or community plan,*
- *are potentially significant off-site impacts and cumulative impacts that were not discussed in the prior EIR prepared for the general plan, community plan or zoning action, or*

- *are previously identified significant effects which, as a result of substantial new information which was not known at the time the prior EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR"*

When reviewing the environmental effects of the Project pursuant to these provisions, an effect of the Project on the environment shall *not* be considered peculiar to the Project if uniformly applied development policies or standards have been previously adopted by the County.

This CEQA Checklist includes information to determine whether the Project is consistent with the 2035 General Plan. This CEQA Checklist also examines whether the potential impacts of the Project have already been addressed in the GP EIR certified by the County in December 2016, or whether the Project may have Project-specific significant effects which are peculiar to the Project or its site not adequately addressed in the GP EIR.

Potential for Additional Environmental Review

CEQA Guidelines Section 15183 applies to projects that are consistent with the development density established by the GP EIR and applicable zoning regulations. These CEQA provisions would not apply if the Project would have Project-specific significant environmental effects that are peculiar to the Project or its site, or if the Project would result in new or more severe significant environmental effects than were previously addressed in the GP EIR. Under such circumstances, the Project would trigger preparation of a tiered Mitigated Negative Declaration (MND) or EIR. This CEQA Checklist fully analyzes the environmental impacts of the Project to determine the most appropriate approach for CEQA documentation of the Project in light of the certified GP EIR and provides substantial evidence to support the conclusion that the Project is exempt from further CEQA review pursuant to CEQA Section 21083.3 and CEQA Guidelines Section 15183.

The San Joaquin County 2035 General Plan Environmental Impact Report ("GP EIR", State Clearinghouse No. 2013102017)[1], incorporated herein by reference, expressly provides for exempting and streamlining future projects pursuant to CEQA Guidelines §15183 (and §15168 re subsequent activities under a program EIR):

> The CEQA Guidelines identify several types of EIRs, each applicable to different circumstances. This EIR will function as a program EIR for the proposed 2035 General Plan.
>
> According to the CEQA Guidelines (Section 15168(a)), a public agency may prepare a program EIR that can be characterized as one large project or a series of actions that are linked geographically; logical parts of a chain of contemplated events; rules, regulations, or plans that govern the conduct of a continuing program; or individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects that can be mitigated in similar ways.
>
> Under CEQA, a program EIR can function as a first-tier environmental document that assesses and documents the broad environmental impacts of a program with the understanding that a more detailed site-specific review may be required to assess future projects implemented under the program. The analysis contained in this EIR may also be used as a reference for subsequent environmental review of development projects, infrastructure improvements, zoning amendments, impact fees, and other development plans and proposals within San Joaquin County.
>
> The series of actions analyzed in this Program EIR includes potential future development in the unincorporated County based on the horizon year of the General Plan update, 2035, as well as associated updates to plans, programs and policies that support the General Plan. While the Program EIR will identify potential impacts that would result from project implementation, the analysis is not detailed to the level of site specificity. The Program EIR will identify a range of potential impacts resulting from future development allowed under the 2035 General Plan and will identify mitigation measures that will guide future development and reduce identified potentially significant effects.
>
> With respect to the processing of subsequent projects, including more site-specific projects, the County in making

[1] The Draft and Final GP EIR documents may be found at the following links:

Draft: https://www.sjgov.org/commdev/cgi-bin/cdyn.exe/file/Planning/Environmental%20Impact%20Reports/GENERAL%20PLAN%202035%20-%20DRAFT%20EIR.pdf

Final: https://www.sjgov.org/commdev/cgi-bin/cdyn.exe/file/Planning/Environmental%20Impact%20Reports/GENERAL%20PLAN%202035%20-%20FINAL%20EIR.pdf

optimal use of this EIR (once it is certified) intends to avail itself of at least two separate, but complementary processes authorized by CEQA that streamline the review of projects consistent with approved general plans. First, as noted above, this program EIR will be used for later activities related to the General Plan to determine whether an additional environmental document must be prepared, pursuant to CEQA Guidelines Section 15168. If a later activity would have effects that were not examined in this Program EIR, a new Initial Study would be prepared leading to either an EIR or a Negative Declaration. If no new effects would occur and no new mitigation measures would be required, the County may approve the later activity as being "within the scope" of the Program EIR, and no new environmental document would be required. Relevant feasible mitigation measures in this Program EIR would be incorporated into subsequent actions. (GP EIR pp. 1-2 to 1-3)

Importantly, the GP EIR goes on to expressly state:

> Second, future environmental review can also be streamlined pursuant to Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183. These provisions generally limit the scope of necessary environmental review for site-specific approvals following the preparation of an EIR for a general plan. For such site-specific approvals, CEQA generally applies only to impacts that are "peculiar to the parcel or to the project" and that have not been disclosed in the general plan EIR, except where "substantial new information" shows that previously identified impacts will be more significant than previously assumed. Notably, impacts are considered not to be "peculiar to the parcel or to the project" if they can be substantially mitigated pursuant to previously adopted "uniformly applied development policies or standards". The previous adoption must include a finding that these policies or standards will substantially mitigate these impacts when applied to future projects. (GP EIR, p. 1-3)

Project Description

The Project consists of a Major Subdivision tentative map to subdivide 2 parcels totaling 78.76 acres into 54 lots of one or more acres each, for future residential development, and a 4.8-acre Designated Remainder. Primary and secondary ingress/egress for the subdivision are proposed from Lower Sacramento Road. There is no access to any lot from Liberty Road. Access to the proposed lots is planned from an interior subdivision road that will be improved to County standards and dedicated to the County.

Each lot will utilize private on-site septic systems for wastewater. A public water system is required to be established and a non-County public utility agency must be formed to provide for the operation, maintenance, and improvement of the water system. Public storm drain service will be provided by County Service Area 29.

The project site is located in the Rural Community of Collierville, bordered by Lower Sacramento Road to the west and Liberty Road to the north. State Route 99 is directly east of the site. The County line is located 0.35 miles to the northwest.

The Project site is planned for lower density residential development and zoning in the General Plan (Rural Residential) and is zoned "R-R" (Rural Residential). The Rural Residential designation provides for single-family detached residences and accessory dwelling units. Development is subject to a maximum density of one dwelling unit per acre. ADUs, as required by California law, are not subject to the density standard and one ADU per lot is permitted if services are available.

Findings of Significance

As set forth below, the Project is consistent with the 2035 General Plan and the Project will not cause significant environmental impacts that are peculiar to the parcel or to the Project and that have not been disclosed in the GP EIR. Accordingly, the Project is exempt from further environmental review pursuant to Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183.

	Significant Impact Peculiar to the Project or Project Site	Significant Impact Due to New Information	Impact Adequately Addressed In the General Plan EIR
I. AESTHETICS.			
Except as provided in Public Resources Code Section 21099, would the project:			
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒

Impact Discussion:

The GP DEIR concluded this impact to be less than significant with mitigation.

a) San Joaquin County is set within the greater Central Valley, composed of large expanses of generally flat, agricultural lands and urban development, and framed by the foothills of the Diablo Range to the west and the foothills of the Sierra Nevada to the east. As described in the General Plan Draft Environmental Impact Report (GPU DEIR; County of San Joaquin 2014), scenic resources within the County include scenic roadways, the Delta, river corridors, agricultural lands and rangelands, significant oak groves, hillsides and ridges, and parklands, The major scenic vistas in San Joaquin County are provided by the east-west travel corridors that provide views of the Sierra Nevada foothills and the Diablo Range. These visual resources within the county are also visible from Interstate-5 and Interstate-580, two major highways within the county. More "close-in" scenic vistas are also available along two-lane roads through rural portions of the county, viewing lands under agricultural production, vineyards, and orchards. Views of major river corridors are most clearly visible from parklands that adjoin the rivers.

   The project includes a proposal to subdivide 78.76 acres into 54 residential lots, each sized to one acre or more. The project site is located in the north part of the county, in the rural community of Collierville, and is bordered by N. Lower Sacramento Road on the west and E. Liberty Road on the north. Neither road is a designated local scenic roadway. To the south is a large area of residential development. The area is relatively flat, although hilly in places, with much open space left in a natural state. However, there are no major public viewpoints in the vicinity and any views of the Coastal ranges won't be degraded by the development. To the east, the Sierra Nevada foothills are not visible.

b) The project site is located on E. Liberty Road and N. Lower Sacramento Road. Neither road is a designated scenic route. The project will not damage any scenic resources, however, there are oak trees on the perimeter of the project parcels that may have to be removed. If this is necessary, the developer will be responsible for mitigating for the loss of any heritage or native oaks with replacements in a nearby location. The project site is not in the vicinity of Interstate-5 or Interstate-580, therefore would not impact scenic vistas visible from these highways. Therefore, the project would have a less-than-significant impact associated with scenic resources within a state- or locally- designated scenic route.

c) The project site is located on E. Liberty Road and N. Lower Sacramento Road. There are no area viewpoints of the project site available to the public, therefore, the project would have a less-than-significant impact associated with the existing visual quality or character of the site or its surroundings.

d) The project is a subdivision proposing 54 residential lots located in the rural community of Collierville. Pursuant to Development Title Section 9-608.120, roadway lighting systems are required for all development projects that require public roads or private roads built to public roadway standards in all urban and rural communities, therefore any new

lighting for the project would include streetlights, which must be designed in accordance with the County's Improvement Standards. At a minimum, street lighting is required at all intersections. Street lighting is shielded and directed to light only that which is required for safety. Therefore, any new lighting will have a less than significant impact on nighttime view.

Relevant GP Policies:

NCR-2.4: Preservation of Significant Oak Groves. The County shall require new development in the vicinity of significant oak groves to be designed and sited to maximize the long-term preservation of the trees and the integrity of their natural setting.

NCR-2.7: Natural Open Space Buffer. The County shall require a natural open space buffer to be maintained along any natural waterway to provide nesting and foraging habitat and to protect waterway quality.

NCR-7.7: Reducing Light Pollution. The County shall encourage project designs, lighting configurations, and operational practices that reduce light pollution and preserve views of the night sky.

NCR-7.8: Underground Utility Lines. The County shall require all new electric and communication distribution facilities adjacent to scenic routes to be placed underground, whenever feasible. Where overhead utility lines are unavoidable, every effort should be made to reduce the visual impact through elements of design.

Conclusion: As the Project would have a less than-significant impact on aesthetic characteristics for the reasons detailed above, the Project would be consistent with the analysis within the GPU DEIR because it would not create new impacts, increase impacts, and there is no new information of substantial importance not identified within the GP DEIR.

	Significant Impact Peculiar to the Project or Project Site	Significant Impact due to New Information	Impact Adequately Addressed In the General Plan EIR
II. AGRICULTURE AND FORESTRY RESOURCES.			
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. -- Would the project:			
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a nonagricultural use?	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☒

Impact Discussion:

The GP EIR concluded this impact to be significant and unavoidable.

a) The project includes a proposal to subdivide 78.76 acres into 54 residential lots, each lot to be one acre or more in size. The parcels are zoned Rural Residential (R-R) and are not classified as Prime Farmland and Unique Farmland on maps provided by the California Department of Conservation's Farmland Mapping and Monitoring Program. Therefore, the likelihood of the project's conversion of Prime Farmland, Unique Farmland, or Farmland of State Importance to a nonagricultural use will be less than significant.

b) The project site is not utilized for agriculture nor is it under a Williamson Act contract. Therefore, the project will not conflict with existing zoning for agricultural use, nor will it conflict with a Williamson Act contract.

c-d) There are no forest resources or zoning for forestlands or timberland, as defined by Public Resources Code and Government Code, located on or near the project site, therefore, the project will have no impact on corresponding zoning or conversion of such land.

e) See answer a).

Relevant GP Policies:

LU-4.1: New Residential Development. The County shall direct most new unincorporated residential development to areas within Urban and Rural Communities and City Fringe Areas.

Conclusion: Although the GP EIR concluded this impact to be significant and unavoidable, this project will have no impact on agriculture and forestry resources for the reasons detailed above. Still, the Project would be consistent with the analysis within the GPU EIR because it would not create new impacts, increase impacts, and there is no new information of substantial importance not identified within the GP EIR.

	Significant Impact Peculiar to the Project or Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the General Plan EIR
III. AIR QUALITY.			
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:			
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒
d) Result in substantial emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒

Impact Discussion:

The GP EIR concluded this impact to be significant and unavoidable.

a-d) The project includes a proposal to subdivide 78.76 acres into 54 residential lots, each lot to be one acre or more in size. The project site is located within the San Joaquin Valley Air Basin where the Valley's topographical features restrict the flow of air in and through the Valley. The San Jan Joaquin Valley Air Basin lies within the jurisdiction of the San Joaquin Valley Air Pollution Control District (APCD). APCD is the local agency established by the State to regulate air quality sources and minimize air pollution.

The project was referred to APCD for review on May 2, 2022. APCD issued a response dated May 30, 2022. APCD concluded that this major subdivision's project specific annual criteria pollutant emissions are not expected to exceed any of the significance thresholds as identified in the District's Guidance for Assessing and Mitigating Air Quality impacts as the project does not propose construction or operations at this time. APCD advised that an assessment of impacts to sensitive receptors should be done for future development. The District's recommendations include utilizing the cleanest available off-road construction equipment, including the latest tier equipment, to reduce project impacts on air quality, with any future construction. It is also recommended that solar power systems be incorporated as an emission reduction strategy for future development.

Construction activity that would occur over the next several years if the major subdivision is approved could cause temporary, short-term emissions of various air pollutants within the county. Ozone precursors such as ROG and NOx, as well as particulate matter (PM10 and PM2.5) would be emitted by construction equipment during various activities, such as grading and excavation, infrastructure construction, building demolition, and a variety of other construction activities. Actual significance would be determined as future building applications are submitted.

With implementation of the District Rules' requirements and implementation of recommendations, the project's impact on air quality is expected to be less than significant.

Relevant GP Policies:

PHS-5.2: San Joaquin Valley Air Pollution Control District Coordination. The County shall coordinate with the San Joaquin Valley Air Pollution Control District (SJVAPCD) during the review of new development projects which have the potential for causing adverse air quality impacts.

PHS-5.13: Energy Consumption Reduction. The County shall encourage new development to incorporate green building practices and reduce air quality impacts from energy consumption.

Conclusion: As the Project would have a less than-significant impact on air quality for the reasons detailed above, the Project would be consistent with the analysis within the GPU DEIR because it would not create new impacts, increase impacts, and there is no new information of substantial importance not identified within the GP DEIR.

	Significant Impact Peculiar to the Project or Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the General Plan EIR
IV. BIOLOGICAL RESOURCES.			
Would the project:			
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒

Impact Discussion:

The following technical study was prepared for the Project: Routine Wetland Delineation 83± acre Gudel Ranch, prepared by Moore Biological Consultants, dated October 2018.

The GP EIR concluded this impact, with the combination of policies and existing regulatory mechanisms, as described in the Regulatory Section of the EIR, would ensure that the proposed 2035 General Plan would not have a substantial adverse impact on wetlands and other waters, and therefore this impact is less than significant.

a, d, f) Referrals have been sent to the San Joaquin Council of Governments (SJCOG), the agency responsible for verifying the correct implementation of the *San Joaquin County Multi-Species Habitat Conservation and Open Space Plan* (SJMSCP), which provides compensation for the conversion of Open Space to non-Open Space uses which affect the plant, fish and wildlife species covered by the Plan. Pursuant to the Final EIR/EIS for SJMSCP, dated November 15, 2000, and certified by SJCOG on December 7, 2000, implementation of the SJMSCP is expected to reduce impacts to biological resources resulting from the proposed project to a level of less-than-significant.

SJCOG responded to this project referral in a letter dated May 3, 2022, that the project is subject to the SJMSCP. The

applicant has confirmed that he will participate in SJMSCP. With the applicant's participation, the proposed project is consistent with the SJMSCP and any impacts to biological resources resulting from the proposed project will be reduced to a level of less-than-significant.

b,c) The approximately 79 acre project site is located in the northern portion of San Joaquin County between 20 and 60 feet above sea level. The site consists of gently rolling hillsides vegetated with both native and non-native annual and perennial plants. Livestock grazing, irrigation and past leveling have somewhat modified vegetation and topography within the project site.

A wetland delineation was conducted in support the development of the site for a residential subdivision and documents the locations, types and extent of wetlands within the project site. Although definitions vary, wetlands are generally considered to be areas that are periodically or permanently inundated by surface or ground water and support vegetation adapted to life in saturated soil. The delineation found one seasonal wetland encompassing 0.06 acres and five seasonal wetland swales encompassing 3.34 acres in the site. The location of these wetland areas is the extreme north of the project site. In addition to the wetland areas, an intermittent creek runs through the northern portion of the site.

In keeping with the goals of the General Plan to protect significant biological and ecological resources including wetlands, development will be restricted in the area of the wetlands and intermittent creek. The tentative map depicts building sites well outside of these sensitive areas. The final map will outline areas that are restricted from development.

e) There are approximately 10 oak trees located at the north and west edges of the property which will be part of the designated remainder and not a residential lot. For future development, if oak trees are removed, the applicant will have to comply with Development Title 9-400.080 requiring replacements for any Heritage, Historical, or Native Oak tree in the course of development. Therefore, the future development of the subdivision will comply with the ordinance and the project won't conflict with policy.

Relevant GP Policies:

NCR-1.1: Preserve Natural Areas. The County shall protect, preserve, and enhance important natural resource habitat, biological diversity, and the ecological integrity of natural systems in the County.

NCR-2.5: No Net Loss of Wetlands. The County shall not allow development to result in a net loss of riparian or wetland habitat.

NCR-2.6: Criteria for Development Impacts to Wetlands. The County shall not approve new development projects that have the potential to fill wetlands, unless: • no suitable alternative site exists for the land use, and the use is considered necessary to the public; • there is no degradation of the habitat or numbers of any rare, threatened, or endangered plant or animal species as a result of the project; and • habitat of greater quantity and superior or comparable quality will be created or restored to compensate for the loss.

NCR-2.8: Natural Open Space Buffer. The County shall require a natural open space buffer to be maintained along any natural waterway to provide nesting and foraging habitat and to protect waterway quality.

Conclusion: As the Project would not impact biological resources for the reasons detailed above, the Project would be consistent with the analysis within the GPU DEIR because it would not create new impacts, increase impacts, and there is no new information of substantial importance not identified within the GP DEIR.

V. CULTURAL RESOURCES.	Significant Impact Peculiar to the Project or Project Site	Less Than Significant Impact	Analyzed In The Prior EIR
Would the project:			
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☐	☒
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒

Impact Discussion:

The GP EIR concluded this impact to be less than significant with mitigation.

a-c) The project includes a proposal to subdivide 78.76 acres into 54 residential lots, each lot to be one acre or more in size. The site is currently vacant and has not been previously developed.

A search of the National Register of Historic Places, the Office of Historic Preservation's list of California Historical Resources, and of the Register of Historic Places within San Joaquin County did not uncover any known historical resources on or near the project site as defined in CEQA Guidelines Section 15064.5.

The General Plan EIR lists the following mitigation to reduce impacts to less than significant:

NCR-6.10: Inadvertent Discovery of Cultural Resources. If prehistoric or historic-period archaeological resources are encountered during ground disturbing activities in the county, all activities within 100 feet shall halt and the County shall be notified. A Secretary of the Interior-qualified archaeologist shall inspect the findings within 24 hours of discovery. If it is determined that a project could damage a unique archaeological resource (as defined pursuant to the CEQA Guidelines), mitigation shall be implemented in accordance with PRC Section 21083.2 and Section 15126.4 of the CEQA Guidelines, with a preference for preservation in place. Consistent with Section 15126.4(b)(3), this may be accomplished through planning construction to avoid the resource; incorporating the resource within open space; capping and covering the resource; or deeding the site into a permanent conservation easement. If avoidance is not feasible, a qualified archaeologist shall prepare and implement a detailed treatment plan in consultation with the County. Treatment of unique archaeological resources shall follow the applicable requirements of PRC Section 21083.2. Treatment for most resources would consist of (but would not be limited to) sample excavation, artifact collection, site documentation, and historical research, with the aim to target the recovery of important scientific data contained in the portion(s) of the significant resource to be impacted by the project. The treatment plan shall include provisions for analysis of data in a regional context, reporting of results within a timely manner, curation of artifacts and data at an approved facility, and dissemination of reports to local and state repositories, libraries, and interested professionals.

Conclusion: As the Project will utilize the above mitigation steps, the Project would be consistent with the analysis within the GPU DEIR because it would not create new impacts, increase impacts, and there is no new information of substantial importance not identified within the GP DEIR.

	Significant Impact Peculiar to the project or Project Site	Significant Impact due to new Information	Impact Adequately Addressed in the General Plan EIR
VI. ENERGY.			
Would the project:			
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?	☐	☐	☒
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒

Impact Discussion:

The GP EIR concluded this impact to be less than significant with mitigation.

a-b) The project is a major subdivision with no development proposed at this time. However, when development does occur, the project will be required to comply with the 2022 California Green Building Standards Code and the Building Energy Efficiency Standards, which was created by the California Building Standards Commission in response to a legislative mandate to reduce California's energy consumption. The code's purpose is to advance the state's energy policy, develop renewable energy sources and prepare for energy emergencies. The code includes energy conservation standards applicable to most buildings throughout California. These requirements will be applicable to the proposed project in future development ensuring that any impact to the environment due to wasteful, inefficient, or unnecessary consumption of energy will be less than significant and preventing any conflict with state or local plans for energy efficiency and renewable energy.

Relevant GP Policies:

NCR-5.2: Alternative Energy. The County shall encourage residents, businesses, and energy providers to develop and use alternative, renewable energy sources, including but not limited to biomass, solar, wind, and geothermal. (

Conclusion: Implementation of policies, implementation programs, and reduction strategies in the 2035 General Plan as well as the standards of the 2022 Building Energy Efficiency Standards would assist in minimization of energy consumption associated with development.

VII. GEOLOGY AND SOILS.	Significant Impact Peculiar to the Project or Project Site	Significant Impact Due to New Information	Impact Adequately Addressed in the General Plan EIR
Would the project:			
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☒
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒
iv) Landslides?	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒
d) Be located on expansive soil and create direct or indirect risks to life or property?	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒

Impact Discussion:

The GP EIR concluded this impact to be less than significant.

a) The project includes a proposal to subdivide 78.76 acres into 54 residential lots, each lot to be one acre or more in size. The project site is located in the north county, in the rural community of Collierville. According to the California Department of Conservation's California Geological Survey, the project site is not located within an earthquake fault zone. However, similar to other areas located in seismically active Northern California, the project area is susceptible to strong ground shaking during an earthquake, although the site would not be affected by ground shaking more than any other area in the region.

The Project's future development would be required to comply with the most recent version of the California Building Code (CBC), which contains universal standards related to seismic load requirements and is codified within the San Joaquin County Ordinance Code under Section 8-1000. In addition, a soils report is required pursuant to CBC § 1803 for foundations and CBC appendix § J104 for grading. All recommendations of the Soils Report will be incorporated into the construction drawings. As a result, impacts associated with seismic ground shaking or possible ground liquefaction are expected to be less than significant.

The project site is located in an area that is relatively flat and does not contain any slopes that could result in landslides. Therefore, impacts associated with landslides are expected to be less than significant.

b) The project would not result in substantial soil erosion or the loss of topsoil because the project's future development will require a grading permit(s) in conjunction with a building permit(s). Therefore, the grading will be done under permit and inspection by the San Joaquin County Community Development Department's Building Division. As a result, impacts to soil erosion or loss of topsoil will be less than significant.

c) As part of the project design process, a soils report will be required for grading and foundations and all recommendations from a soils report must be incorporated into the construction plans for future development. As a result of these grading recommendations, which are required by the California Building Code (CBC), the project would not be susceptible to the effects of any potential lateral spreading, subsidence, or liquefaction. Compliance with the CBC and the engineering recommendations in the site-specific soils report would ensure structural integrity in the event that seismic-related issues are experienced at the project site. Therefore, impacts associated with unstable geologic units are expected to be less than significant.

d) The Soil Survey of San Joaquin County classifies the project site soil as having low expansive attributes. As a result, the effects of expansive soil on the project's future development are expected to be less than significant.

e) The project's future development will be served by a onsite septic systems for the disposal of wastewater. The Environmental Health Department required a soil suitability/nitrate loading study to determine the appropriate system and design for future development. The study has been submitted and approved. The sewage disposal systems must comply with the onsite wastewater treatment systems standards of San Joaquin County. A percolation test that meets absorption rates of the manual of septic tank practice or E.P.A. Design Manual for onsite wastewater treatment and disposal systems is required for each parcel. With these standards in place, only soils capable of adequately supporting the use of septic tanks will be approved for the septic system. As a result, impacts to soils from wastewater are expected to be less than significant.

f) The project area has not been determined to contain significant historic, prehistoric archeological artifacts, or unique geological features, that could be disturbed by project construction, therefore, damage to unique paleontological resources or sites or geologic features is expected to be less than significant.

Relevant GP Policies:

PHS-3.1: Consider Geologic Hazards for New Development. The County shall consider the risk to human safety and property from seismic and geologic hazards in designating the location and intensity for new development and the conditions under which that development may occur,

PHS-3.2: Location of Sensitive Land Uses. The County shall not approve any of the following land uses if they are located within one-eighth of a mile of any active fault or on soil that is highly susceptible to liquefaction: facilities necessary for emergency services; major utility lines and facilities; manufacturing plants using or storing hazardous materials; high occupancy structures, such as multifamily residences and large public assembly facilities; and facilities housing dependent populations, such as prisons, schools, and convalescent centers.

Conclusion: To reduce impacts, development plans are to include detailed site-specific construction methods that minimizes or eliminates potential damage in accordance with current policies of the California Building Code.

	Significant Impact Peculiar to the Project or Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the General Plan EIR
VIII. GREENHOUSE GAS EMISSIONS.			
Would the project:			
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒

Impact Discussion:

a-b) Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on earth. An individual project's GHG emissions are at a micro-scale level relative to global emissions and effects to global climate change; however, an individual project could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. As such, impacts related to emissions of GHG are inherently considered cumulative impacts.

Implementation of the proposed project would cumulatively contribute to increases of GHG emissions. Estimated GHG emissions attributable to future development would be primarily associated with increases of carbon dioxide (CO_2) and, to a lesser extent, other GHG pollutants, such as methane (CH_4) and nitrous oxide (N_2O) associated with area sources, mobile sources or vehicles, utilities (electricity and natural gas), water usage, wastewater generation, and the generation of solid waste. The primary source of GHG emissions for the project would be mobile source emissions. The common unit of measurement for GHG is expressed in terms of annual metric tons of CO_2 equivalents ($MTCO_2e$/yr).

As noted previously, the proposed project will be subject to the rules and regulations of the SJVAPCD. The SJVAPCD has adopted the *Guidance for Valley Land- use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA* and the *District Policy – Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as the Lead Agency.***1** The guidance and policy rely on the use of performance-based standards, otherwise known as Best Performance Standards (BPS) to assess significance of project specific greenhouse gas emissions on global climate change during the environmental review process, as required by CEQA. To be determined to have a less-than-significant individual and cumulative impact with regard to GHG emissions, projects must include BPS sufficient to reduce GHG emissions by 29 percent when compared to Business As Usual (BAU) GHG emissions. Per the SJVAPCD, BAU is defined as projected emissions for the 2002-2004 baseline period. Projects which do not achieve a 29 percent reduction from BAU levels with BPS alone are required to quantify additional project-specific reductions demonstrating a combined reduction of 29 percent. Potential mitigation measures may include, but not limited to: on-site renewable energy (e.g. solar photovoltaic systems), electric vehicle charging stations, the use of alternative-fueled vehicles, exceeding Title 24 energy efficiency standards, the installation of energy-efficient lighting and control systems, the installation of energy-efficient mechanical systems, the installation of drought-tolerant landscaping, efficient irrigation systems, and the use of low-flow plumbing fixtures.

It should be noted that neither the SJVAPCD nor the County provide project-level thresholds for construction-related GHG emissions. Construction GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change. As such, the analysis herein is limited to discussion of long-term operational GHG emissions.

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1 San Joaquin Valley Air Pollution Control District. *Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA*. December 17, 2009.San Joaquin Valley Air Pollution Control District. *District Policy Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as the Lead Agency*. December 17, 2009.

Relevant GP Policies and Implementation Programs:

PHS-6.7: New Development. The County shall require new development to incorporate all feasible mitigation measures to reduce construction and operational GHG emissions.

PHS-O: Monitor GHG Emissions. The County shall monitor GHG emissions a minimum of every five years and verify results of meeting the GHG emission reduction targets and goals.

IX. HAZARDS AND HAZARDOUS MATERIALS.	Significant Impact Peculiar to the Project or Project Site	Significant Impact Due to New Information	Impact Adequately Addressed in the General Plan EIR
Would the project:			
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒

Impact Discussion:

The GP EIR concluded the project would have no impact related to hazardous materials.

a-c) The project includes a proposal to subdivide 78.76 acres into 54 residential lots, each lot to be one acre or more in size. The project site is located in the north part of the county, in the rural community of Collierville. Future development will be required to abide by regulations related to the storage of hazardous materials which require the owner/operator to report the use or storage of these hazardous materials to the California Environmental Reporting System (CERS) and comply with all applicable federal, state, and local regulations pertaining to the storage of hazardous materials. In this way, impacts related to the use, transport, or disposal of hazardous materials are expected to be less than significant.

d) The project site is not listed as a hazardous materials site on the California Department of Toxic Substances Control EnviroStor database map, compiled pursuant to Government Code 65962.5 and, therefore, will not result in creating a significant hazard to the public or the environment.

e) The project site is located within the Lodi Airport area of influence (AIA) Zone 8 and is approximately 2 miles Northwest of the airport runway. Pursuant to the San Joaquin County Airport Land Use Compatibility Plan (Amended 2018), the current (2008) and future (2028) estimated noise exposure contours for marginal effects are approximately 1 mile away from the project site. Therefore, due to the project site's distance from the airport noise contours, the project's risk of exposing people residing or working in the project area to safety hazards or excessive noise is less than significant.

f) The County of San Joaquin Emergency Operations Plan is an all-hazards document describing the County's incident management structure, compliance with relevant legal statutes, other relevant guidelines, whole community engagement, continuity of government focus, and critical components of the incident management structure. According to the Emergency Operations Plan, major transportation route State Route 99, would be a possible evacuation route in the event of an emergency. The Project is located on the west side of State Route 99. The Project's effect on traffic at the State Route 99 and Liberty Road interchange was reviewed in a Technical Memorandum performed by Advanced Mobility Group and dated September 12, 2023. The memorandum concludes that, with the project addition, existing intersections at this interchange continued to operate at a level that meets the General Plan requirement for level of service. Therefore, the Project would not affect this route, and moreover, the Project would not affect the County's ability to implement its Emergency Operations Plan in the event of an emergency. Notwithstanding, the Project would not impede access to any public route that might be needed as an evacuation route. As a result, the Project's impact on emergency response or evacuation activities is expected to be less than significant.

g) The project location is not identified as a Community at Risk from Wildfire by Cal Fire's "Fire Risk Assessment Program". Communities at Risk from Wildfire are those places within 1.5 miles of areas of High or Very High wildfire threat as determined from CDF-FRAP fuels and hazard data. Therefore, the impact of wildfires on the project are expected to be less than significant.

Relevant GP Policies:

PHS-7.3: Control Hazardous Materials. The County shall require the use, storage, and disposal of hazardous materials and wastes to comply with local, State, and Federal safety standards.

PHS-7.4: County Hazardous Waste Management Plan. The County shall maintain and implement the County Hazardous Waste Management Plan.

PHS-7.10: Household Hazardous Waste. The County shall provide educational programs to inform the public about household hazardous waste and the proper disposal methods.

Conclusion: The project, a major subdivision, will not involve the transportation, use, or storage of hazardous materials and will have no impact related to such.

X. HYDROLOGY AND WATER QUALITY.	Significant Impact Peculiar to the Project or Project Site	Significant Impact Due to New Information	Impact Adequately Addressed in General Plan EIR
Would the project:			
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☒
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒
iv) impede or redirect flood flows?	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒

Impact Discussion:

The GP EIR determined impacts to be less than significant.

a) The proposed project includes a proposal to subdivide 78.76 acres into 54 residential lots, each lot to be one acre or more in size. The project site is located in the rural community of Collierville. Pursuant to Development Title Section 9-1120.4(b), subdivisions in a rural community with parcels less than 2 acres shall be served by a public water system, therefore, this is a requirement for this project. The applicant is required to establish a public water system and a non-County public utility agency must be formed to provide for the operation, maintenance and improvement of the water system. For sanitary sewer, the project proposes individual on-site septic systems for wastewater disposal. Development Title Section 9-1105.2(d)(6) states that, in non-agricultural zones, septic systems will only be considered for parcels over (2) acres or more in size, except in areas zoned Rural Residential, where parcels one acre or more in size will be

considered if served by a public water system and public storm drainage system. The project area is zoned Rural Residential and will receive storm drainage from County Service Area 29 (CSA29). A public water system must be established by the applicant to provide public water to the subdivision. Only if this happens can the subdivision move forward as currently designed. Construction of individual sewage disposal systems will be under permit and inspection by the Environmental Health Department to ensure that they comply with the onsite wastewater treatment system standards of San Joaquin County.

In summary, obeying the service standards of the Development Title and the construction standards of the County will ensure that impacts associated with water quality standards and waste discharge requirements are expected to be less than significant.

b) The proposed project is a proposal to subdivide 78.76 acres into 54 residential lots, each lot to be one acre or more in size. The project site is in the rural community of Collierville. The application is required to establish a public water system, and a non-County public utility agency must be formed to provide for the operation, maintenance and improvement of the water system. Although development of the site will create more impervious areas than currently exist, the large size of the parcels will allow for continued ground absorption of storm water. Therefore, the project's interference with groundwater recharging is expected to be less than significant and the project is not expected to impede sustainable groundwater management of the basin.

c) The current project is a residential subdivision. There is no construction proposed with this project. Future grading and soil-disturbing activities and the installation of new impervious surfaces will occur and at that time grading permits will be required which will require plans and grading calculations, including a statement of the estimated quantities of excavation and fill, prepared by a Registered Design Professional. In this way, any impacts to the existing drainage pattern of the site will be less than significant.

d) The flood zone information contained on the San Joaquin County Flood Information viewer is provided using the Digital Flood Insurance Rate Map data received from the US Department of Homeland Security, Federal Emergency Management Agency (FEMA). Pursuant to this information, the project site is currently located within a FEMA Designated Flood Hazard Area designated as zone X, A and AE. Approximately 65% of the 78.76 acres are located in Zone X which is an area determined to be outside the 0.2% annual chance (500-year) floodplain and will not be subject to regulations regarding flood hazards. For those structures that are built in Zones A or AE, which are areas subject to 1% annual chance (100-year) flood, the 100-year Flood Elevation will be approximately 42 feet. Development of this project will require compliance with Development Title Section 9-1605 regarding flood hazards

The County is located far enough inland that the threat of tsunami waves reaching the County is not likely. Seiche waves are typically formed in enclosed or semi-enclosed water bodies such as a lake or reservoir and triggered by unusual tides, winds or currents, or earthquake ground motions. No seiche waves have ever been recorded in San Joaquin County. Therefore, with the requirement to comply with flood hazard regulations, the project's risks due to flood hazard, tsunami or seiche is less than significant.

f) The current project is a residential subdivision. For future development, the applicant is required to establish a public water system and a non-County public utility agency must be formed to provide for the operation, maintenance and improvement of the water system. Future development will require permits from the Central Valley Regional Water Quality Control Board (CVRWQCB) to protect surface and groundwater on site and to ensure that the project doesn't conflict or obstruct a water quality control plan or sustainable groundwater management plan.

Relevant GP Policies:

NCR-3.5: Low Impact Development. The County shall require new development to mitigate stormwater quality and hydro-modification impacts through site design, source controls, runoff reduction measures, best management practices (BMPs), and Low Impact Development (LID).

NCR-3.7: Septic Tank Regulation. The County shall enforce its septic tank and onsite system regulations consistent with Central Valley Regional Water Quality Control Board policy that recognizes the County as the responsible agency to protect the water quality of surface water and groundwater.

PHS-2.5: New Development. The County shall require evaluation of potential flood hazards prior to approval of development projects to determine whether the proposed development is reasonably safe from flooding Consistent with the County's Flood Management Ordinance.

Conclusion: The General Plan policies and regulatory requirements for new development projects, in combination with flood management policies, would reduce impacts related to hydrology to less than significant.

	Significant Impact Peculiar to the Project or Project Site	Significant Impact Due to New Information	Impact Adequately Addressed in the General Plan EIR
XI. LAND USE AND PLANNING.			
Would the project:			
a) Physically divide an established community?	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒

Impact Discussion:

The GP EIR found impacts to be less than significant.

a) The proposed project includes a proposal to subdivide 78.76 acres into 54 residential lots, each lot to be one acre or more in size. The project site is in the rural community of Collierville in the northern part of the County. The project does not include construction of any feature that would impair mobility within an existing community, nor does it include removal of a means of access between a community and outlying area. The project site is not used as a connection between established communities. Instead, connectivity with the area surrounding the project is facilitated via local roadways. Therefore, the project will not result in dividing an established community.

b) The project includes a proposal to subdivide 78.76 acres into 54 residential lots, each lot to be one acre or more in size. A tentative map can't be approved unless it is possible to make findings related to consistency with the General Plan, Development Title, and other applicable provisions of the County Code.

The zoning of the project site is Rural Residential (R-R) with the General Plan designation of Rural Residential (R/R). The General Plan minimum size for parcels in the R/R designation is 1 acre. The lots resulting from the proposed subdivision are to be one acre or more in size, therefore the parcels will conform with size requirements.

In order to approve a tentative map, the General Plan requires that minimum standards be met for water, wastewater, and stormwater drainage system improvements (pgs. 3.2-37, 39, 41). In rural communities, the minimum standard calls for a public stormwater drainage system, a public water system, and onsite wastewater treatment systems. The applicant has submitted a will serve letter for stormwater drainage from San Joaquin County Public Works for County Service Area 29, which states that they have capacity to accept the applicant's subsequent development. The Public Works department has conditioned the project with the requirement that it be served by a public water system conforming to the requirements of the San Joaquin County Environmental Health Department and the Department of Public Works. This will require the applicant to establish a public water system and a non-County public utility agency must be formed to provide for the operation, maintenance and improvement of the water system. Only if this requirement is met can the subdivision move forward as currently designed.

No land use plan, policy, or regulation needs to be adopted for the purpose of avoiding or mitigating an environmental effect which could, in turn, cause a significant environmental impact. Therefore, the proposed application is consistent with the General Plan and Development Title and is anticipated to have a less-than-significant impact on land use and planning.

Relevant GP Policies:

LU-1.4: Encourage Infill Development. The County shall encourage infill development to occur in Urban and Rural Communities and City Fringe Areas within or adjacent to existing development in order to maximize the efficient use of land and use existing infrastructure with the capacity to serve new development. The County shall balance infill development within outward expansion of communities and new development in other unincorporated areas.

LU-4.1: New Residential Development. The County shall direct most new unincorporated residential development to areas within Urban and Rural Communities and City Fringe Areas.

Conclusion: Location of the subdivision and zoning in place, the impact on land use issues will be less than significant.

	Significant Impact Peculiar to the Project or Project Site	Significant Impact Due to New Information	Impact Adequately Addressed in the General Plan EIR
XII. MINERAL RESOURCES.			
Would the project:			
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☒

Impact Discussion:

The GP EIR concluded the impact to mineral resources will be less than significant.

a-b) Pursuant to the San Joaquin County General Plan Background Report, Chapter 10 - Natural Resources, the primary extractive resource in San Joaquin County is sand and gravel, with the principal areas of sand and gravel extraction located in the southwestern part of the county and along the Mokelumne, Calaveras, and Stanislaus rivers in the eastern portion of the county. The project site is in the northernmost part of the county and, pursuant to the California Geological Survey (CGS), the project site is in an unclassified area. However, the surrounding area has either been developed or used for agriculture without any mineral resource discoveries. Therefore, the project's impact on the loss of important minerals is expected to be less than significant.

Relevant GP Policies:

None.

Conclusion: By proposing land uses in areas known or likely not to be resource locations, impacts to mineral resources are expected to be less than significant.

	Significant Impact Peculiar to the Project or Project Site	Significant Impact Due to New Information	Impact Adequately Addressed in the General Plan EIR
XIII. NOISE.			
Would the project result in:			
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒
c) For a project within the vicinity of a private airstrip or an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒

Impact Discussion:

The GP EIR concluded that future projects with the potential to generate substantial noise or expose people to substantial noise would perform noise studies to determine if and what mitigation would be required to reduce impacts to less than significant.

a-b) The project includes a proposal to subdivide 78.76 acres into 54 residential lots, each lot to be one acre or more in size. The project site is located in the rural community of Collierville. If the subdivision is approved, the subsequent development projects may utilize equipment that will temporarily increase the area's ambient noise levels and will be required to comply with the County's Noise Ordinance, including Development Title Section 9-404.020(c) which exempts noise resulting from construction activity provided such activities do not take place before 6:00 a.m. or after 9:00 p.m. on any day. Therefore, noise impacts from the proposed project and impacts on vibrations are expected to be less than significant.

c) The project site is located within the Lodi Airport area of influence (AIA) Zone 8 and is approximately 2 miles northwest of the airport runway. Pursuant to the San Joaquin County Airport Land Use Compatibility Plan (Amended 2018), the current (2008) and future (2028) estimated noise exposure contours for marginal effects are approximately 1 mile away from the project site. Therefore, due to the project site's distance from the airport noise contours, the project's risk of exposing people residing or working in the project area to safety hazards or excessive noise is less than significant.

Relevant GP Policies and Implementing Programs:

PHS-9.1: Noise Standards for New Land Uses. The County shall require new development to comply with the noise standards shown in Tables 4.H-8 and 4.H-93 through proper site and building design, such as building orientation, setbacks, barriers, and building construction practices.

PHS-9.7: Require Acoustical Study. The County shall require a project applicant to prepare an acoustical study for any proposed new residential or other noise-sensitive development when the County determines the proposed development may expose people to noise levels exceeding acceptable General Plan noise levels.

PHS-Z: Revise Building Code to Incorporate Noise Standards. The County shall review and update the County Building Regulations, as necessary, to ensure consistency with the most recent noise standards contained in the California Building Code, and to include the standards contained in Tables 4.H-8 and 4.H-94, to include standards regulating noise from construction activities, and to facilitate a procedure for exemptions for special events, such as concerts and festivals.

Conclusion: An acoustical study concluded a sound wall is required on the west side of the property due to possible traffic noise impacts to residents on adjacent lots.

	Significant Impact Peculiar to the Project or Project Site	Significant Impact Due to New Information	Impact Adequately Addressed in the General Plan EIR
XIV. POPULATION AND HOUSING.			
Would the project:			
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒

Impact Discussion:

The GP EIR concluded impacts would be less than significant.

a-b) The project includes a proposal to subdivide 78.76 acres into 54 residential lots, each lot to be one acre or more in size. The project will not induce substantial unplanned population growth in the area either directly or indirectly because the project site is zoned for a rural residential subdivision and the General Plan designates the area for rural residential. The planned residential subdivision will provide planned housing. Additionally, the proposed project would not displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere because no residences will be removed. Therefore, the project's impact on population and housing is expected to be less than significant.

Relevant GP Policies and Implementing Program:

C-3.1: Rural Community Growth. The County shall plan Rural Communities to have minimal growth, mainly infill development in those communities with available land within their established boundaries, with expansion discouraged.

LU-1.4: Encourage Infill Development. The County shall encourage infill development to occur in Urban and Rural Communities and City Fringe Areas within or adjacent to existing development in order to maximize the efficient use of land and use existing infrastructure with the capacity to serve new development. The County shall balance infill development within outward expansion of communities and new development in other unincorporated areas.

Conclusion: Because the GP does not exceed State and regional projections for population growth by designating land for development, growth impacts would be less than significant.

	Significant Impact Peculiar to the Project or Project Site	Significant Impact Due to New Information	Impact Adequately Addressed in the General Plan EIR
XV. PUBLIC SERVICES.			
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:			
Fire protection?	☐	☐	☒
Police protection?	☐	☐	☒
Schools?	☐	☐	☒
Parks?	☐	☐	☒
Other public facilities?	☐	☐	☒

Impact Discussion:

The GP EIR determined impacts to be less than significant.

a) The project site is located in unincorporated San Joaquin County in the rural community of Collierville. The site is located in the Woodbridge Fire District, which provides fire, rescue, and emergency medical services to the rural communities of Woodbridge, Acampo, Lodi, Forest Lake, Flag City, and Tower Park. The district covers approximately 197 square miles and 500 nautical miles in the Delta and serves an approximate population of 15,000, with major highways including State Route 99, Interstate 5, and State Route 12. The district maintains 4 fire stations and staffs 4 engine companies through the staff of 1 chief, 1 administrative officer, 3 captains, 9 lieutenants, 5 firefighters, and 11 firefighter trainees. Annual calls average approximately 2,000.

Police protection services are provided to the project area by the San Joaquin County Sheriff's Office. The Sheriff's Office employs over 800 sworn and support personnel. The project site is located within the school district of the Galt Joint Union Elementary and High schools. With 9 schools, the school district provides learning opportunities to over 5,500 students. There are no public recreation facilities near the project site.

The public service agencies listed above were provided with the project proposal and invited to respond with any project concerns or conditions. The San Joaquin County Department of Parks and Recreation responded asking for the applicant to make a payment of fee in-lieu of land dedication. No other agencies responded with conditions or concerns. Therefore, the project is not expected to have a significant impact on the ability of these service providers to maintain current levels of service and the project's impact on these services is expected to be less than significant.

Relevant GP Policies:

NCR-2.3: San Joaquin County Multi-Species Habitat Conservation and Open Space Plan. The County shall continue to implement the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan to mitigate biological impacts resulting from open space land conversion.

NCR-8.7: Protect Resources. The County shall strive to protect the diverse resources upon which recreation is based, such as waterways, marsh lands, wildlife habitats, unique land and scenic features, and historical and cultural sites

Conclusion: With development occurring in an area where service systems already exist, impacts on public services will be less than significant, offset by developer payment of fire impact fees, standard school impact fees, and parkland in-lieu fees.

	Significant Impact Peculiar to the Project or Project Site	Significant Impact Due to New Information	Impact Adequately Addressed in the General Plan EIR
XVI. RECREATION.			
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒

Impact Discussion:

The GP EIR determined impacts to be less than significant.

a-b) The project includes a proposal to subdivide 78.76 acres into 54 residential lots, each lot to be one acre or more in size. While this will result in an increase in the number of residents in the region, there are no existing neighborhood and regional parks or other recreation facilities in the project area. The proposed project does not require the construction of recreational facilities, however, in response to the project referral, San Joaquin County Parks and Recreation is requiring the applicant pay a fee of $15,260 in-lieu of land dedication.

Relevant GP Policies:

NCR-8.22: Park Dedication and In-lieu Fees. The County shall require dedication of parkland or in-lieu fees for local parks until other methods of sufficient financing are established. In-lieu fees shall: • be collected for new developments proposed in those communities where the General Plan has identified a local recreation area; • include land acquisition and site development costs, such as grading, access, drainage, and fencing; and • be given to the agency providing local recreation facilities.

Conclusion: Impacts on recreation facilities will be less than significant, offset in part by parkland in-lieu fees from the developer for future recreation facility development.

	Significant Impact Peculiar to the Project or Project Site	Significant Impact Due to New Information	Impact Adequately Addressed in the General Plan EIR
XVII. TRANSPORTATION.			
Would the project:			
a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?	☐	☐	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☒

Impact Discussion:

The GP EIR determined any impacts can be mitigated to less than significant.

a) The project includes a proposal to subdivide 78.76 acres into 54 residential lots, each lot to be one acre or more in size. The project site is located on E. Liberty Road, between N. Lower Sacramento Road and State Route 99, one-half mile southeast of the City of Galt. The access to the project site is proposed from N. Lower Sacramento Road, a county-maintained road. Regional access to the site is provided by State Route 99, a north-south roadway.

Development Title Section 9-608.050(a)(2) allows the use of a Traffic Technical Memorandum to assess the impacts of a development project on the existing or planned street system in lieu of a Traffic Study when the development project exceeds the 50 vehicles per hour threshold, and the Director of Public Works deems that the existing roadway capacity and traffic operations are not expected to be significantly impacted as a result of the additional traffic generated by the project. This project was referred to the Department of Public Works which responded with the requirement for the applicant to submit a Technical Memorandum from a registered traffic engineer certifying that the proposed development will not degrade the level of service along adjacent roadways or intersections to unacceptable conditions. A Technical Memorandum performed by Advanced Mobility Group and dated September 12, 2023, found that, with the project addition, existing intersections continued to operate at a level that meets the General Plan requirement for level of service.

The Department of Public Works' project conditions require that all roadways within the subdivision be dedicated to the County and improved to County standards for a 50-foot right-of-way Rural Residential roadway. Additionally, the applicant will have to pay a fair share contribution for future improvements to the four area intersections that will be affected by the project.

Pursuant to Development Title Section 9-608.030, sidewalks are not required in Rural Residential zones. Therefore, in the project vicinity, existing roadways lack sidewalks and crosswalks and the project subdivision is not required to have sidewalks. Bicycle facilities do not currently exist in the project vicinity nor is there transit service within the project vicinity.

To conclude, the Traffic Memorandum's assessment and the Department of Public Work's conditions will ensure that the project's impact to a program plan, ordinance, or policy addressing the circulation system will be less than significant.

b) CEQA Guidelines section 15064.3 subdivision (b) requires evaluating a project's transportation impact using vehicle miles traveled. Vehicle miles traveled refers to the amount and distance of automobile travel attributable to the project.

The project includes a proposal to subdivide 78.76 acres into 54 residential lots, each lot to be one acre or more in size.

A Traffic Technical Memorandum was performed for the project which concluded that the proposed 54 single-family dwelling units is estimated to generate approximately 38 morning peak hour (6:00 – 8:00 a.m.) trips and 51 evening peak hour (4:00 – 6:00 p.m.) trips.

The proposed project is located approximately ¾ of a mile from the Liberty Road interchange with State Route 99. There are no transit corridors serving rural San Joaquin County.

Advanced Mobility Group (AMG) performed a VMT analysis and presented findings in a VMT Analysis Technical Memorandum dated June 7, 2024. AMG used the SJCOG RTP 2022 model for forecasts and analysis to comply with ECQA expectations related to SB743. The VMT per capita of the project scenarios were both 27.6. The San Joaquin County baseline VMT per capita calculated from the model is 23.4, and the threshold of 15% below baseline is 20.0. Based on available data of remote work, the estimated trip reduction resulted in approximately 18.76 VMT/Capita, which would result in the proposed project VMT/Capita being less than significant as it does not conflict with CEQA Guidelines section 15064.3, subdivision (b).

c) The project includes a proposal to subdivide 78.76 acres into 54 residential lots, each lot to be one acre or more in size. No alterations will be made to existing roadways outside of the project area. Roads in the subdivision will have to meet County standards for a 50-foot right-of-way Rural Residential road. Additionally, the project site is zoned R-R (Rural Residential) and the project is for a subdivision that will meet density and service requirements for a rural residential site. Therefore, the project will not increase hazards due to a design feature or incompatible use.

d) The project includes a proposal to subdivide 78.76 acres into 54 residential lots, each lot to be one acre or more in size. The project roads will be required to meet County standards for a 50-foot right-of-way Rural Residential road with adequate turnarounds for emergency vehicles. Each developed lot will be required to have a driveway and circulation route that meets the San Joaquin County Fire Chiefs' Association guidelines for providing fire apparatus access as required by the California Fire Code (CFC). Therefore, site will provide adequate space for fire trucks and emergency vehicles to enter and turn around, and the project's impact on emergency access is expected to be less than significant.

Relevant GP Policies and Implementation Programs:

TM-1.1: Transportation System Safety. The County shall require new development to provide transportation system improvements necessary to serve the development.

TM-1.15: Transportation Funding. The County shall support transportation system improvements by collecting fair share transportation impact fees from new development, supporting ballot measures to maintain existing and/or establish new sales tax revenue for the maintenance and improvement of transportation infrastructure, and applying for federal and state discretionary transportation funds.

TM-1.18: Capital Improvement Program. The County shall maintain a Transportation Capital Improvement Program consistent and commensurate with developer fees established as part of the County's AB1600 compliant traffic impact mitigation fee program.

TM-3.7: Frontage Standards. For developments that are located adjacent to a County roadway, the County shall require access onto County roads (i.e., driveways) to be built to County standards.

TM-A: Traffic Mitigation Fee. The County shall review and update, as necessary, its traffic impact mitigation and road improvement fees every five years.

TM-E: Traffic Studies. The County shall develop standards, criteria for defining significant impacts, and procedures for traffic studies to determine needed road improvements.

TM-G: Driveway Standards. The County shall develop and adopt access standards for driveways and other encroachments on County roads. On State highways, these standards shall be coordinated with Caltrans.

Conclusion: The impacts to transportation will be less than significant with the implementation of relevant programs in the 2035 General Plan related to transportation and circulation such as traffic impact mitigation and road improvement fees and traffic studies to determine needed road improvements.

	Significant Impact Peculiar to the Project or Project Site	Significant Impact Due to New Information	Impact Adequately Addressed in the General Plan EIR
XVIII. TRIBAL CULTURAL RESOURCES.			
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:			
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☒
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒

Impact Discussion:

The GP EIR determined that with mitigation impacts would be less than significant.

a)

i) The project site is not developed, therefore no buildings are listed on the State Office of Historic Preservation California Register or the National Register of Historic Places. Therefore, the project will not result in a substantial adverse change in the significance of a historical resource as defined by CEQA.

ii) The project includes a proposal to subdivide 78.76 acres into 54 residential lots, each lot to be one acre or more in size. The Wilton Rancheria Tribe has communicated an interest in the possibility of inadvertent discoveries of Tribal Cultural Resources (TCR) as the site is developed. The tribe has officially requested to be allowed to perform a Pedestrian Survey prior to any ground disturbance, perform Cultural Awareness with all staff and crew, and to have a compensated Tribal Monitor on site during all ground disturbing activities.

Additionally, at the time of development, if human remains are encountered, all work shall halt in the vicinity and the County Coroner shall be notified immediately. At the same time, a qualified archaeologist shall be contacted to evaluate the finds. If Human burials are found to be of Native American origin, steps shall be taken pursuant to Section 15064.5(e) of Guidelines for California Environmental Quality Act.

Relevant GP Policies:

NCR-6.5: Protect Archeological, Paleontological, and Historical Resources. The County shall protect significant archaeological, paleontological, and historical resources by requiring that an archaeological a cultural resources report be prepared by a qualified cultural resource specialist prior to the issuance of any discretionary permit or approval in areas determined to contain significant historic or prehistoric archaeological artifacts or

paleontological resources that could be disturbed by project construction. The County shall require feasible mitigation identified in the report, such as avoidance, testing, or data recovery efforts, to be implemented.

NCR-6.6: Tribal Consultation. The County shall consult with Native American tribes regarding proposed development projects and land use policy changes consistent with the State's Local and Tribal Intergovernmental Consultation requirements.

NCR-6.10: Inadvertent Discovery of Cultural Resources. If prehistoric or historic period archaeological resources are encountered during ground disturbing activities in the county, all activities within 100 feet shall halt and the County shall be notified. A Secretary of the Interior-qualified archaeologist shall inspect the findings within 24 hours of discovery. If it is determined that a project could damage a unique archaeological resource (as defined pursuant to the CEQA Guidelines), mitigation shall be implemented in accordance with PRC Section 21083.2 and Section 15126.4 of the CEQA Guidelines, with a preference for preservation in place. Consistent with Section 15126.4(b)(3), this may be accomplished through planning construction to avoid the resource; incorporating the resource within open space; capping and covering the resource; or deeding the site into a permanent conservation easement. If avoidance is not feasible, a qualified archaeologist shall prepare and implement a detailed treatment plan in consultation with the County. Treatment of unique archaeological resources shall follow the applicable requirements of PRC Section 21083.2. Treatment for most resources would consist of (but would not be limited to) sample excavation, artifact collection, site documentation, and historical research, with the aim to target the recovery of important scientific data contained in the portion(s) of the significant resource to be impacted by the project. The treatment plan shall include provisions for analysis of data in a regional context, reporting of results within a timely manner, curation of artifacts and data at an approved facility, and dissemination of reports to local and state repositories, libraries, and interested professionals.

Conclusion: Mitigation measures to protect cultural resources would reduce impacts to less than significant.

	Significant Impact Peculiar to the Project or Project Site	Significant Impact Due to New Information	Impact Adequately Addressed in the General Plan EIR
XIX. UTILITIES AND SERVICE SYSTEMS.			
Would the project:			
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒

Impact Discussion:

The GP EIR concluded impacts related to water could be significant but unavoidable; Impacts to other utility services would be less than significant.

a) The project is a proposal to subdivide 78.76 acres into 54 residential lots, each lot to be one acre or more in size. In order for the project to develop as currently designed, the applicant is required to form a public water system and a non-County public utility agency to provide for the operation, maintenance and improvement of a water system for the development. The design and implementation of the system must conform to the requirements of the San Joaquin County Environmental Health Department and the Department of Public Works which will prevent significant environmental effects. The project proposes utilizing onsite wastewater treatment systems. Storm drainage is provided by County Service Area 29 (CSA29), a public system. CSA29 has provided a will serve letter stating that it has the capacity to serve the proposed project.

b) The applicant is required to form a public water system and a non-County public utility agency to provide for the operation, maintenance and improvement of a water system for the development project. This will provide for a sufficient supply of water.

c) The project will utilize onsite sewage disposal systems constructed under permits from the Environmental Health Department and subject to the onsite wastewater treatment system regulations that comply with the standards of San Joaquin County.

d-e) The project is a proposal to subdivide 78.76 acres into 54 residential lots located in the Rural Community of Collierville, Collierville is in a mandatory refuse collection area of the County's Department of Public Works Solid Waste Division. Service is provided by Central Valley Waste. Per contract, the provider must utilize County designated sites for dumping. In the case of Collierville, the primary dump site is the North Valley Sanitary Landfill. The current closure date for this facility is 2046. This project is not anticipated to generate solid waste in excess of State and local standards and, with these arrangements, will be able to comply with all regulations related to solid waste.

Relevant GP Policies:

IS-1.2: Infrastructure Standards. The County shall require new developments that include improvements to existing infrastructure or new infrastructure to meet the requirements and standards of the County or other agencies providing services.

IS-2.6: New Development Requirements. The County shall require new development to provide water, sewer, stormwater, and/or street lighting service(s), using one of the following methods, subject to County review and approval: Fund the formation of a new Community Service District, Mello-Roos Community Facilities District or other non-County public utility agency that would perform ongoing maintenance.

IS-4.14: Water Quality Standards. The County shall require that water supplies serving new development meet State water quality standards. If necessary, the County shall require that water be treated to meet State standards and that a water quality monitoring program be in place prior to issuance of building permits.

IS-4.20: Water Efficient Landscaping. The County shall encourage water efficient landscaping and use of native, drought-tolerant plants consistent with the Model Landscape Ordinance.

IS-6.10: Alternative Rural Wastewater Systems. The County shall support the use of alternative onsite rural wastewater treatment systems for individual homes that meet the State Water Resources Control Board Onsite Wastewater Treatment Systems Policy and the approved Local Agency Management Plan.

IS-7.2: Stormwater Drainage System Standards. The County shall require the minimum standards for stormwater drainage system improvements provided in Table 4.N-3 for the approval of tentative maps and zone reclassifications.

LU-2.13: Soil Suitability Studies. The County shall require applications for residential zoning that would create a parcel or parcels of less than two acres with septic systems to prepare a soil suitability study and nitrate loading study and demonstrate that soil conditions can safely absorb wastewater in conformance with local health and water quality standards.

Conclusion: Because the 2035 General Plan has the potential to exceed surface water and groundwater availability, and it is uncertain whether water supplies can be secured to serve new development, water impacts would remain significant and unavoidable.

	Significant Impact Peculiar to the project or Project Site	Significant Impact Due to New Information	Impact Adequately Addressed in the General Plan EIR
XX. WILDFIRE.			
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:			
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒

Impact Discussion:

The GP EIR determined there would be no impacts.

a-d) The project location is located in the north end of the county in the Rural Community of Collierville, CA, at State Route 99. It is not identified as a Community at Risk from Wildfire by Cal Fire's "Fire Risk Assessment Program". Communities at Risk from Wildfire are those places within 1.5 miles of areas of High or Very High wildfire threat as determined from CDF-FRAP fuels and hazard data. Therefore, the impact of wildfires on the project are expected to be less than significant.

Relevant GP Policies and Implementation Programs:

PHS-1.5: Promote Individual Readiness. The County shall support educational programs that promote disaster preparedness protocols and procedures; disaster risk reduction; and individual readiness and self-sufficiency in emergencies.

PHS-4.1: Community Wildfire Protection Plan. The County shall maintain and implement the Community Wildfire Protection Plan as a mechanism for community input and identification of areas with high fire hazard risk.

PHS-4.2: Residential Densities in High Hazard Areas. The County shall restrict development to rural residential densities or lower and require on-site fire suppression measures in areas with high or extreme wildfire hazards.

PHS-4.3: Fire Prevention Measures. The County shall implement State recommendations for fire prevention in Fire Hazard Severity Zones and require new and/or existing development to provide clearance around structures, use fire-resistant ground cover, build with fire-resistant roofing materials, participate in fuel load reduction, and take other appropriate measures.

PHS-4.4: Clear Zones. The County shall require clear zones and regular weed abatement around residential structures in high fire hazard areas and assist property owners in identifying how clear zones should be maintained.

PHS-L: Community Wildfire Protection Plan. The County shall review and update the Community Wildfire Protection Plan every five years.

Conclusion: With implementation of policies related to wildfire, impacts could be less than significant.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE	Significant Impact Peculiar to the project or Project Site	Significant Impact Due to New Information	Impact Adequately Addressed in the General Plan EIR
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒

Impact Discussion:

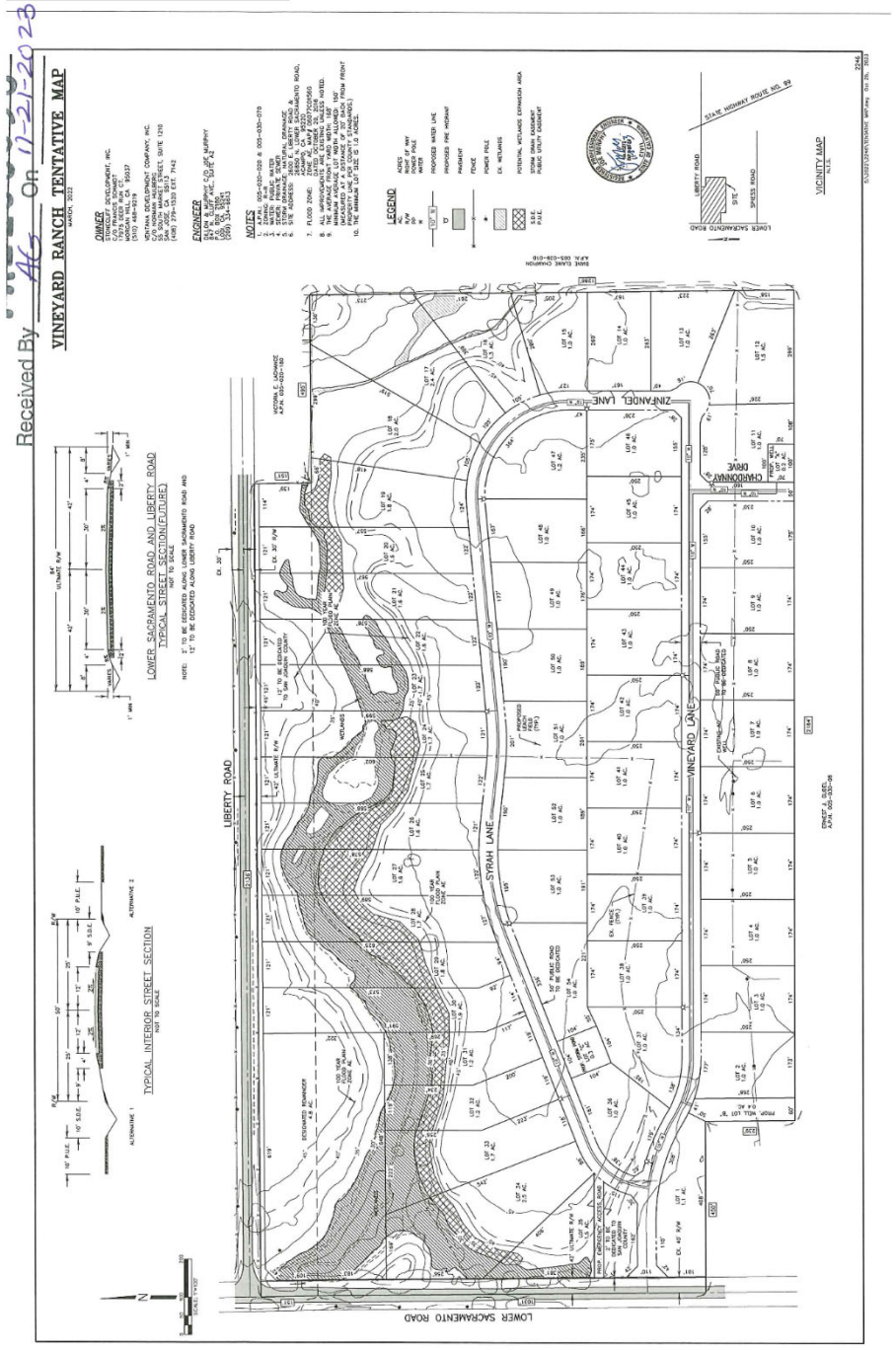
a-c) Review of this project has not indicated any features which might significantly impact the environmental quality of the site and/or surrounding area. Mitigation measures have been identified in areas where a potentially significant impact has been identified and these measures, included as conditions of approval, will reduce these impacts to a less than significant level.

SOURCES:

The following documents are reference information sources used for the purpose of this document:

1. County of San Joaquin. *San Joaquin County 2035 General Plan Environmental Impact Report*. October 2014.
2. Advanced Mobility Group. *Technical Memorandum for the Proposed Subdivision*. September 12, 2023.
3. Advanced Mobility Group. *Technical Memorandum for the Proposed Subdivision*. June 7, 2024.

ATTACHMENT A: SITE PLAN



ATTACHMENT B: TRAFFIC IMPACT ANALYSIS

AMG ADVANCED MOBILITY GROUP

Redefining Mobility.

To:	**Francis Schmidt** **Stonecliff Development**	**From:**	**Christopher Thnay, PE, AICP** **Andrea Flores, EIT**
Email:	*fschmidt@valuationconsultant.net*	Date:	September 12, 2023

Reference: Technical Memorandum for the Proposed Gudel Residential Development located near the Lower Sacramento Road/Liberty Road, Galt, CA 95632

The purpose of this technical memorandum is to present the results of our evaluation for the Proposed Gudel Residential Development located near the Lower Sacramento Road/Liberty Road, Galt, CA 95632. The proposed residential development consists of 54 dwelling units.

The scope of the Technical Memorandum study area was reviewed and approved by Public Works prior to commencement of any work[1].

Figure 1: Project Vicinity

Existing Street System

Important roadways adjacent to the Project site are discussed below:

Regional Roads

The Project site is located near the southeast quadrant of the intersection of Lower Sacramento Road/Liberty Road, Galt, CA. The Project site is served by the following regional roadways:

State Route 99 (SR99) is a major north-south regional highway that extends from Sacramento in the north to Bakersfield to the south. SR 99 is located approximately half (0.5) mile east of the Project site. SR 99 has four lanes in the immediate vicinity of the Project site. Access to and from SR 99 is provided by Liberty Road.

Local Roads

There are several key roadways within a mile of the Project area. These are key roadways that either connect the projects to SR 99 or provide local access.

Lower Sacramento Road is a north-south two-lane major collector adjacent to the project site and starts from slightly north of the project site and ends approximately six miles to the south at Turner Road in

[1] *Email to Frank Schmidt, May 17, 2023, Marilissa Loera, Associate Transportation Planner, San Joaquin County, Department of Public Works*

the City of Lodi. Note that Lower Sacramento Road becomes Lincoln Way in the City of Galt, north of the County Line. The average daily traffic (ADT) is approximately 4,500 vehicles per day (vpd).

Liberty Road is a two-lane east-west local roadway located less than 800 feet to the north of the project entrance. It provides access to SR 99 and starts at Lower Sacramento Road on the east and ends approximately 12 miles to the east at slightly past SR 88. The ADT is approximately 2,700 vpd.

N 99 Frontage Road is a two-lane frontage road that connects from Liberty Road in the north to the SR 99 Southbound Off-Ramp at Collier Road to the south.

Spiess Road is a two-lane east-west local roadway that connects Lower Sacramento Road in the west to the SR 99 Frontage Road to the east for approximately 4,000 feet.

Significance Criteria

As per the San Joaquin County 2035, General Plan Draft Environmental Report dated October 2014, CMP Level of Service - The County is to maintain and enforce Level of Service (LOS) standards consistent with the San Joaquin Council of Governments (SJCOG) Congestion Management Program (CMP) for State highways and designated County roadways and intersections of regional significance. Per the CMP, all designated CMP roadways and intersections shall operate at LOS D or better except for roadways with "grandfathered" LOS. LOS for State highways shall be maintained in cooperation with Caltrans. The County LOS standards for intersections is LOS "D" or better on Minor Arterials and roadways of higher classification and LOS "C" or better on all other roads. The County shall maintain the following:

- On State highways, LOS D or Caltrans standards whichever is stricter.
- Within a city's sphere of influence, LOS D, or the city planned standards for that level of service.

Existing Peak Hour Volumes

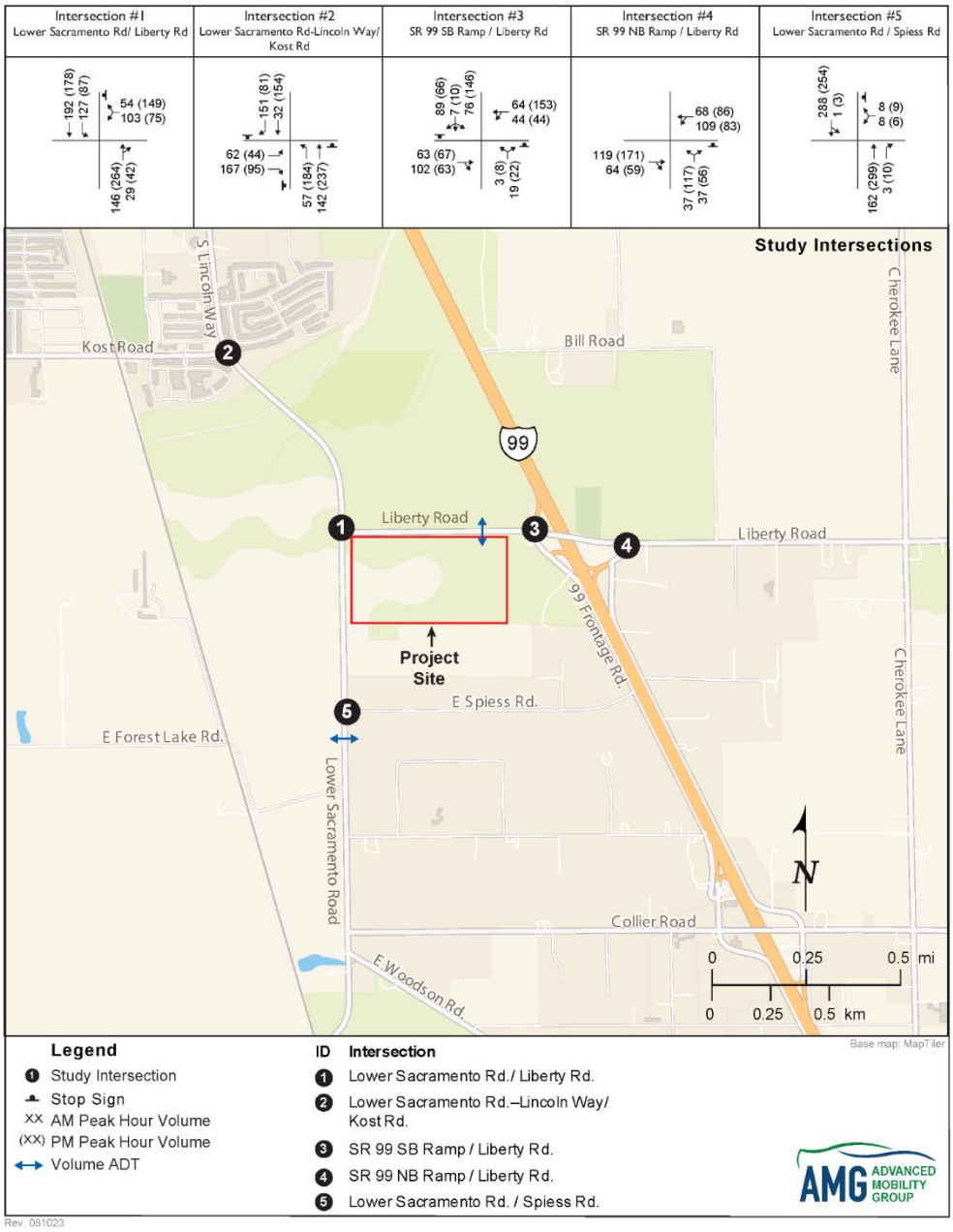
Intersection turning movement counts were collected for the four intersections on May 25, 2023. AMG evaluated existing traffic conditions at the selected study intersections during the AM (6-8) and PM (4-6) peak hour on a typical weekday. The results of the existing intersection turning movement counts are shown in **Figure 2**.

The study intersections and associated traffic controls are as follows:

1. Lower Sacramento Road/Liberty Road (One Way stop)
2. Lincoln Way/Kost Road (All Way stop)
3. SR 99 SB Ramp/Liberty Road (Two Way stop)
4. SR 99 NB Ramp/Liberty Road (One Way stop)
5. Lower Sacramento Road/Speiss Road (One Way stop)

Copies of the existing counts are contained in **Appendix A**.

San Joaquin County - Gudel Residential Development Technical Memorandum Study Figure
Existing Peak Hour Volumes, Lane Geometry, and Controls 2



Intersection Level of Service

To accurately model the traffic condition, AMG created a Synchro traffic analysis model to determine the intersection LOS. The Existing Conditions traffic operations were evaluated based on levels of service criteria using Synchro. Several intersection attributes (such as lane geometries, truck percentage and traffic control) were coded into the Synchro software model to evaluate the study intersections. All five intersections are unsignalized.

The results of the LOS analysis for the existing intersections are shown in **Table 1**. All the intersections operate at acceptable LOS D or better indicating acceptable conditions.

Table 1: Existing LOS of Study Intersections

			Existing			
ID	Intersection	Existing Control	A.M.		P.M.	
			Delay	LOS	Delay	LOS
1	Lower Sacramento Rd/Liberty Rd	OWSC	6.2	A	6.8	A
2	Lincoln Way/Kost Rd	AWSC	10.1	B	10.7	B
3	SR 99 SB Ramp/Liberty Rd	TWSC	6.2	A	7.5	A
4	SR 99 NB Ramp/Liberty Rd	OWSC	4.1	A	5.6	A
5	Lower Sacramento Rd/Speiss Rd	OWSC	0.6	A	0.4	A

Note:
OWSC: One-Way Stop Control, TWSC: Two-Way Stop Control, AWSC: All-Way Stop Control,
***A** - All Way Stop Control at # 3: SR 99 SB Ramp/Liberty Rd HCM 2010 Analysis*

Results of the levels of service calculations are contained in **Appendix B**.

Existing plus Approved and Significant Pending (No Project) Traffic Condition

The Existing Plus Approved and Significant Pending (No Project) Traffic Condition AM/PM condition is a near-term future background condition. Development of land uses, and roadway improvements associated with previously approved and significant pending projects are assumed for this scenario.

Based on discussions with the County, it was indicated that there is currently an application to develop a gas station, truck stop and amenities neat SR 99/Liberty Street to be considered.[2] The pending project consisted of a gas station, convenience store and quick serve restaurants.

[2] *Site plan was provided on June 27th 2023, email from County staff*

Trip Generation

Trip generation is defined as the number of "vehicle trips" produced by a particular land use or project. A trip is defined as a one-direction vehicle movement. The total number of trips generated by each land use includes the inbound and outbound trips.

Based on the 2008 Traffic Study Guidelines, the peak hour trip generation for a project should be estimated based on the *Trip Generation, 11th Edition (most current)*, published by the Institute of Transportation Engineers (ITE). In consultation with County staff, AMG used several ITE land use rates to estimate potential trip generation during the AM/PM peak hour.

Since the pending project includes a gas station and quick serve restaurants, Pass-By trips were used. Pass-By trips do not result in a route deviation for the existing vehicles as these vehicles are already traveling on a route that provides direct access to the project site. Therefore, these trips result in increased driveway traffic for the project site but do not result in an increase of traffic traveling through the network.

Since a gas station is involved, diverted link trips were also evaluated. Diverted link trips are those that would have been on the roadway network anyway but alter their path to visit the site. For example, for the proposed gas station near the interchange, diverted link trips are those that would come off the freeway and then go back to the freeway in their initial direction.

Taking into consideration pass-by trips, it is estimated that the project will generate approximately 308 and 278 new trips respectively during the AM and PM peak hours as shown in **Table 2**. AMG work closely with County staff and this was approved before we proceed towards distributing the trips onto the network.[3]

The trip distribution was estimated based on the existing traffic counts and was reviewed and approved by County staff and is shown in **Appendix C**.

The estimated pending project trips were distributed onto the study network and intersections based on the approved trip distributions.

Intersection Level of Service Analysis

This section presents the assessment of potential transportation impacts of the proposed Project. **Figure 3** shows the Existing plus Approved plus Pending Project (EPAPEN) Conditions peak hour turning movement volumes and lane geometry.

[3] *Email from staff of approval on August 7, 2023*

Table 2: Pending Project Trip Generation

Land Use	ITE Code	Size		A.M. Peak				P.M. Peak			
				Rate	In	Out	Total	Rate	In	Out	Total
Pending Project											
Gas Station	ITE 944	20	Fuel Station	10.3	103	103	206	13.9	140	140	279
Convenience Store	ITE 851	3.5	ksf	62.5	110	110	219	49.1	91	81	172
Quick Serve Restaurant	ITE 937	1.25	ksf	85.9	33	31	64	39.0	32	32	63
Quick Serve Restaurant	ITE 937	1.25	ksf	85.9	33	31	64	39.0	32	32	63
Total					***279***	***275***	***553***		***295***	***285***	***577***
Pass-By Trips											
Gas Station					65	65	130		88	88	176
Quick Serve Restaurant					59	56	115		64	59	123
New Trips											
					155	***154***	***308***		***143***	***138***	***278***

Note:
Based on ITE Source: ITE Trip Generation Manual 11th Edition, 2022
Pass-By Based on 2021 ITE
Quick Serve Restaurant (Coffee Shop): AM - 90%; PM - 98%
Gas Station: AM/PM: 63%
Diverted Trips: Gas Station: 21%

Table 3 shows the LOS under EPAPEN Conditions during the Peak Hour. Compared to the Existing scenario, all intersections operate acceptably at LOS D or better during both peak hours except the intersection of SR 99 SB Ramp/Liberty Road which is estimated to operate at **LOS F** during the PM peak hour. This is due to the significant amount of forecasted southbound left-turn traffic (216) during the PM peak hour as shown in **Figure 3**.

If the intersection is converted to All Way Stop Control (AWSC), the intersection will operate at LOS B or better. Detailed level of service worksheets is provided in **Appendix D**.

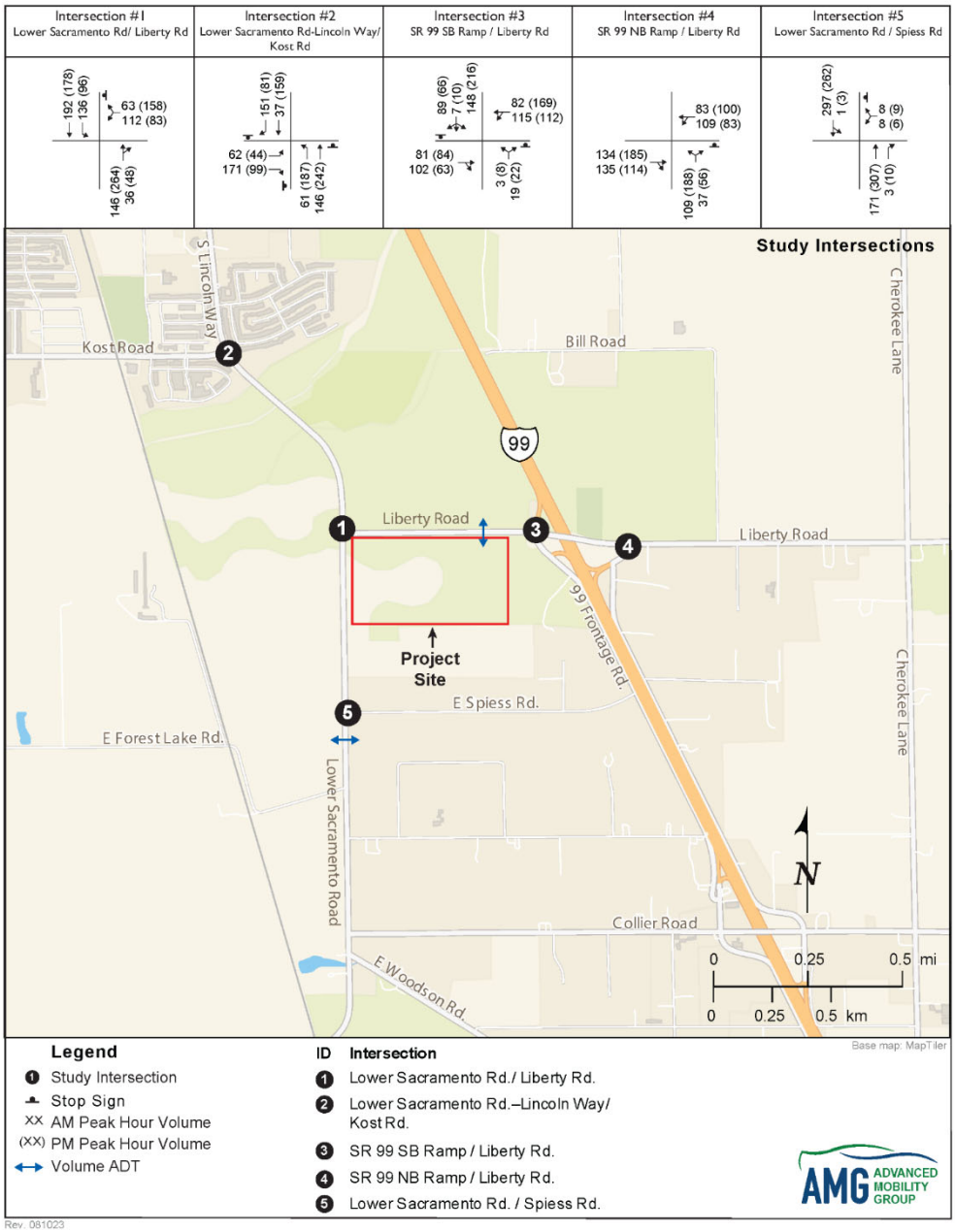
Table 3: Existing plus Approved and Significant Pending (No Project) Projects Peak Hour LOS

ID	Intersection	Existing Control	Existing+Pending				Existing+Pending (Mitigated) [A]			
			A.M.		P.M.		A.M.		P.M.	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Lower Sacramento Rd/Liberty Rd	OWSC	21.3	C	23.4	C	21.3	C	23.4	C
2	Lincoln Way/Kost Rd	AWSC	10.6	B	11.8	B	10.6	B	11.8	B
3	SR 99 SB Ramp/Liberty Rd	TWSC	28.8	D	59.2	F	13.0	B	14.7	B
4	SR 99 NB Ramp/Liberty Rd	OWSC	20.7	C	24.7	C	20.7	C	24.7	C
5	Lower Sacramento Rd/Speiss Rd	OWSC	11.3	B	11.5	B	11.3	B	11.5	B

Note:
OWSC: One-Way Stop Control, TWSC: Two-Way Stop Control, AWSC: All-Way Stop Control,
A - All Way Stop Control at # 3, SR 99 SB Ramp/Liberty Rd HCM 2010 Analysis

San Joaquin County - Gudel Residential Development Technical Memorandum Study Figure

Existing Plus Approved and Significant Pending Projects Peak Hour Volumes, Lane Geometry, and Controls 3



Existing plus Significant Pending plus Project Traffic Condition

The proposed Project is located on the southeast quadrant of the intersection of Lower Sacramento Road/Liberty Road. The proposed project driveway is located approximately 800 feet to the south of the intersection of Lower Sacramento Road/Liberty Road.

Trip Generation

Based on Trip Generation Manual, 11th Edition the proposed 54 single family dwelling units is estimated to generate approximately 38 and 51 peak hour trips, respectively during the AM and PM peak hours as shown in **Table 4**.

Table 4: Proposed Project Trip Generation

Land Use	ITE Code	Size		A.M. Peak				P.M. Peak			
				Rate	In	Out	Total	Rate	In	Out	Total
Proposed Project											
Low Density Residential	ITE 210	54	DU	0.7	10	28	38	0.94	32	19	51

Note:
ITE Source: ITE Trip Generation Manual 11th Edition, 2019

Intersection Level of Service Analysis

This section presents the assessment of potential transportation impacts of the proposed Project. **Figure 4** shows the Existing plus Significant Pending plus Project Conditions peak hour turning movement volumes and lane geometry.

Table 5 shows the LOS under EPAPP Conditions during the Peak Hour. Similar to the Existing plus Approved and Significant Pending scenario, all intersections operate acceptably at LOS D except the intersection of SR 99 SB Ramp/Liberty Road which is estimated to operate at **LOS F** during the PM peak hour. As in the previous Existing plus Pending project scenario, if the intersection is converted to All Way Stop Control (AWSC), the intersection will operate at LOS B or better. Since it is anticipated that the EPAP scenario will result in unacceptable LOS F at the intersection of SR99 SB Ramp at Liberty Road, it should be mitigated by that project (Liberty gas station).

Detailed level of service worksheets is provided in **Appendix E**.

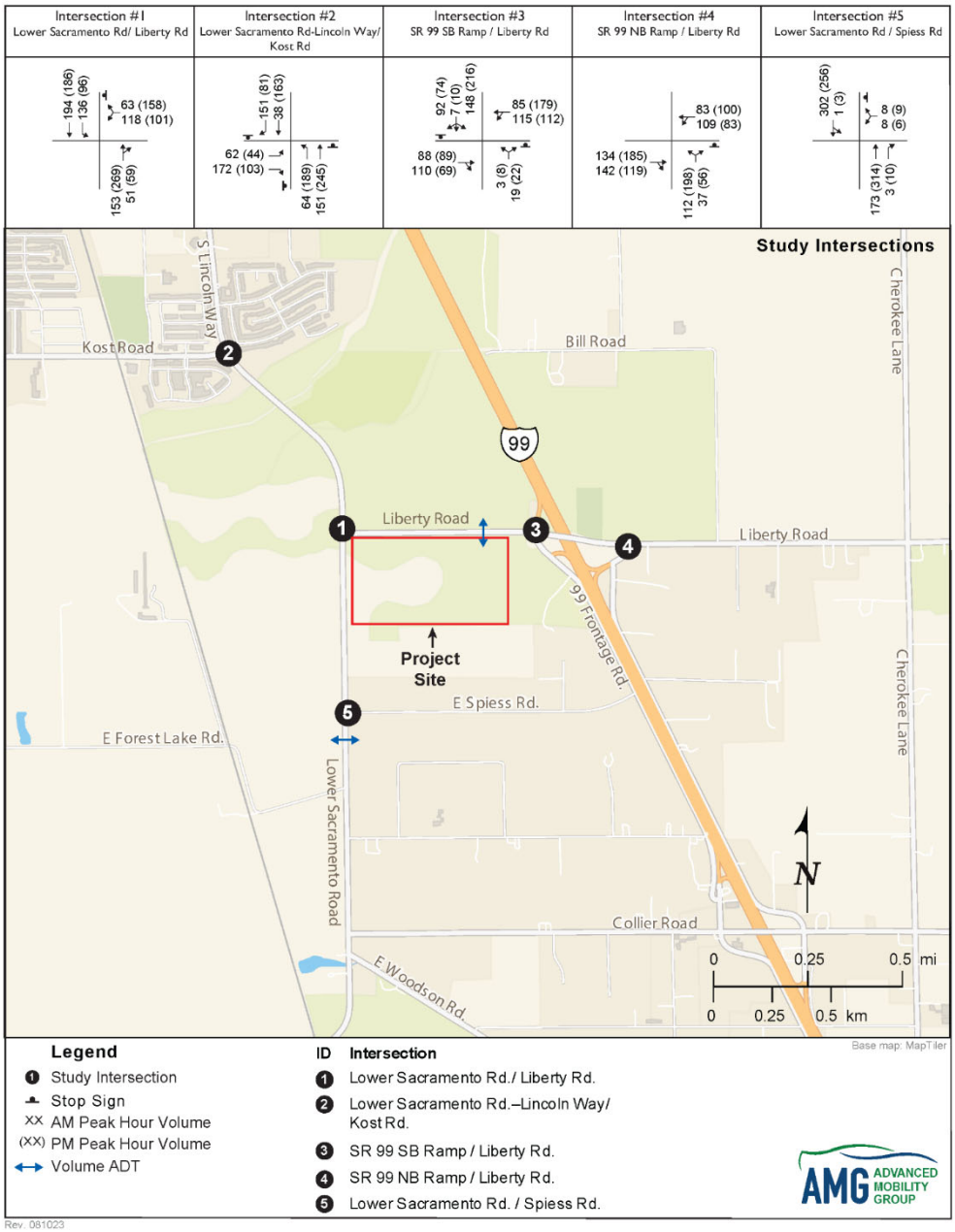
Table 5: Existing plus Significant Pending plus Project (EPAPP) Peak Hour LOS

ID	Intersection	Existing Control	Existing+Pending				Existing+Pending+ Project				Existing+Pending+ Project (Mitigated) [A]			
			A.M.		P.M.		A.M.		P.M.		A.M.		P.M.	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Lower Sacramento Rd/Liberty Rd	OWSC	21.3	C	23.4	C	23.4	C	29.9	D	23.4	C	29.9	D
2	Lincoln Way/Kost Rd	AWSC	10.6	B	11.8	B	10.7	B	12.0	B	10.7	B	12.0	B
3	SR 99 SB Ramp/Liberty Rd	TWSC	28.8	D	59.2	F	31.0	D	68.7	F	13.4	B	15.3	C
4	SR 99 NB Ramp/Liberty Rd	OWSC	20.7	C	24.7	C	21.3	C	26.5	D	21.3	C	26.5	D
5	Lower Sacramento Rd/Speiss Rd	OWSC	11.3	B	11.5	B	11.4	B	11.6	B	11.4	B	11.6	B

Note:
OWSC- One-Way Stop Control, TWSC- Two-Way Stop Control, AWSC- All-Way Stop Control,
[A] - All Way Stop Control at # 3- SR 99 SB Ramp/Liberty Rd HCM 2010 Analysis

San Joaquin County - Gudel Residential Development Technical Memorandum Study Figure 4

Existing Plus Approved Projects Plus Project Peak Hour Volumes, Lane Geometry, and Controls



Conclusions

- The existing levels of service (LOS) at all five study intersections operate at acceptable LOS D or better.
- A proposed pending project consisting of a gas station (20 fuel pumps), a convenience store and two quick serve restaurants are estimated to generate approximately 308 and 278 new trips respectively during the AM and PM peak hours. With the added traffic from the project, all intersections operate acceptably at LOS D or better during both peak hours except the two-way stop control intersection of SR 99 SB Ramp/Liberty Road which is estimated to operate at LOS F during the PM peak hour. If the intersection is converted to All Way Stop Control (AWSC), the intersection will operate at LOS B or better. Since it is anticipated that the EPAP scenario will result in unacceptable LOS F, it should be mitigated by the proposed Liberty gas station project.
- The proposed 54 single family dwelling units are estimated to generate approximately 38 and 51 peak hour trips, respectively during the AM and PM peak hours.
- Similar to the Existing plus Approved and Significant Pending scenario, all intersections operate acceptably at LOS D except the intersection of SR 99 SB Ramp/Liberty Road which is estimated to operate at **LOS F** during the PM peak hour. As was the case of the Existing plus Pending project scenario, if the intersection is converted to All Way Stop Control (AWSC), the intersection will operate at LOS B or better.

Appendix A

Existing Counts

TRAFFIC COUNTS PLUS
mietekm@comcast.net
925.305.4358

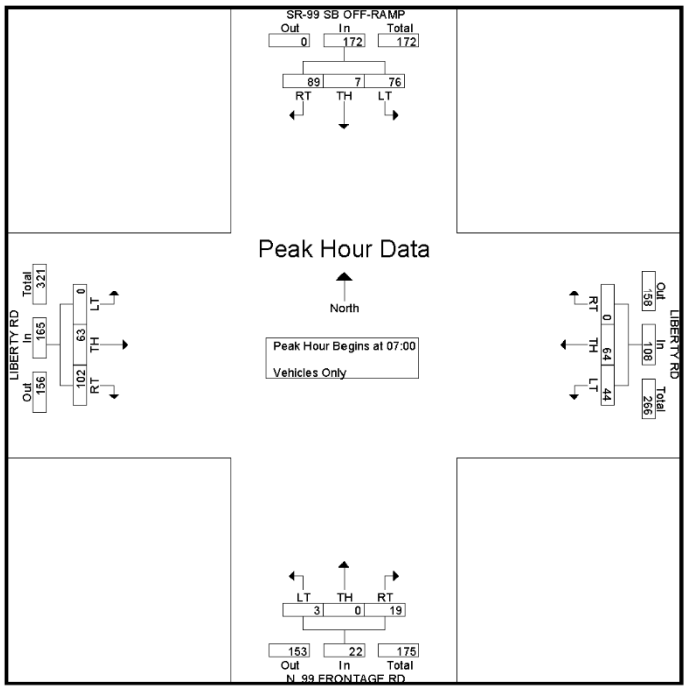
SAN JOAQUIN COUNTY
SR-99 SB Off-ramp & Liberty Rd.
Latitude: 38.233524
Longitude: -121.281694

File Name : 99 SB-liberty-a
Site Code : 3
Start Date : 5/25/2023
Page No : 1

Groups Printed- Vehicles Only

	SR-99 SB OFF-RAMP Southbound				LIBERTY RD Westbound				N. 99 FRONTAGE RD Northbound				LIBERTY RD Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	15	0	11	26	0	17	15	32	2	0	1	3	26	13	0	39	100
07:15	23	3	26	52	0	12	14	26	2	0	1	3	23	10	0	33	114
07:30	28	2	20	50	0	16	10	26	12	0	1	13	28	17	0	45	134
07:45	23	2	19	44	0	19	5	24	3	0	0	3	25	23	0	48	119
Total	89	7	76	172	0	64	44	108	19	0	3	22	102	63	0	165	467
08:00	17	3	20	40	0	16	9	25	2	0	1	3	11	17	0	28	96
08:15	14	1	30	45	0	17	12	29	2	0	1	3	13	20	0	33	110
08:30	13	7	21	41	0	11	7	18	4	0	1	5	15	6	0	21	85
08:45	14	1	22	37	0	12	5	17	4	0	2	6	11	9	0	20	80
Total	58	12	93	163	0	56	33	89	12	0	5	17	50	52	0	102	371
Grand Total	147	19	169	335	0	120	77	197	31	0	8	39	152	115	0	267	838
Apprch %	43.9	5.7	50.4		0	60.9	39.1		79.5	0	20.5		56.9	43.1	0		
Total %	17.5	2.3	20.2	40	0	14.3	9.2	23.5	3.7	0	1	4.7	18.1	13.7	0	31.9	

	SR-99 SB OFF-RAMP Southbound				LIBERTY RD Westbound				N. 99 FRONTAGE RD Northbound				LIBERTY RD Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00																	
07:00	15	0	11	26	0	17	**15**	**32**	2	0	**1**	3	26	13	0	39	100
07:15	23	**3**	**26**	**52**	0	12	14	26	2	0	1	3	23	10	0	33	114
07:30	**28**	2	20	50	0	16	10	26	**12**	0	1	**13**	**28**	17	0	45	**134**
07:45	23	2	19	44	0	**19**	5	24	3	0	0	3	25	**23**	0	**48**	119
Total Volume	89	7	76	172	0	64	44	108	19	0	3	22	102	63	0	165	467
% App. Total	51.7	4.1	44.2		0	59.3	40.7		86.4	0	13.6		61.8	38.2	0		
PHF	.795	.583	.731	.827	.000	.842	.733	.844	.396	.000	.750	.423	.911	.685	.000	.859	.871



TRAFFIC COUNTS PLUS
mietekm@comcast.net
925.305.4358

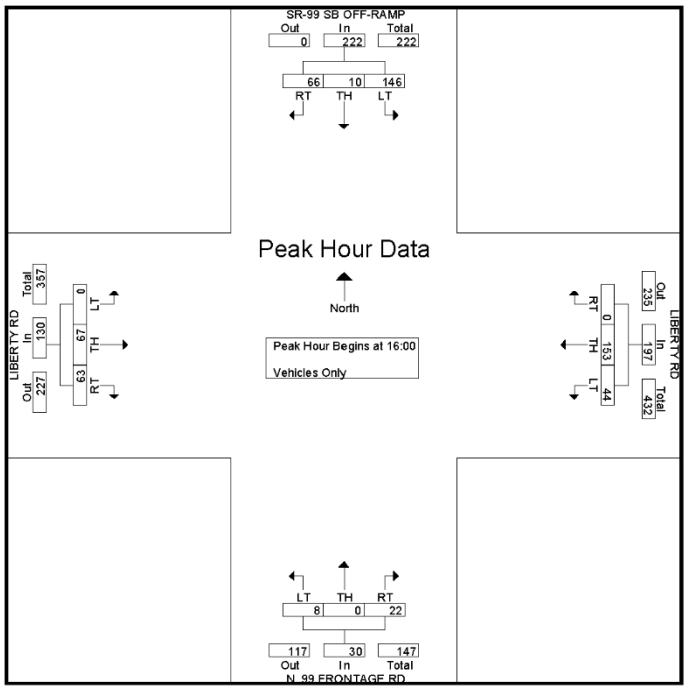
SAN JOAQUIN COUNTY
SR-99 SB Off-ramp & Liberty Rd.
Latitude: 38.233524
Longitude: -121.281694

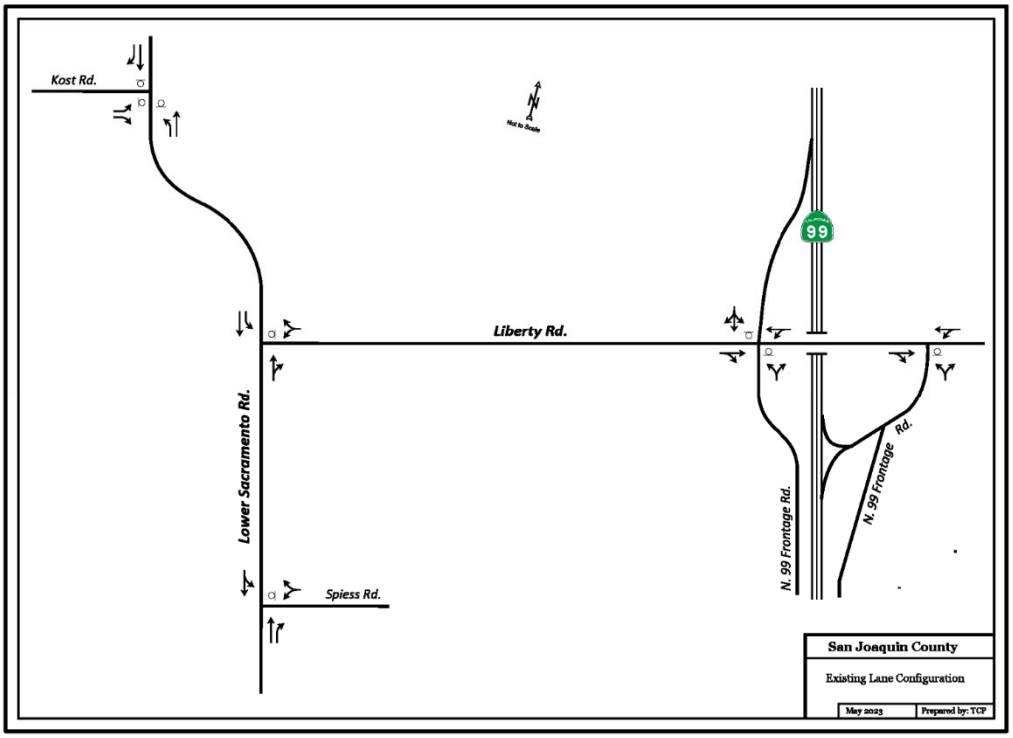
File Name : 99 sb-liberty-p
Site Code : 3
Start Date : 5/24/2023
Page No : 1

Groups Printed- Vehicles Only

	SR-99 SB OFF-RAMP Southbound				LIBERTY RD Westbound				N. 99 FRONTAGE RD Northbound				LIBERTY RD Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	18	4	38	60	0	38	8	46	4	0	2	6	16	15	0	31	143
16:15	20	2	41	63	0	40	16	56	4	0	1	5	18	18	0	36	160
16:30	14	4	30	48	0	28	12	40	7	0	3	10	15	15	0	30	128
16:45	14	0	37	51	0	47	8	55	7	0	2	9	14	19	0	33	148
Total	66	10	146	222	0	153	44	197	22	0	8	30	63	67	0	130	579
17:00	20	5	34	59	0	43	7	50	2	0	0	2	9	14	0	23	134
17:15	19	5	43	67	0	42	11	53	2	0	1	3	11	17	0	28	151
17:30	14	3	34	51	0	34	10	44	2	0	1	3	11	25	0	36	134
17:45	20	2	30	52	0	32	7	39	0	0	1	1	14	21	0	35	127
Total	73	15	141	229	0	151	35	186	6	0	3	9	45	77	0	122	546
Grand Total	139	25	287	451	0	304	79	383	28	0	11	39	108	144	0	252	1125
Apprch %	30.8	5.5	63.6		0	79.4	20.6		71.8	0	28.2		42.9	57.1	0		
Total %	12.4	2.2	25.5	40.1	0	27	7	34	2.5	0	1	3.5	9.6	12.8	0	22.4	

	SR-99 SB OFF-RAMP Southbound				LIBERTY RD Westbound				N. 99 FRONTAGE RD Northbound				LIBERTY RD Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:00																	
16:00	18	**4**	38	60	0	38	8	46	4	0	2	6	16	15	0	31	143
16:15	**20**	2	**41**	**63**	0	40	**16**	**56**	4	0	1	5	**18**	18	0	**36**	**160**
16:30	14	4	30	48	0	28	12	40	7	0	**3**	**10**	15	15	0	30	128
16:45	14	0	37	51	0	**47**	8	55	7	0	2	9	14	**19**	0	33	148
Total Volume	66	10	146	222	0	153	44	197	22	0	8	30	63	67	0	130	579
% App. Total	29.7	4.5	65.8		0	77.7	22.3		73.3	0	26.7		48.5	51.5	0		
PHF	.825	.625	.890	.881	.000	.814	.688	.879	.786	.000	.667	.750	.875	.882	.000	.903	.905




Kost Rd.
Liberty Rd.
Lower Sacramento Rd.
Spiess Rd.
99
N. 99 Frontage Rd.
N. 99 Frontage Rd.
San Joaquin County
Existing Lane Configuration
May 2023
Prepared by: TCP

TRAFFIC COUNTS PLUS
mletekm@comcast.net
925.305.4358

Page 1

SAN JOAQUIN COUNTY
LIBERTY RD. - LOWER SACRAMENTO RD. TO SR 99

liberty2
Site Code: 2e

EASTBOUND

Start Time	Motor.	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/24/23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	2	71	28	1	10	1	0	7	0	0	0	0	0	5	125
16:00	3	71	35	3	12	1	0	0	1	0	0	0	0	5	131
17:00	1	73	19	1	16	0	0	1	0	0	0	0	0	2	113
18:00	3	54	27	0	11	0	0	1	0	0	0	0	0	2	98
19:00	0	31	18	0	7	0	0	1	0	0	0	0	0	2	59
20:00	1	24	13	0	7	0	0	1	0	0	0	0	0	0	46
21:00	0	19	14	0	4	0	0	1	0	0	0	0	0	0	38
22:00	1	8	5	0	1	0	0	0	0	0	0	0	0	0	15
23:00	0	9	1	0	1	0	0	0	0	0	0	0	0	0	11
Total	11	360	160	5	69	2	0	12	1	0	0	0	0	16	636
Percent	1.7%	56.6%	25.2%	0.8%	10.8%	0.3%	0.0%	1.9%	0.2%	0.0%	0.0%	0.0%	0.0%	2.5%	
AM Peak															
Vol.															
PM Peak	16:00	17:00	16:00	16:00	17:00	15:00		15:00	16:00					15:00	
Vol.	3	73	35	3	16	1		7	1					5	

SAN JOAQUIN COUNTY
LIBERTY RD. - LOWER SACRAMENTO RD. TO SR 99

liberty2
Site Code: 2e

EASTBOUND

Start Time	Motor.	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/25/23	0	7	0	0	1	0	0	0	0	0	1	0	0	1	10
01:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
02:00	0	6	5	0	0	0	0	0	0	0	0	0	0	0	11
03:00	0	11	5	0	4	0	0	0	0	0	0	0	0	0	20
04:00	0	36	9	0	6	1	0	0	0	0	1	0	0	0	53
05:00	0	73	18	0	8	1	0	0	4	0	0	0	0	1	105
06:00	2	72	23	0	10	1	0	1	0	0	0	0	0	2	111
07:00	2	87	50	1	20	0	0	3	3	0	0	0	0	1	167
08:00	0	57	24	1	9	0	0	2	1	0	0	0	0	7	101
09:00	0	44	21	0	9	0	0	6	0	0	0	0	0	4	84
10:00	0	46	12	0	13	0	0	0	1	1	0	0	0	0	73
11:00	1	43	19	0	5	0	0	3	2	0	0	0	0	0	73
12 PM	0	30	14	1	12	0	0	3	0	0	0	0	0	0	60
13:00	1	48	24	0	9	0	0	5	0	0	0	0	0	1	88
14:00	0	53	27	2	15	0	0	0	2	0	0	0	0	2	101
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	6	619	252	5	121	3	0	23	13	1	2	0	0	19	1064
Percent	0.6%	58.2%	23.7%	0.5%	11.4%	0.3%	0.0%	2.2%	1.2%	0.1%	0.2%	0.0%	0.0%	1.8%	
AM Peak	06:00	07:00	07:00	07:00	07:00	04:00		09:00	05:00	10:00	00:00			08:00	
Vol.	2	87	50	1	20	1		6	4	1	1			7	
PM Peak	13:00	14:00	14:00	14:00	14:00			13:00	14:00					14:00	
Vol.	1	53	27	2	15			5	2					2	
Grand Total	17	979	412	10	190	5	0	35	14	1	2	0	0	35	1700
Percent	1.0%	57.6%	24.2%	0.6%	11.2%	0.3%	0.0%	2.1%	0.8%	0.1%	0.1%	0.0%	0.0%	2.1%	

TRAFFIC COUNTS PLUS
mletekm@comcast.net
925.305.4358

SAN JOAQUIN COUNTY
LIBERTY RD. - LOWER SACRAMENTO RD. TO SR 99

liberty2
Site Code: 2e

WESTBOUND

Start Time	Motor.	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/24/23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	1	160	48	4	25	2	0	2	1	0	0	0	0	6	249
16:00	3	131	61	1	18	0	0	3	1	0	2	0	0	6	226
17:00	2	156	51	0	14	1	0	3	1	0	0	0	0	1	229
18:00	0	86	33	0	12	1	0	1	1	0	0	0	0	3	137
19:00	1	73	16	0	9	0	0	0	0	0	0	0	0	0	99
20:00	0	57	15	0	6	0	0	0	0	0	0	0	0	0	78
21:00	0	46	18	0	5	0	0	0	0	0	0	0	0	0	69
22:00	1	31	6	0	3	0	0	0	1	0	0	0	0	0	42
23:00	0	20	7	0	2	0	0	0	0	0	0	0	0	0	29
Total	8	760	255	5	94	4	0	9	5	0	2	0	0	16	1158
Percent	0.7%	65.6%	22.0%	0.4%	8.1%	0.3%	0.0%	0.8%	0.4%	0.0%	0.2%	0.0%	0.0%	1.4%	
AM Peak															
Vol.															
PM Peak	16:00	15:00	16:00	15:00	15:00	15:00		16:00	15:00		16:00			15:00	
Vol.	3	160	61	4	25	2		3	1		2			6	

TRAFFIC COUNTS PLUS
mletekm@comcast.net
925.305.4358

SAN JOAQUIN COUNTY
LIBERTY RD. - LOWER SACRAMENTO RD. TO SR 99

liberty2
Site Code: 2e

WESTBOUND

Start Time	Motor.	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/25/23	0	14	2	0	0	0	0	0	0	0	0	0	0	0	16
01:00	1	7	0	0	1	0	0	0	0	0	0	0	0	0	9
02:00	0	8	5	0	1	0	0	0	1	0	0	0	0	0	15
03:00	0	4	2	0	0	0	0	0	1	0	0	0	0	0	7
04:00	0	15	5	0	3	3	0	0	2	0	0	0	0	0	28
05:00	1	26	21	0	4	0	0	1	1	0	0	0	0	1	55
06:00	1	43	13	3	10	0	0	4	3	0	0	0	0	3	80
07:00	1	94	38	2	13	1	0	3	2	0	0	0	0	3	157
08:00	0	65	35	1	12	0	0	5	0	0	0	0	0	0	118
09:00	0	54	23	0	9	1	0	3	0	0	2	0	0	4	96
10:00	1	55	24	0	17	0	0	3	0	0	0	0	0	1	101
11:00	0	88	33	1	11	0	0	3	2	0	0	0	0	0	138
12 PM	0	74	35	1	15	2	0	2	0	0	0	0	0	0	129
13:00	0	84	36	0	9	0	0	5	0	0	0	0	0	1	135
14:00	0	135	41	3	18	0	0	2	1	0	1	0	0	2	203
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	5	766	313	11	123	7	0	31	13	0	3	0	0	15	1287
Percent	0.4%	59.5%	24.3%	0.9%	9.6%	0.5%	0.0%	2.4%	1.0%	0.0%	0.2%	0.0%	0.0%	1.2%	
AM Peak	01:00	07:00	07:00	06:00	10:00	04:00		08:00	06:00		09:00			09:00	
Vol.	1	94	38	3	17	3		5	3		2			4	
PM Peak		14:00	14:00	14:00	14:00	12:00		13:00	14:00		14:00			14:00	
Vol.		135	41	3	18	2		5	1		1			2	
Grand Total	13	1526	568	16	217	11	0	40	18	0	5	0	0	31	2445
Percent	0.5%	62.4%	23.2%	0.7%	8.9%	0.4%	0.0%	1.6%	0.7%	0.0%	0.2%	0.0%	0.0%	1.3%	

TRAFFIC COUNTS PLUS
mietekm@comcast.net
925.305.4358

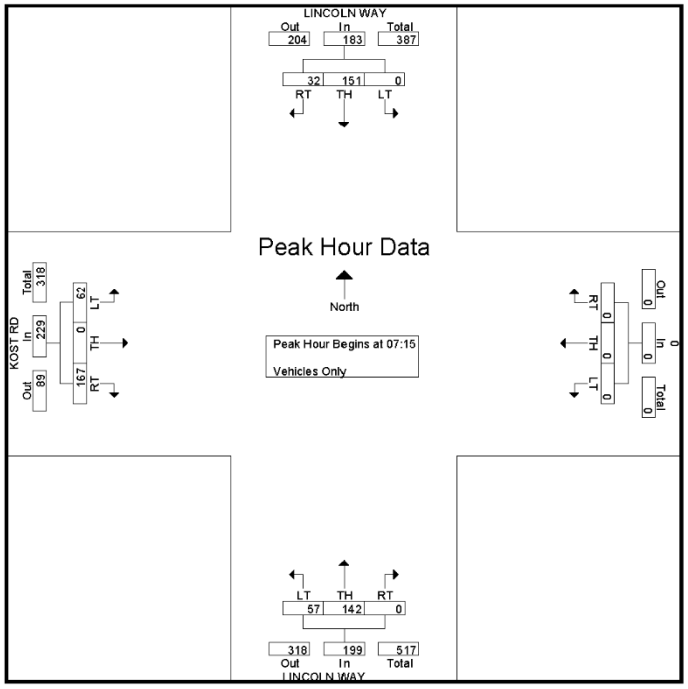
CITY OF GALT
Lincoln Way & Kost Rd.
Latitude: 38.240456
Longitude: -121.296733

File Name : lincoln-kost-a
Site Code : 2
Start Date : 5/25/2023
Page No : 1

Groups Printed- Vehicles Only

	LINCOLN WAY Southbound				0 Westbound				LINCOLN WAY Northbound				KOST RD Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	1	30	0	31	0	0	0	0	0	21	19	40	38	0	12	50	121
07:15	7	32	0	39	0	0	0	0	0	31	14	45	43	0	13	56	140
07:30	4	31	0	35	0	0	0	0	0	35	17	52	62	0	12	74	161
07:45	12	53	0	65	0	0	0	0	0	36	13	49	45	0	22	67	181
Total	24	146	0	170	0	0	0	0	0	123	63	186	188	0	59	247	603
08:00	9	35	0	44	0	0	0	0	0	40	13	53	17	0	15	32	129
08:15	8	33	0	41	0	0	0	0	0	36	11	47	18	0	12	30	118
08:30	5	23	0	28	0	0	0	0	0	22	9	31	20	0	11	31	90
08:45	7	27	0	34	0	0	0	0	0	30	9	39	6	0	8	14	87
Total	29	118	0	147	0	0	0	0	0	128	42	170	61	0	46	107	424
Grand Total	53	264	0	317	0	0	0	0	0	251	105	356	249	0	105	354	1027
Apprch %	16.7	83.3	0		0	0	0		0	70.5	29.5		70.3	0	29.7		
Total %	5.2	25.7	0	30.9	0	0	0	0	0	24.4	10.2	34.7	24.2	0	10.2	34.5	

	LINCOLN WAY Southbound				0 Westbound				LINCOLN WAY Northbound				KOST RD Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15																	
07:15	7	32	0	39	0	0	0	0	0	31	14	45	43	0	13	56	140
07:30	4	31	0	35	0	0	0	0	0	35	**17**	52	**62**	0	12	74	161
07:45	**12**	**53**	0	**65**	0	0	0	0	0	36	13	49	45	0	**22**	67	**181**
08:00	9	35	0	44	0	0	0	0	0	**40**	13	**53**	17	0	15	32	129
Total Volume	32	151	0	183	0	0	0	0	0	142	57	199	167	0	62	229	611
% App. Total	17.5	82.5	0		0	0	0		0	71.4	28.6		72.9	0	27.1		
PHF	.667	.712	.000	.704	.000	.000	.000	.000	.000	.888	.838	.939	.673	.000	.705	.774	.844



TRAFFIC COUNTS PLUS
mietekm@comcast.net
925.305.4358

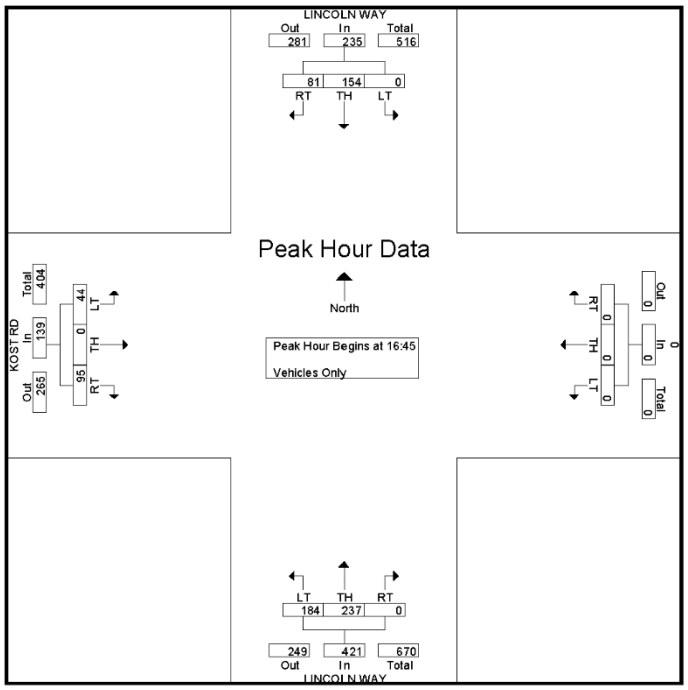
CITY OF GALT
Lincoln Way & Kost Rd.
Latitude: 38.240456
Longitude: -121.296733

File Name : lincoln-kost-P
Site Code : 2
Start Date : 5/24/2023
Page No : 1

Groups Printed- Vehicles Only

	LINCOLN WAY Southbound				0 Westbound				LINCOLN WAY Northbound				KOST RD Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	11	49	0	60	0	0	0	0	0	57	33	90	26	0	17	43	193
16:15	12	35	0	47	0	0	0	0	0	66	44	110	31	0	16	47	204
16:30	17	40	0	57	0	0	0	0	0	60	27	87	25	0	13	38	182
16:45	9	38	0	47	0	0	0	0	0	68	50	118	21	0	9	30	195
Total	49	162	0	211	0	0	0	0	0	251	154	405	103	0	55	158	774
17:00	29	42	0	71	0	0	0	0	0	58	53	111	17	0	10	27	209
17:15	21	35	0	56	0	0	0	0	0	51	38	89	27	0	13	40	185
17:30	22	39	0	61	0	0	0	0	0	60	43	103	30	0	12	42	206
17:45	16	30	0	46	0	0	0	0	0	49	23	72	28	0	7	35	153
Total	88	146	0	234	0	0	0	0	0	218	157	375	102	0	42	144	753
Grand Total	137	308	0	445	0	0	0	0	0	469	311	780	205	0	97	302	1527
Apprch %	30.8	69.2	0		0	0	0		0	60.1	39.9		67.9	0	32.1		
Total %	9	20.2	0	29.1	0	0	0	0	0	30.7	20.4	51.1	13.4	0	6.4	19.8	

	LINCOLN WAY Southbound				0 Westbound				LINCOLN WAY Northbound				KOST RD Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	9	38	0	47	0	0	0	0	0	**68**	50	**118**	21	0	9	30	195
17:00	**29**	**42**	0	**71**	0	0	0	0	0	58	**53**	111	17	0	10	27	**209**
17:15	21	35	0	56	0	0	0	0	0	51	38	89	27	0	**13**	40	185
17:30	22	39	0	61	0	0	0	0	0	60	43	103	**30**	0	12	**42**	206
Total Volume	81	154	0	235	0	0	0	0	0	237	184	421	95	0	44	139	795
% App. Total	34.5	65.5	0		0	0	0		0	56.3	43.7		68.3	0	31.7		
PHF	.698	.917	.000	.827	.000	.000	.000	.000	.000	.871	.868	.892	.792	.000	.846	.827	.951



TRAFFIC COUNTS PLUS
mletekm@comcast.net
925.305.4358

SAN JOAQUIN COUNTY
LOWER SACRAMENTO RD. - LIBERTY RD. to SPIESS RD.

lower sac1
Site Code: 1s

SOUTHBOUND

Start Time	Motor.	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/24/23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	3	167	58	1	38	2	1	1	0	0	1	0	0	10	282
16:00	3	141	67	0	38	0	0	3	0	0	1	0	0	6	259
17:00	2	155	52	0	32	3	0	2	1	0	0	0	0	4	251
18:00	1	98	36	0	20	0	0	0	1	0	0	0	0	1	157
19:00	2	82	29	0	12	0	0	1	0	0	0	0	0	0	126
20:00	0	58	22	1	8	0	0	0	0	0	0	0	0	0	89
21:00	0	46	18	0	7	0	0	0	0	0	0	0	0	0	71
22:00	0	28	6	0	2	0	0	0	1	0	0	0	0	0	37
23:00	0	15	2	0	4	0	0	0	0	0	0	0	0	0	21
Total	11	790	290	2	161	5	1	7	3	0	2	0	0	21	1293
Percent	0.9%	61.1%	22.4%	0.2%	12.5%	0.4%	0.1%	0.5%	0.2%	0.0%	0.2%	0.0%	0.0%	1.6%	
AM Peak															
Vol.															
PM Peak	15:00	15:00	16:00	15:00	15:00	17:00	15:00	16:00	17:00		15:00			15:00	
Vol.	3	167	67	1	38	3	1	3	1		1			10	

TRAFFIC COUNTS PLUS
mletekm@comcast.net
925.305.4358

SAN JOAQUIN COUNTY
LOWER SACRAMENTO RD. - LIBERTY RD. to SPIESS RD.

lower sac1
Site Code: 1s

SOUTHBOUND

Start Time	Motor.	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/25/23	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	2	1	0	2	0	0	0	0	0	0	0	0	0	5
02:00	0	7	3	0	4	0	0	0	1	0	0	0	0	0	15
03:00	0	10	2	0	3	0	0	0	0	0	0	0	0	0	15
04:00	0	24	11	0	3	3	0	1	3	0	0	0	0	0	45
05:00	1	50	20	0	20	0	0	3	0	0	0	0	0	0	94
06:00	0	61	33	3	16	0	0	2	0	0	0	0	0	1	116
07:00	1	171	58	1	43	1	0	7	2	0	0	0	0	7	291
08:00	1	94	57	1	27	0	0	1	0	0	0	0	0	5	186
09:00	1	94	35	2	24	0	0	4	0	0	1	0	0	4	165
10:00	2	89	33	2	25	0	0	4	0	0	1	0	0	3	159
11:00	0	114	44	0	22	1	0	6	1	0	0	0	0	6	194
12 PM	1	112	32	2	25	2	0	2	0	0	0	0	0	4	180
13:00	1	116	44	1	33	1	0	4	0	0	0	1	0	4	205
14:00	1	151	44	1	37	2	0	4	1	0	0	0	0	3	244
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	9	1095	420	13	284	10	0	38	8	0	2	1	0	37	1917
Percent	0.5%	57.1%	21.9%	0.7%	14.8%	0.5%	0.0%	2.0%	0.4%	0.0%	0.1%	0.1%	0.0%	1.9%	
AM Peak	10:00	07:00	07:00	06:00	07:00	04:00		07:00	04:00		09:00			07:00	
Vol.	2	171	58	3	43	3		7	3		1			7	
PM Peak	12:00	14:00	13:00	12:00	14:00	12:00		13:00	14:00			13:00		12:00	
Vol.	1	151	44	2	37	2		4	1			1		4	
Grand Total	20	1885	710	15	445	15	1	45	11	0	4	1	0	58	3210
Percent	0.6%	58.7%	22.1%	0.5%	13.9%	0.5%	0.0%	1.4%	0.3%	0.0%	0.1%	0.0%	0.0%	1.8%	

TRAFFIC COUNTS PLUS

mletekm@comcast.net
925.305.4358

SAN JOAQUIN COUNTY
LOWER SACRAMENTO RD. - LIBERTY RD. to SPIESS RD.

lower sac1
Site Code: 1s

NORTHBOUND

Start Time	Motor.	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/24/23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	7	262	88	2	21	2	0	7	1	0	0	0	0	12	402
16:00	3	212	64	0	20	1	0	1	2	0	0	0	0	9	312
17:00	0	189	51	0	9	0	0	5	0	1	0	0	0	7	262
18:00	2	148	42	0	14	0	0	0	0	0	0	0	0	1	207
19:00	3	112	30	0	4	1	0	1	0	0	0	0	0	1	152
20:00	1	83	26	0	6	0	0	1	0	0	0	0	0	0	117
21:00	1	63	13	0	2	0	0	2	0	0	0	0	0	1	82
22:00	1	30	9	0	4	0	0	1	0	0	0	0	0	0	45
23:00	0	21	1	0	0	0	0	0	0	0	0	0	0	0	22
Total	18	1120	324	2	80	4	0	18	3	1	0	0	0	31	1601
Percent	1.1%	70.0%	20.2%	0.1%	5.0%	0.2%	0.0%	1.1%	0.2%	0.1%	0.0%	0.0%	0.0%	1.9%	
AM Peak															
Vol.															
PM Peak	15:00	15:00	15:00	15:00	15:00	15:00		15:00	16:00	17:00				15:00	
Vol.	7	262	88	2	21	2		7	2	1				12	

TRAFFIC COUNTS PLUS

mletekm@comcast.net
925.305.4358

SAN JOAQUIN COUNTY
LOWER SACRAMENTO RD. - LIBERTY RD. to SPIESS RD.

lower sac1
Site Code: 1s

NORTHBOUND

Start Time	Motor.	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/25/23	0	18	2	0	0	0	0	0	1	0	0	0	0	0	21
01:00	0	8	2	0	1	0	0	0	0	0	0	0	0	0	11
02:00	1	4	1	0	0	0	0	0	0	0	0	0	0	0	6
03:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	11	2	0	1	0	0	0	0	0	1	0	0	0	15
05:00	0	26	8	0	0	0	0	1	4	0	0	0	0	0	39
06:00	0	59	20	1	3	0	0	1	1	0	0	0	0	1	86
07:00	1	111	26	0	6	1	0	2	0	0	0	0	0	7	154
08:00	2	93	33	1	7	0	0	3	0	0	0	0	0	3	142
09:00	2	79	22	1	10	0	0	1	0	0	0	0	0	2	117
10:00	0	89	29	1	11	0	0	1	2	0	0	0	0	3	136
11:00	1	93	37	1	19	0	0	5	0	0	0	0	0	5	161
12 PM	2	115	34	0	7	1	0	2	0	0	0	0	0	8	169
13:00	3	120	39	1	12	0	0	3	0	0	0	0	0	6	184
14:00	1	160	60	1	13	0	0	2	1	0	0	0	0	7	245
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	13	991	315	7	90	2	0	21	9	0	1	0	0	42	1491
Percent	0.9%	66.5%	21.1%	0.5%	6.0%	0.1%	0.0%	1.4%	0.6%	0.0%	0.1%	0.0%	0.0%	2.8%	
AM Peak	08:00	07:00	11:00	06:00	11:00	07:00		11:00	05:00		04:00			07:00	
Vol.	2	111	37	1	19	1		5	4		1			7	
PM Peak	13:00	14:00	14:00	13:00	14:00	12:00		13:00	14:00					12:00	
Vol.	3	160	60	1	13	1		3	1					8	
Grand Total	31	2111	639	9	170	6	0	39	12	1	1	0	0	73	3092
Percent	1.0%	68.3%	20.7%	0.3%	5.5%	0.2%	0.0%	1.3%	0.4%	0.0%	0.0%	0.0%	0.0%	2.4%	

TRAFFIC COUNTS PLUS
mietekm@comcast.net
925.305.4358

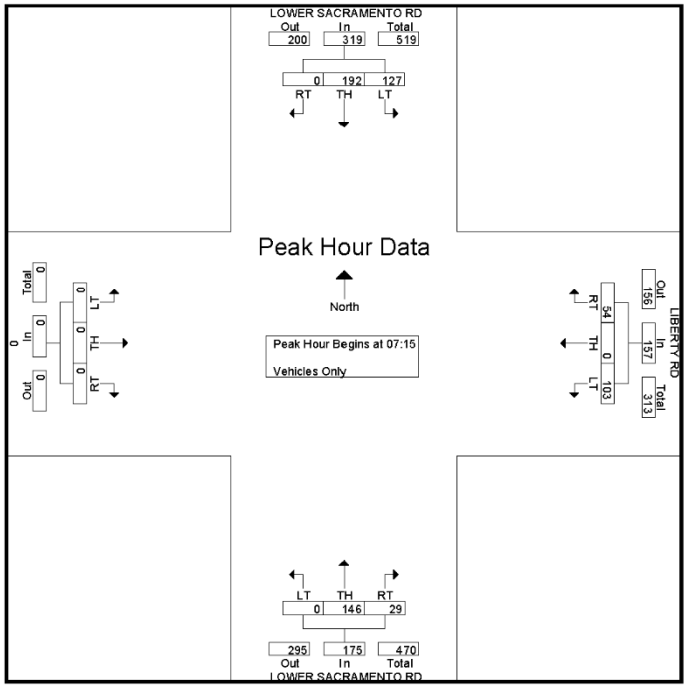
SAN JOAQUIN COUNTY
Lower Sacramento Rd. & Liberty Rd.
Latitude: 38.233508
Longitude: -121.291028

File Name : lower sac-liberty-a
Site Code : 1
Start Date : 5/25/2023
Page No : 1

Groups Printed- Vehicles Only

	LOWER SACRAMENTO RD Southbound				LIBERTY RD Westbound				LOWER SACRAMENTO RD Northbound				0 Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	0	36	31	67	19	0	13	32	4	17	0	21	0	0	0	0	120
07:15	0	45	30	75	11	0	26	37	4	34	0	38	0	0	0	0	150
07:30	0	57	37	94	13	0	32	45	7	39	0	46	0	0	0	0	185
07:45	0	58	37	95	15	0	27	42	12	38	0	50	0	0	0	0	187
Total	0	196	135	331	58	0	98	156	27	128	0	155	0	0	0	0	642
08:00	0	32	23	55	15	0	18	33	6	35	0	41	0	0	0	0	129
08:15	0	34	19	53	17	0	16	33	13	27	0	40	0	0	0	0	126
08:30	0	24	17	41	8	0	17	25	3	26	0	29	0	0	0	0	95
08:45	0	21	13	34	13	0	16	29	6	23	0	29	0	0	0	0	92
Total	0	111	72	183	53	0	67	120	28	111	0	139	0	0	0	0	442
Grand Total	0	307	207	514	111	0	165	276	55	239	0	294	0	0	0	0	1084
Apprch %	0	59.7	40.3		40.2	0	59.8		18.7	81.3	0		0	0	0		
Total %	0	28.3	19.1	47.4	10.2	0	15.2	25.5	5.1	22	0	27.1	0	0	0	0	

	LOWER SACRAMENTO RD Southbound				LIBERTY RD Westbound				LOWER SACRAMENTO RD Northbound				0 Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15																	
07:15	0	45	30	75	11	0	26	37	4	34	0	38	0	0	0	0	150
07:30	0	57	**37**	94	13	0	**32**	**45**	7	**39**	0	46	0	0	0	0	185
07:45	0	**58**	37	**95**	**15**	0	27	42	**12**	38	0	**50**	0	0	0	0	**187**
08:00	0	32	23	55	15	0	18	33	6	35	0	41	0	0	0	0	129
Total Volume	0	192	127	319	54	0	103	157	29	146	0	175	0	0	0	0	651
% App. Total	0	60.2	39.8		34.4	0	65.6		16.6	83.4	0		0	0	0		
PHF	.000	.828	.858	.839	.900	.000	.805	.872	.604	.936	.000	.875	.000	.000	.000	.000	.870



TRAFFIC COUNTS PLUS
mietekm@comcast.net
925.305.4358

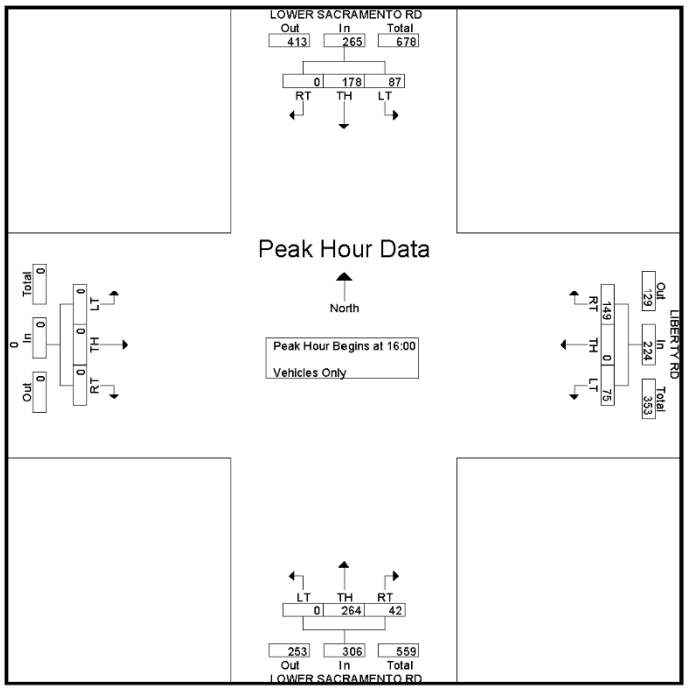
SAN JOAQUIN COUNTY
Lower Sacramento Rd. & Liberty Rd.
Latitude: 38.233508
Longitude: -121.291028

File Name : lower sac-liberty-p
Site Code : 1
Start Date : 5/24/2023
Page No : 1

Groups Printed- Vehicles Only

	LOWER SACRAMENTO RD Southbound				LIBERTY RD Westbound				LOWER SACRAMENTO RD Northbound				0 Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	0	54	20	74	35	0	24	59	10	59	0	69	0	0	0	0	202
16:15	0	36	30	66	38	0	20	58	13	71	0	84	0	0	0	0	208
16:30	0	46	17	63	31	0	17	48	7	59	0	66	0	0	0	0	177
16:45	0	42	20	62	45	0	14	59	12	75	0	87	0	0	0	0	208
Total	0	178	87	265	149	0	75	224	42	264	0	306	0	0	0	0	795
17:00	0	45	15	60	44	0	22	66	8	62	0	70	0	0	0	0	196
17:15	0	46	17	63	40	0	20	60	10	56	0	66	0	0	0	0	189
17:30	0	49	19	68	32	0	18	50	7	69	0	76	0	0	0	0	194
17:45	0	29	28	57	29	0	24	53	8	45	0	53	0	0	0	0	163
Total	0	169	79	248	145	0	84	229	33	232	0	265	0	0	0	0	742
Grand Total	0	347	166	513	294	0	159	453	75	496	0	571	0	0	0	0	1537
Apprch %	0	67.6	32.4		64.9	0	35.1		13.1	86.9	0		0	0	0		
Total %	0	22.6	10.8	33.4	19.1	0	10.3	29.5	4.9	32.3	0	37.2	0	0	0	0	

	LOWER SACRAMENTO RD Southbound				LIBERTY RD Westbound				LOWER SACRAMENTO RD Northbound				0 Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:00																	
16:00	0	**54**	20	**74**	35	0	**24**	**59**	10	59	0	69	0	0	0	0	202
16:15	0	36	**30**	66	38	0	20	58	**13**	71	0	84	0	0	0	0	**208**
16:30	0	46	17	63	31	0	17	48	7	59	0	66	0	0	0	0	177
16:45	0	42	20	62	**45**	0	14	59	12	**75**	0	**87**	0	0	0	0	208
Total Volume	0	178	87	265	149	0	75	224	42	264	0	306	0	0	0	0	795
% App. Total	0	67.2	32.8		66.5	0	33.5		13.7	86.3	0		0	0	0		
PHF	.000	.824	.725	.895	.828	.000	.781	.949	.808	.880	.000	.879	.000	.000	.000	.000	.956



TRAFFIC COUNTS PLUS
mietekm@comcast.net
925.305.4358

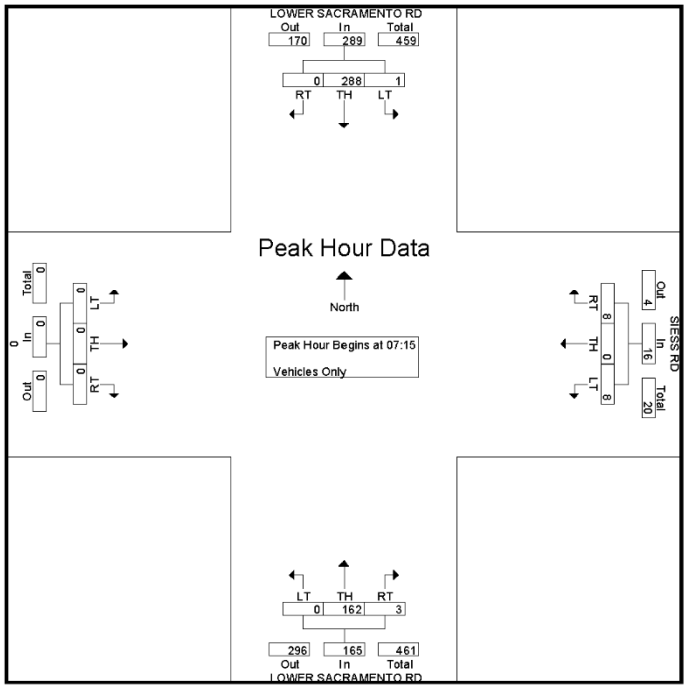
SAN JOAQUIN COUNTY
Lower Sacramento Rd. & Siess Rd.
Latitude: 38.226660
Longitude: -121.290898

File Name : lower sac-siess-a
Site Code : 5
Start Date : 5/25/2023
Page No : 1

Groups Printed- Vehicles Only

	LOWER SACRAMENTO RD Southbound				SIESS RD Westbound				LOWER SACRAMENTO RD Northbound				0 Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	0	53	0	53	1	0	3	4	1	22	0	23	0	0	0	0	80
07:15	0	59	1	60	1	0	2	3	1	33	0	34	0	0	0	0	97
07:30	0	87	0	87	2	0	4	6	0	45	0	45	0	0	0	0	138
07:45	0	87	0	87	2	0	0	2	2	44	0	46	0	0	0	0	135
Total	0	286	1	287	6	0	9	15	4	144	0	148	0	0	0	0	450
08:00	0	55	0	55	3	0	2	5	0	40	0	40	0	0	0	0	100
08:15	0	47	0	47	1	0	0	1	1	43	0	44	0	0	0	0	92
08:30	0	39	0	39	0	0	2	2	1	29	0	30	0	0	0	0	71
08:45	0	42	1	43	2	0	1	3	1	25	0	26	0	0	0	0	72
Total	0	183	1	184	6	0	5	11	3	137	0	140	0	0	0	0	335
Grand Total	0	469	2	471	12	0	14	26	7	281	0	288	0	0	0	0	785
Apprch %	0	99.6	0.4		46.2	0	53.8		2.4	97.6	0		0	0	0		
Total %	0	59.7	0.3	60	1.5	0	1.8	3.3	0.9	35.8	0	36.7	0	0	0	0	

	LOWER SACRAMENTO RD Southbound				SIESS RD Westbound				LOWER SACRAMENTO RD Northbound				0 Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15																	
07:15	0	59	**1**	60	1	0	2	3	1	33	0	34	0	0	0	0	97
07:30	0	**87**	0	**87**	2	0	**4**	**6**	0	**45**	0	45	0	0	0	0	**138**
07:45	0	87	0	87	2	0	0	2	**2**	44	0	**46**	0	0	0	0	135
08:00	0	55	0	55	**3**	0	2	5	0	40	0	40	0	0	0	0	100
Total Volume	0	288	1	289	8	0	8	16	3	162	0	165	0	0	0	0	470
% App. Total	0	99.7	0.3		50	0	50		1.8	98.2	0		0	0	0		
PHF	.000	.828	.250	.830	.667	.000	.500	.667	.375	.900	.000	.897	.000	.000	.000	.000	.851



TRAFFIC COUNTS PLUS
mietekm@comcast.net
925.305.4358

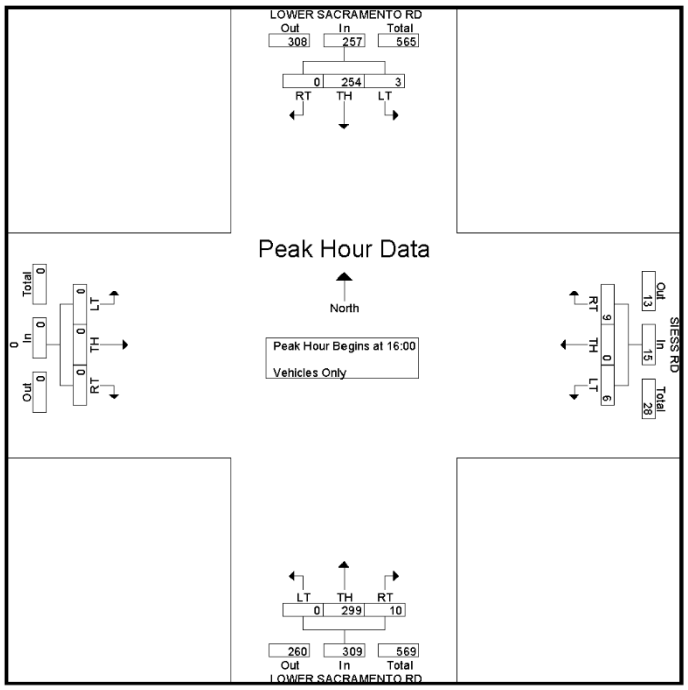
SAN JOAQUIN COUNTY
Lower Sacramento Rd. & Siess Rd.
Latitude: 38.226660
Longitude: -121.290898

File Name : lower sac-siess-p
Site Code : 5
Start Date : 5/24/2023
Page No : 1

Groups Printed- Vehicles Only

	LOWER SACRAMENTO RD Southbound				SIESS RD Westbound				LOWER SACRAMENTO RD Northbound				0 Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	0	76	1	77	1	0	2	3	5	68	0	73	0	0	0	0	153
16:15	0	58	1	59	3	0	1	4	1	81	0	82	0	0	0	0	145
16:30	0	53	0	53	4	0	1	5	1	67	0	68	0	0	0	0	126
16:45	0	67	1	68	1	0	2	3	3	83	0	86	0	0	0	0	157
Total	0	254	3	257	9	0	6	15	10	299	0	309	0	0	0	0	581
17:00	0	60	1	61	4	0	0	4	2	69	0	71	0	0	0	0	136
17:15	0	66	1	67	3	0	1	4	1	54	0	55	0	0	0	0	126
17:30	0	67	1	68	14	0	1	15	0	77	0	77	0	0	0	0	160
17:45	0	55	0	55	0	0	0	0	0	47	0	47	0	0	0	0	102
Total	0	248	3	251	21	0	2	23	3	247	0	250	0	0	0	0	524
Grand Total	0	502	6	508	30	0	8	38	13	546	0	559	0	0	0	0	1105
Apprch %	0	98.8	1.2		78.9	0	21.1		2.3	97.7	0		0	0	0		
Total %	0	45.4	0.5	46	2.7	0	0.7	3.4	1.2	49.4	0	50.6	0	0	0	0	

	LOWER SACRAMENTO RD Southbound				SIESS RD Westbound				LOWER SACRAMENTO RD Northbound				0 Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:00																	
16:00	0	**76**	**1**	77	1	0	**2**	3	**5**	68	0	73	0	0	0	0	153
16:15	0	58	1	59	3	0	1	4	1	81	0	82	0	0	0	0	145
16:30	0	53	0	53	**4**	0	1	**5**	1	67	0	68	0	0	0	0	126
16:45	0	67	1	68	1	0	2	3	3	**83**	0	**86**	0	0	0	0	**157**
Total Volume	0	254	3	257	9	0	6	15	10	299	0	309	0	0	0	0	581
% App. Total	0	98.8	1.2		60	0	40		3.2	96.8	0		0	0	0		
PHF	.000	.836	.750	.834	.563	.000	.750	.750	.500	.901	.000	.898	.000	.000	.000	.000	.925



TRAFFIC COUNTS PLUS
mietekm@comcast.net
925.305.4358

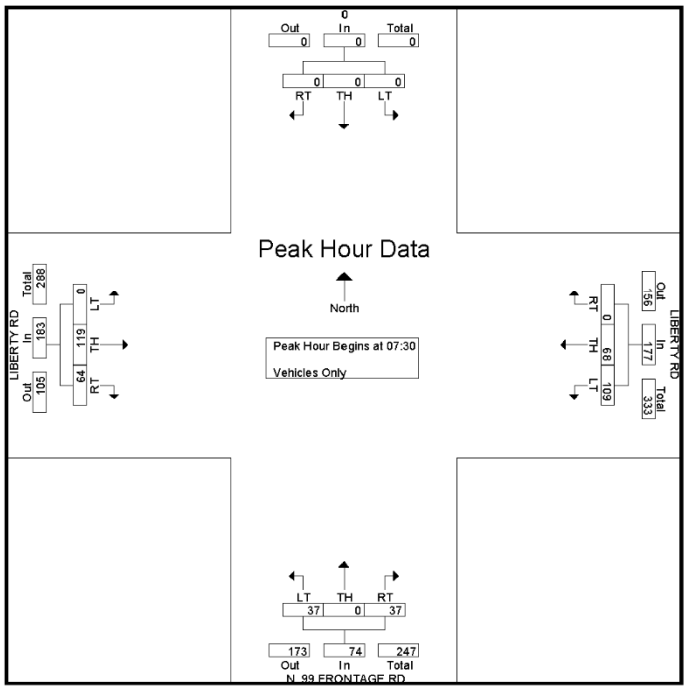
SAN JOAQUIN COUNTY
N. 99 Frontage Rd. & Liberty Rd.
Latitude: 38.233092
Longitude: -121.277080

File Name : N. 99 frontage-liberty-a
Site Code : 4
Start Date : 5/25/2023
Page No : 1

Groups Printed- Vehicles Only

	0 Southbound				LIBERTY RD Westbound				N. 99 FRONTAGE RD Northbound				LIBERTY RD Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	0	0	0	0	0	17	32	49	7	0	16	23	6	20	0	26	98
07:15	0	0	0	0	0	18	31	49	6	0	7	13	8	28	0	36	98
07:30	0	0	0	0	0	20	31	51	10	0	7	17	25	19	0	44	112
07:45	0	0	0	0	0	14	21	35	5	0	10	15	15	27	0	42	92
Total	0	0	0	0	0	69	115	184	28	0	40	68	54	94	0	148	400
08:00	0	0	0	0	0	15	27	42	8	0	8	16	9	32	0	41	99
08:15	0	0	0	0	0	19	30	49	14	0	12	26	15	41	0	56	131
08:30	0	0	0	0	0	11	18	29	10	0	6	16	9	24	0	33	78
08:45	0	0	0	0	0	15	18	33	8	0	2	10	9	24	0	33	76
Total	0	0	0	0	0	60	93	153	40	0	28	68	42	121	0	163	384
Grand Total	0	0	0	0	0	129	208	337	68	0	68	136	96	215	0	311	784
Apprch %	0	0	0		0	38.3	61.7		50	0	50		30.9	69.1	0		
Total %	0	0	0	0	0	16.5	26.5	43	8.7	0	8.7	17.3	12.2	27.4	0	39.7	

	0 Southbound				LIBERTY RD Westbound				N. 99 FRONTAGE RD Northbound				LIBERTY RD Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	0	0	0	0	0	**20**	**31**	**51**	10	0	7	17	**25**	19	0	44	112
07:45	0	0	0	0	0	14	21	35	5	0	10	15	15	27	0	42	92
08:00	0	0	0	0	0	15	27	42	8	0	8	16	9	32	0	41	99
08:15	0	0	0	0	0	19	30	49	**14**	0	**12**	**26**	15	**41**	0	**56**	**131**
Total Volume	0	0	0	0	0	68	109	177	37	0	37	74	64	119	0	183	434
% App. Total	0	0	0		0	38.4	61.6		50	0	50		35	65	0		
PHF	.000	.000	.000	.000	.000	.850	.879	.868	.661	.000	.771	.712	.640	.726	.000	.817	.828



TRAFFIC COUNTS PLUS
mietekm@comcast.net
925.305.4358

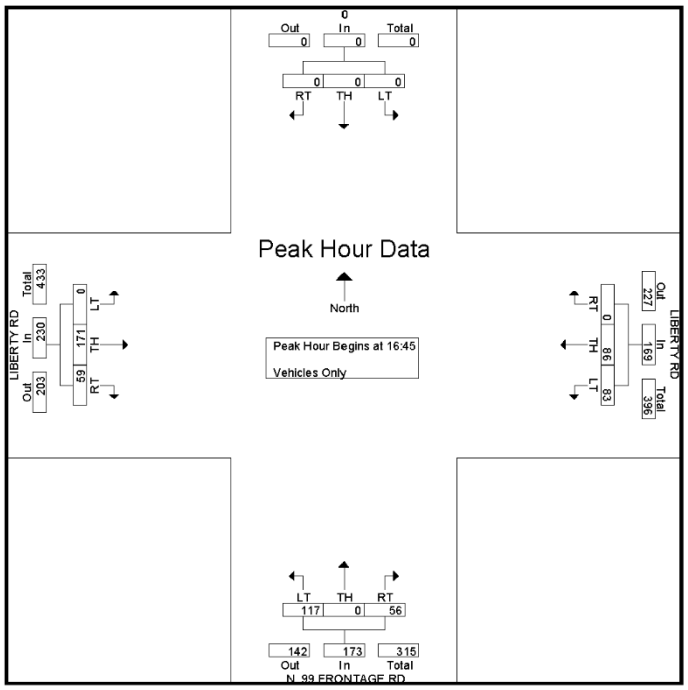
SAN JOAQUIN COUNTY
N. 99 Frontage Rd. & Liberty Rd.
Latitude: 38.233092
Longitude: -121.277080

File Name : N. 99 frontage-liberty-p
Site Code : 4
Start Date : 5/24/2023
Page No : 1

Groups Printed- Vehicles Only

	0 Southbound				LIBERTY RD Westbound				N. 99 FRONTAGE RD Northbound				LIBERTY RD Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	0	0	0	0	0	21	17	38	4	0	24	28	11	45	0	56	122
16:15	0	0	0	0	0	26	18	44	6	0	30	36	11	54	0	65	145
16:30	0	0	0	0	0	23	14	37	14	0	17	31	14	36	0	50	118
16:45	0	0	0	0	0	20	23	43	11	0	33	44	23	38	0	61	148
Total	0	0	0	0	0	90	72	162	35	0	104	139	59	173	0	232	533
17:00	0	0	0	0	0	18	24	42	16	0	32	48	14	40	0	54	144
17:15	0	0	0	0	0	20	21	41	11	0	31	42	10	51	0	61	144
17:30	0	0	0	0	0	28	15	43	18	0	21	39	12	42	0	54	136
17:45	0	0	0	0	0	15	16	31	9	0	22	31	13	32	0	45	107
Total	0	0	0	0	0	81	76	157	54	0	106	160	49	165	0	214	531
Grand Total	0	0	0	0	0	171	148	319	89	0	210	299	108	338	0	446	1064
Apprch %	0	0	0		0	53.6	46.4		29.8	0	70.2		24.2	75.8	0		
Total %	0	0	0	0	0	16.1	13.9	30	8.4	0	19.7	28.1	10.2	31.8	0	41.9	

	0 Southbound				LIBERTY RD Westbound				N. 99 FRONTAGE RD Northbound				LIBERTY RD Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	0	0	0	0	0	20	23	**43**	11	0	**33**	44	**23**	38	0	**61**	**148**
17:00	0	0	0	0	0	18	**24**	42	16	0	32	**48**	14	40	0	54	144
17:15	0	0	0	0	0	20	21	41	11	0	31	42	10	**51**	0	61	144
17:30	0	0	0	0	0	**28**	15	43	**18**	0	21	39	12	42	0	54	136
Total Volume	0	0	0	0	0	86	83	169	56	0	117	173	59	171	0	230	572
% App. Total	0	0	0		0	50.9	49.1		32.4	0	67.6		25.7	74.3	0		
PHF	.000	.000	.000	.000	.000	.768	.865	.983	.778	.000	.886	.901	.641	.838	.000	.943	.966



Appendix B

Existing LOS Calculations

Intersection	
Int Delay, s/veh	6.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	103	54	146	29	127	192
Future Vol, veh/h	103	54	146	29	127	192
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	210	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	90	94	60	86	83
Heavy Vehicles, %	5	5	5	5	2	2
Mvmt Flow	127	60	155	48	148	231

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	706	179	0	0	203	0
Stage 1	179	-	-	-	-	-
Stage 2	527	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.12	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.218	-
Pot Cap-1 Maneuver	398	856	-	-	1369	-
Stage 1	845	-	-	-	-	-
Stage 2	586	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	355	856	-	-	1369	-
Mov Cap-2 Maneuver	355	-	-	-	-	-
Stage 1	845	-	-	-	-	-
Stage 2	523	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.3	0	3.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	437	1369	-
HCM Lane V/C Ratio	-	-	0.428	0.108	-
HCM Control Delay (s)	-	-	19.3	7.9	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	2.1	0.4	-

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	62	167	57	142	32	151
Future Vol, veh/h	62	167	57	142	32	151
Peak Hour Factor	0.71	0.67	0.84	0.89	0.67	0.71
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	87	249	68	160	48	213
Number of Lanes	1	1	1	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	10.4	10.2	9.6
HCM LOS	B	B	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	0%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	57	142	62	167	32	151
LT Vol	57	0	62	0	0	0
Through Vol	0	142	0	0	32	0
RT Vol	0	0	0	167	0	151
Lane Flow Rate	68	160	87	249	48	213
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.116	0.251	0.151	0.347	0.075	0.293
Departure Headway (Hd)	6.171	5.665	6.221	5.013	5.668	4.961
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	575	627	572	710	626	717
Service Time	3.967	3.461	4.004	2.796	3.46	2.752
HCM Lane V/C Ratio	0.118	0.255	0.152	0.351	0.077	0.297
HCM Control Delay	9.8	10.4	10.1	10.5	8.9	9.8
HCM Lane LOS	A	B	B	B	A	A
HCM 95th-tile Q	0.4	1	0.5	1.6	0.2	1.2

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	63	102	44	64	0	3	0	19	76	7	89
Future Vol, veh/h	0	63	102	44	64	0	3	0	19	76	7	89
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	5	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	69	91	73	84	92	75	92	40	80	58	73
Heavy Vehicles, %	6	6	6	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	91	112	60	76	0	4	0	48	95	12	122

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	203	0	0	410	-	147	367	399	76
Stage 1	-	-	-	-	-	-	147	-	-	196	196	-
Stage 2	-	-	-	-	-	-	263	-	-	171	203	-
Critical Hdwy	-	-	-	4.12	-	-	7.12	-	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	-	-	6.12	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	-	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1369	-	0	552	0	900	589	539	985
Stage 1	0	-	-	-	-	0	856	0	-	806	739	-
Stage 2	0	-	-	-	-	0	742	0	-	831	733	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1369	-	-	458	-	900	538	514	985
Mov Cap-2 Maneuver	-	-	-	-	-	-	458	-	-	538	514	-
Stage 1	-	-	-	-	-	-	856	-	-	806	705	-
Stage 2	-	-	-	-	-	-	610	-	-	787	733	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	3.4	9.5	12.5
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	458	900	-	-	1369	-	707
HCM Lane V/C Ratio	0.009	0.053	-	-	0.044	-	0.324
HCM Control Delay (s)	12.9	9.2	-	-	7.8	0	12.5
HCM Lane LOS	B	A	-	-	A	A	B
HCM 95th %tile Q(veh)	0	0.2	-	-	0.1	-	1.4

Intersection	
Int Delay, s/veh	4.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	119	64	109	68	37	37
Future Vol, veh/h	119	64	109	68	37	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	64	88	85	66	77
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	163	100	124	80	56	48

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	263	0	541	213
Stage 1	-	-	-	-	213	-
Stage 2	-	-	-	-	328	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1301	-	502	827
Stage 1	-	-	-	-	823	-
Stage 2	-	-	-	-	730	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1301	-	452	827
Mov Cap-2 Maneuver	-	-	-	-	452	-
Stage 1	-	-	-	-	823	-
Stage 2	-	-	-	-	657	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.9	12.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	572	-	-	1301	-
HCM Lane V/C Ratio	0.182	-	-	0.095	-
HCM Control Delay (s)	12.7	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0.3	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	8	162	3	1	288
Future Vol, veh/h	8	8	162	3	1	288
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	67	90	38	25	83
Heavy Vehicles, %	2	2	2	2	5	5
Mvmt Flow	16	12	180	8	4	347

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	535	180	0	0	188	0
Stage 1	180	-	-	-	-	-
Stage 2	355	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.15	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.245	-
Pot Cap-1 Maneuver	506	863	-	-	1368	-
Stage 1	851	-	-	-	-	-
Stage 2	710	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	504	863	-	-	1368	-
Mov Cap-2 Maneuver	504	-	-	-	-	-
Stage 1	851	-	-	-	-	-
Stage 2	707	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.2	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	613	1368	-
HCM Lane V/C Ratio	-	-	0.046	0.003	-
HCM Control Delay (s)	-	-	11.2	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	6.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	75	149	264	42	87	178
Future Vol, veh/h	75	149	264	42	87	178
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	210	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	83	88	81	73	82
Heavy Vehicles, %	3	3	5	5	2	2
Mvmt Flow	96	180	300	52	119	217

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	781	326	0	0	352	0
Stage 1	326	-	-	-	-	-
Stage 2	455	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.12	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.218	-
Pot Cap-1 Maneuver	362	713	-	-	1207	-
Stage 1	729	-	-	-	-	-
Stage 2	637	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	326	713	-	-	1207	-
Mov Cap-2 Maneuver	326	-	-	-	-	-
Stage 1	729	-	-	-	-	-
Stage 2	574	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.4	0	2.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	504	1207	-
HCM Lane V/C Ratio	-	-	0.547	0.099	-
HCM Control Delay (s)	-	-	20.4	8.3	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	3.3	0.3	-

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	44	95	184	237	154	81
Future Vol, veh/h	44	95	184	237	154	81
Peak Hour Factor	0.85	0.79	0.87	0.87	0.92	0.70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	120	211	272	167	116
Number of Lanes	1	1	1	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	9.9	11.6	9.6
HCM LOS	A	B	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	0%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	184	237	44	95	154	81
LT Vol	184	0	44	0	0	0
Through Vol	0	237	0	0	154	0
RT Vol	0	0	0	95	0	81
Lane Flow Rate	211	272	52	120	167	116
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.341	0.401	0.097	0.186	0.258	0.156
Departure Headway (Hd)	5.8	5.296	6.778	5.566	5.545	4.839
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	615	673	524	637	641	732
Service Time	3.581	3.077	4.576	3.363	3.335	2.627
HCM Lane V/C Ratio	0.343	0.404	0.099	0.188	0.261	0.158
HCM Control Delay	11.6	11.6	10.3	9.7	10.3	8.5
HCM Lane LOS	B	B	B	A	B	A
HCM 95th-tile Q	1.5	1.9	0.3	0.7	1	0.6

Intersection	
Int Delay, s/veh	7.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	67	63	44	153	0	8	0	22	146	10	66
Future Vol, veh/h	0	67	63	44	153	0	8	0	22	146	10	66
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	5	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	88	88	69	81	92	67	92	79	89	63	83
Heavy Vehicles, %	5	5	5	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	76	72	64	189	0	12	0	28	164	16	80

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	148	0	0	477	-	112	443	465	189
Stage 1	-	-	-	-	-	-	112	-	-	317	317	-
Stage 2	-	-	-	-	-	-	365	-	-	126	148	-
Critical Hdwy	-	-	-	4.12	-	-	7.12	-	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	-	-	6.12	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	-	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1434	-	0	498	0	941	525	495	853
Stage 1	0	-	-	-	-	0	893	0	-	694	654	-
Stage 2	0	-	-	-	-	0	654	0	-	878	775	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1434	-	-	423	-	941	490	470	853
Mov Cap-2 Maneuver	-	-	-	-	-	-	423	-	-	490	470	-
Stage 1	-	-	-	-	-	-	893	-	-	694	621	-
Stage 2	-	-	-	-	-	-	549	-	-	852	775	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.9	10.4	16.8
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	423	941	-	-	1434	-	562
HCM Lane V/C Ratio	0.028	0.03	-	-	0.044	-	0.462
HCM Control Delay (s)	13.8	8.9	-	-	7.6	0	16.8
HCM Lane LOS	B	A	-	-	A	A	C
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.1	-	2.4

Intersection	
Int Delay, s/veh	5.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	171	59	83	86	117	56
Future Vol, veh/h	171	59	83	86	117	56
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	64	87	77	89	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	204	92	95	112	131	72

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	296	0	552	250
Stage 1	-	-	-	-	250	-
Stage 2	-	-	-	-	302	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1265	-	495	789
Stage 1	-	-	-	-	792	-
Stage 2	-	-	-	-	750	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1265	-	455	789
Mov Cap-2 Maneuver	-	-	-	-	455	-
Stage 1	-	-	-	-	792	-
Stage 2	-	-	-	-	690	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.7	15.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	535	-	-	1265	-
HCM Lane V/C Ratio	0.38	-	-	0.075	-
HCM Control Delay (s)	15.8	-	-	8.1	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.8	-	-	0.2	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	9	299	10	3	254
Future Vol, veh/h	6	9	299	10	3	254
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	56	90	50	75	84
Heavy Vehicles, %	2	2	2	2	5	5
Mvmt Flow	8	16	332	20	4	302

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	642	332	0	0	352	0
Stage 1	332	-	-	-	-	-
Stage 2	310	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.15	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.245	-
Pot Cap-1 Maneuver	438	710	-	-	1190	-
Stage 1	727	-	-	-	-	-
Stage 2	744	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	436	710	-	-	1190	-
Mov Cap-2 Maneuver	436	-	-	-	-	-
Stage 1	727	-	-	-	-	-
Stage 2	741	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	587	1190	-
HCM Lane V/C Ratio	-	-	0.041	0.003	-
HCM Control Delay (s)	-	-	11.4	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Appendix C

Trip Distribution Estimates

San Joaquin County - Gudel Residential Development Technical Memorandum Study
Trip Distribution
Legend
Residential Development Distribution
Gas Station Project Distribution
25%
40%
5%
25%
Gas Station Project
Project Site
10%
20%
5%
30%
40%

Legend
Diverted Distribution
45%
5%
Gas Station Project
Project Site
45%
5%

Appendix D

Existing plus Approved and Significant Pending LOS Calculations

Intersection	
Int Delay, s/veh	7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	112	63	146	36	136	192
Future Vol, veh/h	112	63	146	36	136	192
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	210	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	90	94	60	86	83
Heavy Vehicles, %	5	5	5	5	2	2
Mvmt Flow	138	70	155	60	158	231

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	732	185	0	0	215	0
Stage 1	185	-	-	-	-	-
Stage 2	547	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.12	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.218	-
Pot Cap-1 Maneuver	384	850	-	-	1355	-
Stage 1	839	-	-	-	-	-
Stage 2	574	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	339	850	-	-	1355	-
Mov Cap-2 Maneuver	339	-	-	-	-	-
Stage 1	839	-	-	-	-	-
Stage 2	507	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.3	0	3.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	425	1355	-
HCM Lane V/C Ratio	-	-	0.49	0.117	-
HCM Control Delay (s)	-	-	21.3	8	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	2.6	0.4	-

Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	62	171	61	146	37	151
Future Vol, veh/h	62	171	61	146	37	151
Peak Hour Factor	0.71	0.67	0.84	0.89	0.67	0.71
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	87	255	73	164	55	213
Number of Lanes	1	1	1	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	10.6	10.4	9.7
HCM LOS	B	B	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	0%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	61	146	62	171	37	151
LT Vol	61	0	62	0	0	0
Through Vol	0	146	0	0	37	0
RT Vol	0	0	0	171	0	151
Lane Flow Rate	73	164	87	255	55	213
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.125	0.264	0.152	0.358	0.087	0.295
Departure Headway (Hd)	6.202	5.796	6.261	5.053	5.702	4.994
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	572	623	568	702	621	710
Service Time	4.002	3.496	4.057	2.848	3.502	2.793
HCM Lane V/C Ratio	0.128	0.263	0.153	0.363	0.089	0.3
HCM Control Delay	9.9	10.6	10.2	10.7	9.1	9.9
HCM Lane LOS	A	B	B	B	A	A
HCM 95th-tile Q	0.4	1.1	0.5	1.6	0.3	1.2

Intersection	
Int Delay, s/veh	12.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	81	102	115	82	0	3	0	19	148	7	89
Future Vol, veh/h	0	81	102	115	82	0	3	0	19	148	7	89
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	5	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	69	91	73	84	92	75	92	40	80	58	73
Heavy Vehicles, %	6	6	6	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	117	112	158	98	0	4	0	48	185	12	122

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	229	0	0	654	-	173	611	643	98
Stage 1	-	-	-	-	-	-	173	-	-	414	414	-
Stage 2	-	-	-	-	-	-	481	-	-	197	229	-
Critical Hdwy	-	-	-	4.12	-	-	7.12	-	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	-	-	6.12	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	-	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1339	-	0	380	0	871	406	392	958
Stage 1	0	-	-	-	-	0	829	0	-	616	593	-
Stage 2	0	-	-	-	-	0	566	0	-	805	715	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1339	-	-	292	-	871	347	343	958
Mov Cap-2 Maneuver	-	-	-	-	-	-	292	-	-	347	343	-
Stage 1	-	-	-	-	-	-	829	-	-	616	519	-
Stage 2	-	-	-	-	-	-	422	-	-	761	715	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	5	10	28.8
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	292	871	-	-	1339	-	459
HCM Lane V/C Ratio	0.014	0.055	-	-	0.118	-	0.695
HCM Control Delay (s)	17.5	9.4	-	-	8	0	28.8
HCM Lane LOS	C	A	-	-	A	A	D
HCM 95th %tile Q(veh)	0	0.2	-	-	0.4	-	5.3

Intersection	
Int Delay, s/veh	6.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	134	135	109	83	109	37
Future Vol, veh/h	134	135	109	83	109	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	64	88	85	66	77
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	184	211	124	98	165	48

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	395	0	636	290
Stage 1	-	-	-	-	290	-
Stage 2	-	-	-	-	346	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1164	-	442	749
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	716	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1164	-	392	749
Mov Cap-2 Maneuver	-	-	-	-	392	-
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	635	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.7	20.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	439	-	-	1164	-
HCM Lane V/C Ratio	0.486	-	-	0.106	-
HCM Control Delay (s)	20.7	-	-	8.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	2.6	-	-	0.4	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	8	171	3	1	297
Future Vol, veh/h	8	8	171	3	1	297
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	67	90	38	25	83
Heavy Vehicles, %	2	2	2	2	5	5
Mvmt Flow	16	12	190	8	4	358

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	556	190	0	0	198	0
Stage 1	190	-	-	-	-	-
Stage 2	366	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.15	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.245	-
Pot Cap-1 Maneuver	492	852	-	-	1357	-
Stage 1	842	-	-	-	-	-
Stage 2	702	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	490	852	-	-	1357	-
Mov Cap-2 Maneuver	490	-	-	-	-	-
Stage 1	842	-	-	-	-	-
Stage 2	699	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	599	1357	-
HCM Lane V/C Ratio	-	-	0.047	0.003	-
HCM Control Delay (s)	-	-	11.3	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	83	158	264	48	96	178
Future Vol, veh/h	83	158	264	48	96	178
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	210	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	83	88	81	73	82
Heavy Vehicles, %	3	3	5	5	2	2
Mvmt Flow	106	190	300	59	132	217

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	811	330	0	0	359	0
Stage 1	330	-	-	-	-	-
Stage 2	481	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.12	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.218	-
Pot Cap-1 Maneuver	348	709	-	-	1200	-
Stage 1	726	-	-	-	-	-
Stage 2	620	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	310	709	-	-	1200	-
Mov Cap-2 Maneuver	310	-	-	-	-	-
Stage 1	726	-	-	-	-	-
Stage 2	552	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.4	0	3.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	485	1200	-
HCM Lane V/C Ratio	-	-	0.612	0.11	-
HCM Control Delay (s)	-	-	23.4	8.4	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	4	0.4	-

Intersection	
Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	44	99	187	242	159	81
Future Vol, veh/h	44	99	187	242	159	81
Peak Hour Factor	0.85	0.79	0.87	0.87	0.92	0.70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	125	215	278	173	116
Number of Lanes	1	1	1	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	10	11.8	9.7
HCM LOS	A	B	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	0%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	187	242	44	99	159	81
LT Vol	187	0	44	0	0	0
Through Vol	0	242	0	0	159	0
RT Vol	0	0	0	99	0	81
Lane Flow Rate	215	278	52	125	173	116
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.348	0.411	0.099	0.198	0.273	0.157
Departure Headway (Hd)	5.825	5.322	6.912	5.699	5.678	4.87
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	610	668	521	633	636	726
Service Time	3.622	3.118	4.619	3.406	3.378	2.67
HCM Lane V/C Ratio	0.352	0.416	0.1	0.197	0.272	0.16
HCM Control Delay	11.7	11.8	10.4	9.8	10.5	8.6
HCM Lane LOS	B	B	B	A	B	A
HCM 95th-tile Q	1.6	2	0.3	0.7	1.1	0.6

Intersection	
Int Delay, s/veh	23.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	84	63	112	169	0	8	0	22	216	10	66
Future Vol, veh/h	0	84	63	112	169	0	8	0	22	216	10	66
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	5	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	88	88	69	81	92	67	92	79	89	63	83
Heavy Vehicles, %	5	5	5	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	95	72	162	209	0	12	0	28	243	16	80

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	167	0	0	712	-	131	678	700	209
Stage 1	-	-	-	-	-	-	131	-	-	533	533	-
Stage 2	-	-	-	-	-	-	581	-	-	145	167	-
Critical Hdwy	-	-	-	4.12	-	-	7.12	-	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	-	-	6.12	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	-	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1411	-	0	347	0	919	366	363	831
Stage 1	0	-	-	-	-	0	873	0	-	531	525	-
Stage 2	0	-	-	-	-	0	499	0	-	858	760	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1411	-	-	272	-	919	320	316	831
Mov Cap-2 Maneuver	-	-	-	-	-	-	272	-	-	320	316	-
Stage 1	-	-	-	-	-	-	873	-	-	531	457	-
Stage 2	-	-	-	-	-	-	379	-	-	832	760	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	3.4	11.9	59.2
HCM LOS			B	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	272	919	-	-	1411	-	374
HCM Lane V/C Ratio	0.044	0.03	-	-	0.115	-	0.904
HCM Control Delay (s)	18.8	9	-	-	7.9	0	59.2
HCM Lane LOS	C	A	-	-	A	A	F
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.4	-	9.2

Intersection	
Int Delay, s/veh	8.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	185	114	83	100	188	56
Future Vol, veh/h	185	114	83	100	188	56
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	64	87	77	89	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	220	178	95	130	211	72

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	398	0	629	309
Stage 1	-	-	-	-	309	-
Stage 2	-	-	-	-	320	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1161	-	446	731
Stage 1	-	-	-	-	745	-
Stage 2	-	-	-	-	736	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1161	-	407	731
Mov Cap-2 Maneuver	-	-	-	-	407	-
Stage 1	-	-	-	-	745	-
Stage 2	-	-	-	-	671	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.5	24.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	459	-	-	1161	-
HCM Lane V/C Ratio	0.617	-	-	0.082	-
HCM Control Delay (s)	24.7	-	-	8.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	4.1	-	-	0.3	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	9	307	10	3	262
Future Vol, veh/h	6	9	307	10	3	262
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	56	90	50	75	84
Heavy Vehicles, %	2	2	2	2	5	5
Mvmt Flow	8	16	341	20	4	312

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	661	341	0	0	361	0
Stage 1	341	-	-	-	-	-
Stage 2	320	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.15	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.245	-
Pot Cap-1 Maneuver	427	701	-	-	1181	-
Stage 1	720	-	-	-	-	-
Stage 2	736	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	425	701	-	-	1181	-
Mov Cap-2 Maneuver	425	-	-	-	-	-
Stage 1	720	-	-	-	-	-
Stage 2	733	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.5	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	577	1181	-
HCM Lane V/C Ratio	-	-	0.042	0.003	-
HCM Control Delay (s)	-	-	11.5	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	11.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	81	102	115	82	0	3	0	19	148	7	89
Future Vol, veh/h	0	81	102	115	82	0	3	0	19	148	7	89
Peak Hour Factor	0.92	0.69	0.91	0.73	0.84	0.92	0.75	0.92	0.40	0.80	0.58	0.73
Heavy Vehicles, %	6	6	6	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	117	112	158	98	0	4	0	48	185	12	122
Number of Lanes	0	1	0	0	1	0	1	0	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	10.6	11.8	8.9	13
HCM LOS	B	B	A	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	0%	58%	61%
Vol Thru, %	0%	0%	44%	42%	3%
Vol Right, %	0%	100%	56%	0%	36%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	3	19	183	197	244
LT Vol	3	0	0	115	148
Through Vol	0	0	81	82	7
RT Vol	0	19	102	0	89
Lane Flow Rate	4	48	229	255	319
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.008	0.074	0.325	0.385	0.471
Departure Headway (Hd)	6.821	5.6	5.104	5.427	5.321
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	524	638	705	663	676
Service Time	4.566	3.344	3.141	3.461	3.353
HCM Lane V/C Ratio	0.008	0.075	0.325	0.385	0.472
HCM Control Delay	9.6	8.8	10.6	11.8	13
HCM Lane LOS	A	A	B	B	B
HCM 95th-tile Q	0	0.2	1.4	1.8	2.5

Intersection	
Intersection Delay, s/veh	13.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	84	63	112	169	0	8	0	22	216	10	66
Future Vol, veh/h	0	84	63	112	169	0	8	0	22	216	10	66
Peak Hour Factor	0.92	0.88	0.88	0.69	0.81	0.92	0.67	0.92	0.79	0.89	0.63	0.83
Heavy Vehicles, %	5	5	5	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	95	72	162	209	0	12	0	28	243	16	80
Number of Lanes	0	1	0	0	1	0	1	0	1	0	1	0

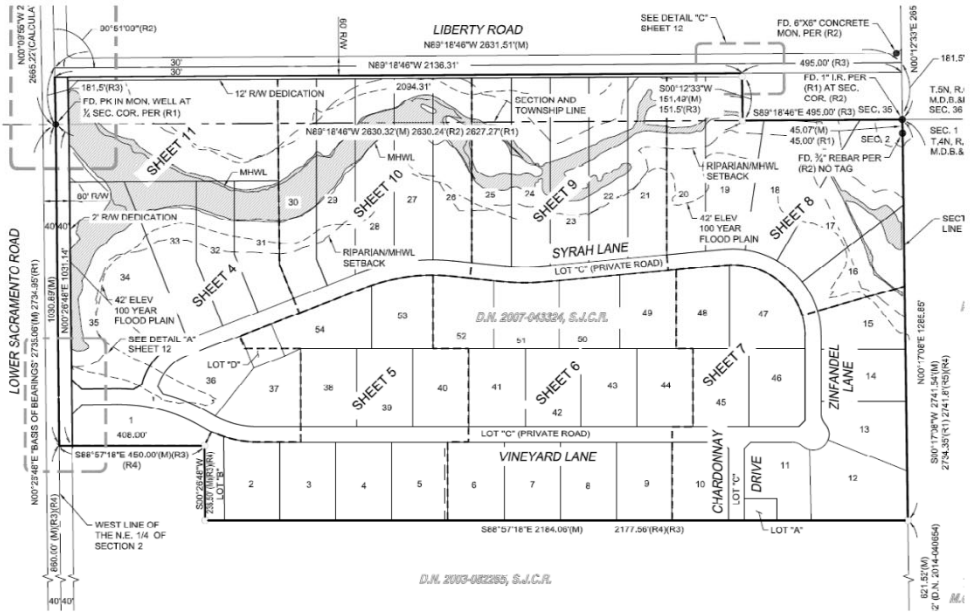
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	10.3	15	9.2	14.7
HCM LOS	B	B	A	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	0%	40%	74%
Vol Thru, %	0%	0%	57%	60%	3%
Vol Right, %	0%	100%	43%	0%	23%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	8	22	147	281	292
LT Vol	8	0	0	112	216
Through Vol	0	0	84	169	10
RT Vol	0	22	63	0	66
Lane Flow Rate	12	28	167	371	338
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.024	0.045	0.252	0.555	0.525
Departure Headway (Hd)	7.087	5.863	5.434	5.388	5.595
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	504	608	660	668	646
Service Time	4.845	3.621	3.481	3.426	3.633
HCM Lane V/C Ratio	0.024	0.046	0.253	0.555	0.523
HCM Control Delay	10	8.9	10.3	15	14.7
HCM Lane LOS	A	A	B	B	B
HCM 95th-tile Q	0.1	0.1	1	3.4	3.1

Appendix E

Existing plus Pending plus Project LOS Calculations

Gudel Family Farm Site Plan



Intersection	
Int Delay, s/veh	7.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	118	63	153	51	136	194
Future Vol, veh/h	118	63	153	51	136	194
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	210	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	90	94	60	86	83
Heavy Vehicles, %	5	5	5	5	2	2
Mvmt Flow	146	70	163	85	158	234

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	756	206	0	0	248	0
Stage 1	206	-	-	-	-	-
Stage 2	550	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.12	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.218	-
Pot Cap-1 Maneuver	372	827	-	-	1318	-
Stage 1	821	-	-	-	-	-
Stage 2	572	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	327	827	-	-	1318	-
Mov Cap-2 Maneuver	327	-	-	-	-	-
Stage 1	821	-	-	-	-	-
Stage 2	503	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.4	0	3.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	407	1318	-
HCM Lane V/C Ratio	-	-	0.53	0.12	-
HCM Control Delay (s)	-	-	23.4	8.1	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	3	0.4	-

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	62	172	64	151	38	151
Future Vol, veh/h	62	172	64	151	38	151
Peak Hour Factor	0.71	0.67	0.84	0.89	0.67	0.71
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	87	257	76	170	57	213
Number of Lanes	1	1	1	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	10.7	10.5	9.8
HCM LOS	B	B	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	0%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	64	151	62	172	38	151
LT Vol	64	0	62	0	0	0
Through Vol	0	151	0	0	38	0
RT Vol	0	0	0	172	0	151
Lane Flow Rate	76	170	87	257	57	213
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.134	0.274	0.155	0.37	0.092	0.302
Departure Headway (Hd)	6.314	5.807	6.391	5.182	5.825	5.117
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	569	619	563	696	617	704
Service Time	4.041	3.535	4.103	2.894	3.546	2.837
HCM Lane V/C Ratio	0.134	0.275	0.155	0.369	0.092	0.303
HCM Control Delay	10	10.7	10.3	10.9	9.1	10
HCM Lane LOS	A	B	B	B	A	A
HCM 95th-tile Q	0.5	1.1	0.5	1.7	0.3	1.3

Intersection	
Int Delay, s/veh	13.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	88	110	115	85	0	3	0	19	148	7	92
Future Vol, veh/h	0	88	110	115	85	0	3	0	19	148	7	92
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	5	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	69	91	73	84	92	75	92	40	80	58	73
Heavy Vehicles, %	6	6	6	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	128	121	158	101	0	4	0	48	185	12	126

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	249	0	0	675	-	189	630	666	101
Stage 1	-	-	-	-	-	-	189	-	-	417	417	-
Stage 2	-	-	-	-	-	-	486	-	-	213	249	-
Critical Hdwy	-	-	-	4.12	-	-	7.12	-	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	-	-	6.12	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	-	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1317	-	0	368	0	853	394	380	954
Stage 1	0	-	-	-	-	0	813	0	-	613	591	-
Stage 2	0	-	-	-	-	0	563	0	-	789	701	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1317	-	-	280	-	853	336	332	954
Mov Cap-2 Maneuver	-	-	-	-	-	-	280	-	-	336	332	-
Stage 1	-	-	-	-	-	-	813	-	-	613	516	-
Stage 2	-	-	-	-	-	-	417	-	-	745	701	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	4.9	10.2	31
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	280	853	-	-	1317	-	449
HCM Lane V/C Ratio	0.014	0.056	-	-	0.12	-	0.72
HCM Control Delay (s)	18	9.5	-	-	8.1	0	31
HCM Lane LOS	C	A	-	-	A	A	D
HCM 95th %tile Q(veh)	0	0.2	-	-	0.4	-	5.7

Intersection	
Int Delay, s/veh	6.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	134	142	109	83	112	37
Future Vol, veh/h	134	142	109	83	112	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	64	88	85	66	77
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	184	222	124	98	170	48

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	406	0	641	295
Stage 1	-	-	-	-	295	-
Stage 2	-	-	-	-	346	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1153	-	439	744
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	716	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1153	-	389	744
Mov Cap-2 Maneuver	-	-	-	-	389	-
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	634	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.8	21.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	435	-	-	1153	-
HCM Lane V/C Ratio	0.501	-	-	0.107	-
HCM Control Delay (s)	21.3	-	-	8.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	2.7	-	-	0.4	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	8	173	3	1	302
Future Vol, veh/h	8	8	173	3	1	302
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	67	90	38	25	83
Heavy Vehicles, %	2	2	2	2	5	5
Mvmt Flow	16	12	192	8	4	364

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	564	192	0	0	200	0
Stage 1	192	-	-	-	-	-
Stage 2	372	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.15	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.245	-
Pot Cap-1 Maneuver	487	850	-	-	1354	-
Stage 1	841	-	-	-	-	-
Stage 2	697	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	485	850	-	-	1354	-
Mov Cap-2 Maneuver	485	-	-	-	-	-
Stage 1	841	-	-	-	-	-
Stage 2	694	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	594	1354	-
HCM Lane V/C Ratio	-	-	0.047	0.003	-
HCM Control Delay (s)	-	-	11.4	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	10.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	101	158	269	59	96	186
Future Vol, veh/h	101	158	269	59	96	186
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	210	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	83	88	81	73	82
Heavy Vehicles, %	3	3	5	5	2	2
Mvmt Flow	129	190	306	73	132	227

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	834	343	0	0	379	0
Stage 1	343	-	-	-	-	-
Stage 2	491	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.12	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.218	-
Pot Cap-1 Maneuver	337	697	-	-	1179	-
Stage 1	716	-	-	-	-	-
Stage 2	613	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	299	697	-	-	1179	-
Mov Cap-2 Maneuver	299	-	-	-	-	-
Stage 1	716	-	-	-	-	-
Stage 2	544	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	29.9	0	3.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	453	1179	-
HCM Lane V/C Ratio	-	-	0.706	0.112	-
HCM Control Delay (s)	-	-	29.9	8.4	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	5.4	0.4	-

Intersection	
Intersection Delay, s/veh	11
Intersection LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	44	103	189	245	163	81
Future Vol, veh/h	44	103	189	245	163	81
Peak Hour Factor	0.85	0.79	0.87	0.87	0.92	0.70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	130	217	282	177	116
Number of Lanes	1	1	1	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	10	12	9.8
HCM LOS	A	B	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	0%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	189	245	44	103	163	81
LT Vol	189	0	44	0	0	0
Through Vol	0	245	0	0	163	0
RT Vol	0	0	0	103	0	81
Lane Flow Rate	217	282	52	130	177	116
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.359	0.418	0.1	0.207	0.281	0.161
Departure Headway (Hd)	5.945	5.447	6.938	5.725	5.709	5.001
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	608	665	518	628	633	721
Service Time	3.652	3.147	4.657	3.443	3.414	2.706
HCM Lane V/C Ratio	0.357	0.424	0.1	0.207	0.28	0.161
HCM Control Delay	11.9	12	10.4	9.9	10.6	8.7
HCM Lane LOS	B	B	B	A	B	A
HCM 95th-tile Q	1.6	2.1	0.3	0.8	1.1	0.6

Intersection	
Int Delay, s/veh	27

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	89	69	112	179	0	8	0	22	216	10	74
Future Vol, veh/h	0	89	69	112	179	0	8	0	22	216	10	74
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	5	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	88	88	69	81	92	67	92	79	89	63	83
Heavy Vehicles, %	5	5	5	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	101	78	162	221	0	12	0	28	243	16	89

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	179	0	0	738	-	140	699	724	221
Stage 1	-	-	-	-	-	-	140	-	-	545	545	-
Stage 2	-	-	-	-	-	-	598	-	-	154	179	-
Critical Hdwy	-	-	-	4.12	-	-	7.12	-	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	-	-	6.12	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	-	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1397	-	0	334	0	908	354	352	819
Stage 1	0	-	-	-	-	0	863	0	-	523	519	-
Stage 2	0	-	-	-	-	0	489	0	-	848	751	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	1397	-	-	257	-	908	308	306	819
Mov Cap-2 Maneuver	-	-	-	-	-	-	257	-	-	308	306	-
Stage 1	-	-	-	-	-	-	863	-	-	523	450	-
Stage 2	-	-	-	-	-	-	365	-	-	822	751	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	3.4	12.3	68.7
HCM LOS			B	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	257	908	-	-	1397	-	367
HCM Lane V/C Ratio	0.046	0.031	-	-	0.116	-	0.947
HCM Control Delay (s)	19.7	9.1	-	-	7.9	0	68.7
HCM Lane LOS	C	A	-	-	A	A	F
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.4	-	10.3

Intersection	
Int Delay, s/veh	9.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	185	119	83	100	198	56
Future Vol, veh/h	185	119	83	100	198	56
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	64	87	77	89	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	220	186	95	130	222	72

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	406	0	633	313
Stage 1	-	-	-	-	313	-
Stage 2	-	-	-	-	320	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1153	-	444	727
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	736	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1153	-	404	727
Mov Cap-2 Maneuver	-	-	-	-	404	-
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	670	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.6	26.5
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	453	-	-	1153	-
HCM Lane V/C Ratio	0.65	-	-	0.083	-
HCM Control Delay (s)	26.5	-	-	8.4	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	4.5	-	-	0.3	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	9	314	10	3	265
Future Vol, veh/h	6	9	314	10	3	265
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	56	90	50	75	84
Heavy Vehicles, %	2	2	2	2	5	5
Mvmt Flow	8	16	349	20	4	315

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	672	349	0	0	369	0
Stage 1	349	-	-	-	-	-
Stage 2	323	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.15	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.245	-
Pot Cap-1 Maneuver	421	694	-	-	1173	-
Stage 1	714	-	-	-	-	-
Stage 2	734	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	419	694	-	-	1173	-
Mov Cap-2 Maneuver	419	-	-	-	-	-
Stage 1	714	-	-	-	-	-
Stage 2	731	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	570	1173	-
HCM Lane V/C Ratio	-	-	0.042	0.003	-
HCM Control Delay (s)	-	-	11.6	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	12.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	88	110	115	85	0	3	0	19	148	7	92
Future Vol, veh/h	0	88	110	115	85	0	3	0	19	148	7	92
Peak Hour Factor	0.92	0.69	0.91	0.73	0.84	0.92	0.75	0.92	0.40	0.80	0.58	0.73
Heavy Vehicles, %	6	6	6	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	128	121	158	101	0	4	0	48	185	12	126
Number of Lanes	0	1	0	0	1	0	1	0	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	11	12.1	9	13.4
HCM LOS	B	B	A	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	0%	57%	60%
Vol Thru, %	0%	0%	44%	43%	3%
Vol Right, %	0%	100%	56%	0%	37%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	3	19	198	200	247
LT Vol	3	0	0	115	148
Through Vol	0	0	88	85	7
RT Vol	0	19	110	0	92
Lane Flow Rate	4	48	248	259	323
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.008	0.075	0.355	0.394	0.483
Departure Headway (Hd)	6.911	5.689	5.14	5.482	5.381
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	517	628	698	657	669
Service Time	4.661	3.438	3.179	3.52	3.417
HCM Lane V/C Ratio	0.008	0.076	0.355	0.394	0.483
HCM Control Delay	9.7	8.9	11	12.1	13.4
HCM Lane LOS	A	A	B	B	B
HCM 95th-tile Q	0	0.2	1.6	1.9	2.6

Intersection	
Intersection Delay, s/veh	14.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	89	69	112	179	0	8	0	22	216	10	74
Future Vol, veh/h	0	89	69	112	179	0	8	0	22	216	10	74
Peak Hour Factor	0.92	0.88	0.88	0.69	0.81	0.92	0.67	0.92	0.79	0.89	0.63	0.83
Heavy Vehicles, %	5	5	5	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	101	78	162	221	0	12	0	28	243	16	89
Number of Lanes	0	1	0	0	1	0	1	0	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	10.6	15.8	9.3	15.3
HCM LOS	B	C	A	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	0%	38%	72%
Vol Thru, %	0%	0%	56%	62%	3%
Vol Right, %	0%	100%	44%	0%	25%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	8	22	158	291	300
LT Vol	8	0	0	112	216
Through Vol	0	0	89	179	10
RT Vol	0	22	69	0	74
Lane Flow Rate	12	28	180	383	348
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.024	0.046	0.274	0.58	0.546
Departure Headway (Hd)	7.203	5.978	5.498	5.45	5.656
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	495	596	652	659	636
Service Time	4.97	3.744	3.552	3.493	3.7
HCM Lane V/C Ratio	0.024	0.047	0.276	0.581	0.547
HCM Control Delay	10.1	9	10.6	15.8	15.3
HCM Lane LOS	B	A	B	C	C
HCM 95th-tile Q	0.1	0.1	1.1	3.7	3.3

ATTACHMENT: VMT ANALYSIS

Redefining Mobility.

To:	**Francis Schmidt** **Stonecliff Development**	**From:**	**Christopher Thnay, PE, AICP** **Andrea Flores, EIT**
Email:	*fschmidt@valuationconsultant.net*	Date:	June 7, 2024

Reference: SB 743 VMT Analysis Technical Memorandum for the Proposed Gudel Residential Development located near the Lower Sacramento Road/Liberty Road, Galt, CA 95632

The purpose of this technical memorandum is to present the results of our SB 743 VMT Analysis evaluation for the Proposed Gudel Residential Development located near the Lower Sacramento Road/Liberty Road, Galt, CA 95632. The proposed residential development consists of 54 dwelling units. It is our understanding that there is a 55th remainder lot. This would likely have minimal difference in the result.

The technical memorandum describes the assumptions, methodology and results of the SB 743 VMT analysis for Gudel Residential Development project. It includes the following sections:

- Project Description
- Project Trip Generation
- SB743 VMT Analysis
- Result Summary

Project Description

The proposed project includes the development of 54 low density dwelling units to be located near the southeast quadrant of the intersection of Lower Sacramento Road/Liberty Road, Galt, CA as shown in **Exhibit 1**.

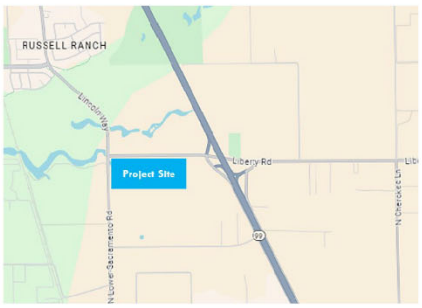


Exhibit 1: Project Vicinity

Trip Generation

Trip generation is defined as the number of "vehicle trips" produced by a particular land use or project. A trip is defined as a one-direction vehicle movement. The total number of trips generated by each land use includes the inbound and outbound trips.

Based on the 2008 Traffic Study Guidelines, the peak hour trip generation for a project should be estimated based on the *Trip Generation, 11th Edition (most current)*, published by the Institute of Transportation Engineers (ITE).

Based on Trip Generation Manual, 11th Edition the proposed 54 single family dwelling units is estimated to generate approximately 510 daily trips as shown in **Table 1**.

Table 1: Proposed Project Trip Generation

Land Use	ITE Code	Size	Daily		A.M. Peak				P.M. Peak			
			Rates	Total	Rate	In	Out	Total	Rate	In	Out	Total
Proposed Project												
Low Density Residentic	ITE 210	54 DU	9.44	510	0.7	10	28	38	0.9	32	19	51

Note:
ITE Source: ITE Trip Generation Manual 11th Edition, 2019

SB743 VMT Analyses

The SB743 VMT analysis for this project was conducted in accordance with the SJ County guidelines[1]. As recommended by the guidelines, the SJCOG RTP 2022 model was used for VMT forecasts and analysis to comply with CEQA expectations related to SB 743.

The following scenarios were analyzed using the SJCOG RTP 2022 model:

- Baseline Conditions – the base year scenario was used to represent the baseline condition.
- Baseline Plus Project - The project land use was added to the base year scenario to represent the baseline plus project condition.

The model TAZ that includes the project area is #1429 as shown in **Exhibit 2**. For the Plus Project scenario, 54 low density dwelling units were added to represent the project.

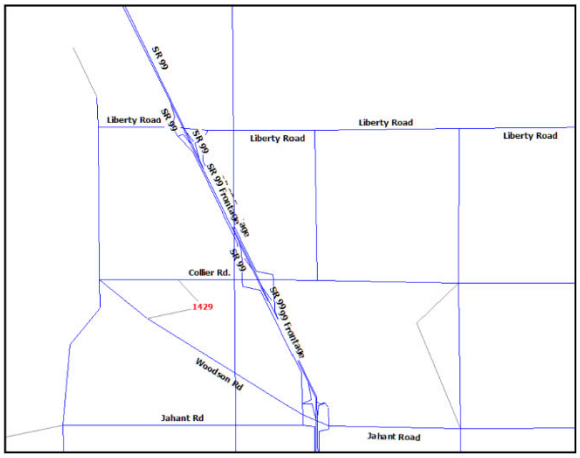


Exhibit 2: Project TAZ Location

TAZ #1427 currently has 439 households with 1,146 population coded in the base year model. The project will add a total of 54 housing units with a population of 141. The residents to household ratio of 2.61 was determined using the existing ratio within TAZ #1429.

[1] *CEQA Transportation Analysis Guidelines San Joaquin County, September 2020*

The calculation of VMT per capita of Baseline and Baseline Plus Project scenarios are summarized in **Table 2**.

Table 2: VMT per Capita

	RESIDENTIAL VMT	POPULATION	VMT/CAPITA
Baseline	31,658	1,146	27.6
Baseline Plus Project	35,568	1,287	27.6

Thresholds

The SJ County baseline VMT per capita calculated from the model is **23.4,** and the threshold of 15% below baseline is **20.0**.

This is consistent with those reported in a recent VMT analysis memo, as shown in **Table 3**.

Table 3: SJ County baseline VMT per Capita

Table 4: New VMT Thresholds of Significance for San Joaquin County (Residential Projects)

Baseline VMT per Capita	*Threshold*	*Daily VMT Threshold*
23.6	15% Below Baseline	20.1

Source: Pock Lane TIS VMT Analysis Memo, November 22, 2021

Potential VMT Reductions and TDM Measures

The SJCOG RTP 2022 model was created based on estimated land use and socio-economic data available at that time. More recent big-data includes much more up to date socio-economic data such as level of employment and tele-commute information at the census block level.

AMG reviewed big-data of trips and employment data for two census blocks near to the proposed project. Replica[2] was used to estimate the potential employment trip reductions since it is well known that many workers continue to work from home. The census data indicated that approximately 61.4% are employed and 52.3% work remotely as shown in **Table 4**. A copy of the Replica for the two census blocks is contained in **Appendix A**.

Based on the information, it was estimated that the potential reduction in VMT due to remote work is approximately 1,251 as shown in **Table 4**. The resulting total VMT due to the project is approximately 2,646 and 18.76 VMT/Capita. Under the assumption as indicated above, the proposed project VMT/Capita would not contribute to a significant impact.

[2] *Replica Big Data available for Fall 2023 data for Census Block 1 (Tract 46, San Joaquin) & Block 3 (Tract 46, San Joaquin)*

Table 4 : Estimates of Remote Work (Replica Data)

		Notes
Assumed Work Population (Pop)	87	61.4% Employed
Assumed Remote Work Pop	45.28	52.3% Remote Work
Reduced Remote VMT	1,251.49	VMT reduction for remote work
VMT of non-remote workers	1,141.42	
VMT others	1,504	
Estimated new VMT	2,646	VMT to reflect remote workers
New VMT per capita	18.76	

Source: Replica Data

Employment %	61.4
Remote work %	52.3
Worked in person %	47.7

TDM Measures

Besides work trips, there are other trips where VMT could be reduced if appropriate infrastructure is provided, or family services are facilities are provided. The following are several recommendations that the proposed project could participate:

- Help fund an improve bicycle and/or pedestrian facilities and/or transit services
- Help setup carpool opportunities
- Contribute to provide car-, bike-, and ride-sharing programs

It is our understanding that there is a pending gas station, convenience store and quick serve restaurant near the site. This will serve to reduce the VMT of the proposed project.

Result Summary

The VMT per capita of Baseline No Project and Baseline Plus Project scenarios are both 27.6.

The SJ County baseline VMT per capita calculated from the model is **23.4**, and the threshold of 15% below baseline is **20.0**.

Based on available big-data of remote work, the estimated trip reduction resulted in approximately 18.76 VMT/Capita. Under the assumption as indicated above, the proposed project VMT/Capita would not contribute to a significant impact.

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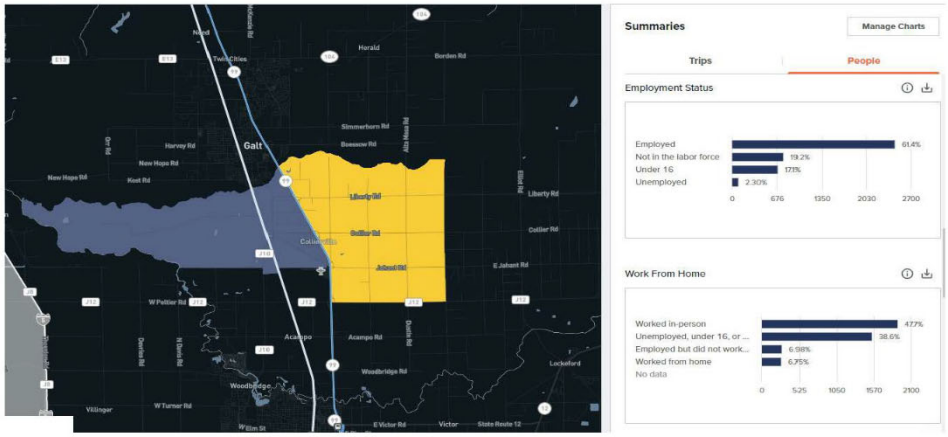
Appendix A

Replica Census Blocks Employment/Travel Information

Replica Data (Fall 2023)
Block 3 (Tract 46, San Joaquin) & Block 1 (Tract 46, San Joaquin)



6/5/2024 Z:\P2403378 - Gudel Residential Development (StonecliffDevelopment)\VMT\Gudel VMT Summary

Attachment D
Mitigation Monitoring and Reporting Program

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GENERAL PLAN 2035
MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Implementation Procedures	Monitoring Responsibility	Monitoring and Reporting Action	Mitigation Schedule
Land Use				
Mitigation Measure 4.A-1: The following new policy shall be included in the 2035 General Plan as a means of reducing the impact of division of an existing community: **LU-1-14: New Infrastructure Developments.** The County shall work to reduce or eliminate potential impacts of any new major infrastructure development, especially those that are linear in nature (freeways, utility corridors, rail lines, roadways, etc.), that could physically divide an established community. In this case, the term "established community" shall mean residential neighborhoods or urban communities. A corresponding implementation program shall also be included in the 2035 General Plan: **LU-G: Review of New Infrastructure.** The County shall comment on any plan that would result in new infrastructure (e.g., freeways/roads, transmission lines, rail lines, surface water conveyance facilities) that would physically divide an established community and shall require that any routing be revised to protect existing communities. The County shall work with special districts, community service districts, public utility districts, mutual water companies, private water purveyors, sanitary districts, and sewer maintenance districts to provide adequate public facilities and to plan/coordinate, as appropriate, future above-ground utility corridors in an effort to minimize future land use conflicts.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation Measure 4. A-2: The 2035 General Plan shall be revised to retain the existing agricultural land designations for the approximately 607 acres at the southwestern edge of Stockton that are within the Primary Zone of the Delta and are subject to the Delta Protection Commission Land Use and Resources Management Plan (LURMP).	The 2015 General Plan map shall be revised prior to adoption of the 2035 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Transportation and Circulation				
Mitigation Measure 4.D-1: The following new policy shall be included in the 2035 General Plan: **TM-1.19:** At the time these sections of State Route 88 are shown through Regional Congestion Management Plan (RCMP) traffic count monitoring to exceed the RCMP standards, the County of San Joaquin shall coordinate with the San Joaquin Council of Governments (SJCOG) to evaluate the need for a RCMP Deficiency Plan. If needed, the RCMP Deficiency Plan shall identify improvements to add roadway capacity to allow the facility to achieve the RCMP level of service (LOS) standard ("direct fix"). Alternatively, the County may prepare an RCMP system-wide deficiency plan to improve multi-modal circulation and air quality. Improvements identified in the RCMP Deficiency Plan shall be programmed for inclusion and construction under the Regional	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan

Mitigation Measures	Implementation Procedures	Monitoring Responsibility	Monitoring and Reporting Action	Mitigation Schedule
Transportation and Circulation (cont.)				
Transportation Impact Fee (RTIF) program, payable at the time of building permit applications. Construction of the "direct fix" improvements would improve LOS at both of these segments to an acceptable LOS D or better.				
Mitigation Measure 4.D-2: The following new implementation program shall be included in the 2035 General Plan: **TM-K:** The County shall widen the following local roadways from two to four lanes or, alternatively, implement demand management strategies to reduce daily traffic to less-than-significant levels. As part of the next Traffic Impact Mitigation Fee (TIMF) update, the County shall consider including these roadways improvements in the TIMF Capital Improvement Program where they are not already addressed in the Regional Transportation Improvement Fee Program. • Chrisman Road, North of Schulte Road • Escalon-Bellota Road from Mahon Ave to Magnolia Lane • French Camp Road, East of Airport Way • Howard Road from Clifton Court Road to Grimes Road • Jack Tone Road from French Camp Road to SR 120 • Jack Tone Road from Leroy Ave to Graves Road • Lower Sac Road, North of Mokelumne Street • McHenry Ave from Jones Road to the Stanislaus County Line • Tracy Boulevard, South of Finck Road	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation Measure 4.D-10: Implement Mitigation Measures 4.D-1 and 4.D-2.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Cultural and Paleontological Resources				
Mitigation Measure 4.E-1: The following revision to NCR-6.7 "Adaptive Reuse of Historic Structures," in the 2035 General Plan would reduce the impact of the inappropriate adaptive reuse efforts of designated or eligible historical resources in San Joaquin County. **NCR-6.7: Adaptive Reuse of Historic Structures.** The County shall encourage the adaptive reuse of architecturally significant or historical buildings if the original use of the structure is no longer feasible and the new use is allowed by the underlying land use designation and zoning district. Adaptive reuse efforts shall conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties and Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan

GENERAL PLAN 2035
MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Implementation Procedures	Monitoring Responsibility	Monitoring and Reporting Action	Mitigation Schedule
Cultural and Paleontological Resources (cont.)				
Mitigation Measure 4.E-2: The following revision to NCR-6.5 "Protect Archaeological and Historical Resources," in the 2035 General Plan would reduce impacts to significant archaeological resources from issuance of any discretionary permit or approval in San Joaquin County. [Note that revisions address both Impact 4.E-2 and 4.E-3]. **NCR-6.5: Protect Archaeological, Paleontological, and Historical Resources.** The County shall protect significant archaeological, paleontological, and historical resources by requiring ~~an archaeological~~ a cultural resources report be prepared by a qualified cultural resource specialist prior to the issuance of any discretionary permit or approval in areas determined to contain significant historic or prehistoric archaeological artifacts or paleontological resources that could be disturbed by project construction. The County shall require feasible mitigation identified in the report, such as avoidance, testing, or data recovery efforts, to be implemented.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation Measure 4.E-3: The following new policy "Inadvertent Discovery of Cultural Resources," in the 2035 General Plan would reduce impacts to accidentally discovered archaeological resources during ground disturbing activities in San Joaquin County. **NCR-6.10: Inadvertent Discovery of Cultural Resources.** If prehistoric or historic-period archaeological resources are encountered during ground disturbing activities in the county, all activities within 100 feet shall halt and the County shall be notified. A Secretary of the Interior-qualified archaeologist shall inspect the findings within 24 hours of discovery. If it is determined that a project could damage a unique archaeological resource (as defined pursuant to the CEQA Guidelines), mitigation shall be implemented in accordance with PRC Section 21083.2 and Section 15126.4 of the CEQA Guidelines, with a preference for preservation in place. Consistent with Section 15126.4(b)(3), this may be accomplished through planning construction to avoid the resource; incorporating the resource within open space; capping and covering the resource; or deeding the site into a permanent conservation easement. If avoidance is not feasible, a qualified archaeologist shall prepare and implement a detailed treatment plan in consultation with the County. Treatment of unique archaeological resources shall follow the applicable requirements of PRC Section 21083.2. Treatment for most resources would consist of (but would not be not limited to) sample excavation, artifact collection, site documentation, and historical research, with the aim to target the recovery of important scientific data contained in the portion(s) of the significant resource to be impacted by the project. The treatment plan shall include provisions for analysis of data in a regional context, reporting of results within a timely manner, curation of artifacts and data at an approved facility, and dissemination of reports to local and state repositories, libraries, and interested professionals.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan

Mitigation Measures	Implementation Procedures	Monitoring Responsibility	Monitoring and Reporting Action	Mitigation Schedule
Cultural and Paleontological Resources (cont.)				
Mitigation Measure 4.E-4: The following revision to NCR-6.5 "Protect Archaeological and Historical Resources," in the 2035 General Plan would reduce impacts to paleontological resources from issuance of any discretionary permit or approval in San Joaquin County. [Note that revisions address both Impact 4.E-2 and 4.E-3] **NCR-6.5: Protect Archaeological, Paleontological, and Historical Resources.** The County shall protect significant archaeological, paleontological, and historical resources by requiring ~~an archaeological~~ a cultural resources report be prepared by a qualified cultural resource specialist prior to the issuance of any discretionary permit or approval in areas determined to contain significant historic or prehistoric archaeological artifacts or paleontological resources that could be disturbed by project construction. The County shall require feasible mitigation identified in the report, such as avoidance, testing, or data recovery efforts, to be implemented. (Source: Existing GP, Heritage Resources, Policy 2, modified)	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation Measure 4.E-6: Implement Mitigation Measures 4.E-1.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation Measure 4.E-7: Implement Mitigation Measures 4.E-2 and 4.E-3.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Air Quality				
Mitigation 4.G-1: The following additional policy shall be included to address potential construction emissions from new development under the 2035 General Plan: **PHS-5.15: Construction Emissions.** The County shall require that new development projects incorporate feasible measures to reduce emissions from construction, grading, excavation, and demolition activities to avoid, minimize, and/or offset their impacts consistent with San Joaquin Valley Air Pollution Control District requirements.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation 4.G-2: The following additional policies shall be included to address potential operational emissions from new development under the 2035 General Plan: **PHS-5.16: Operational Emissions.** The County shall require that new development projects incorporate feasible measures that reduce operational emissions through project and site design and use of best management practices to avoid, minimize, and/or offset their impacts consistent with San Joaquin Valley Air Pollution Control District requirements.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan

Mitigation Measures	Implementation Procedures	Monitoring Responsibility	Monitoring and Reporting Action	Mitigation Schedule
Air Quality (cont.)				
PHS-5.17: Wood Burning Devices. The County shall require the use of natural gas where service is available or the installation of low-emission, EPA-certified fireplace inserts in all open hearth fireplaces in new homes as required under the SJVAPCD Rule 4901– Woodburning Fireplaces and Woodburning Heaters. The County shall promote the use of natural gas over wood products in space heating devices and fireplaces in all existing and new homes.				
Mitigation 4.G-3: The following additional policy shall be included to address potential health risks from new development under the 2035 General Plan: **PHS-5.185: Health Risk Evaluation.** Prior to project approval, the County shall evaluate health risks when proposed developments would result in new sensitive receptors near existing sources of substantial toxic air contaminants (TACs) or the development of sources of substantial toxic air contaminants near existing sensitive receptors. Evaluation would be based on consideration of the California Air Resource's Board Air Quality and Land Use Handbook: A Community Health Perspective distance recommendations between sources and receptors. If the project would not meet the distance recommendations between sources and receptors, the County shall require the applicant to ensure TAC impacts would be below the carcinogenic threshold (i.e., probability of contracting cancer for the Maximally Exposed Individual would be less than 10 in one million) and below the non-carcinogenic threshold (i.e., result in a Hazard Index less than 1 for the Maximally Exposed Individual). In addition, several measures to reduce potential risk from commercial or industrial land uses that would be considered include: • Proposed commercial or industrial land uses that have the potential to emit toxic air contaminants (such as loading docks for diesel delivery trucks) would be located as far away as possible from existing and proposed sensitive receptors. • Signs would be posted at all loading docks and truck loading areas which indicate that diesel-powered delivery trucks must be shut off when not in use for longer than 5 minutes on the premises in order to reduce idling emissions. • Proposed commercial and industrial land uses that have the potential to host diesel trucks would incorporate idle reduction strategies that reduce the main propulsion engine idling time through alternative technologies such as, IdleAire, electrification of truck parking, and alternative energy sources for transport refrigeration units to allow diesel engines to be completely turned off.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation Measure 4.G-5: Implement Measures 4.G-1 and 4.G-2.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan

Mitigation Measures	Implementation Procedures	Monitoring Responsibility	Monitoring and Reporting Action	Mitigation Schedule
Noise				
Mitigation 4.H-1: The following additional policy and implementation program shall be included to address potential construction noise from new development under the 2035 General Plan: **PHS-9.10: Construction Noise Time Limitations.** The County shall seek to limit the potential noise impacts of construction activities on surrounding land uses by limiting construction activities to the hours of 7 am to 7pm, Monday through Saturday. Exceptions to these allowable hours could be allowed if approved beforehand by the County. **PHS-AA: Revise Construction Noise Hours of Exemption.** The County Code shall be revised to incorporate the more conservative allowable hours of construction of 7am to 7pm for noise exemption in order to reduce the potential for nuisance and/or sleep disturbance from construction noise.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation 4.H-5: Policy PHS-9.7 shall be revised as follows to address potential non-transportation-source noise impacts from new development under the 2035 General Plan: **PHS-9.7: Require Acoustical Study.** The County shall require a project applicant to prepare an acoustical study for any proposed new residential or other noise-sensitive development when the County determines the proposed development may expose people to noise levels exceeding acceptable General Plan noise levels. Based on this acoustical study, the applicant shall incorporate mitigation measures into the project design in order to achieve the County noise standards.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Geology, Soils, and Seismicity				
Mitigation Measure 4.I-1: The proposed 2035 General Plan Policies PHS-3.1 and PHS-3.2 shall be modified as follows: **PHS-3.1: Consider Geologic Hazards for New Development.** The County shall consider the risk to human safety and property from seismic and geologic hazards (e.g., slope/levee stability, unstable soils, expansive soils, etc.,) as identified through a geotechnical investigation by a California licensed geotechnical engineer in designating the location and intensity for new development and the conditions under which that development may occur in accordance with the most current version of the County's building code. The County shall require feasible mitigation identified in the geotechnical investigations to be implemented. (Source: Existing GP, Seismic and Geologic Hazards, Policy 1, modified by EIR analysis)	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan

Mitigation Measures	Implementation Procedures	Monitoring Responsibility	Monitoring and Reporting Action	Mitigation Schedule
Geology, Soils, and Seismicity (cont.)				
PHS-3.2: Location of Sensitive Land Uses. The County shall not approve any of the following land uses if they are located within one-eighth of a mile of any active fault or on soil that is highly susceptible to liquefaction as identified in a geotechnical investigation by a California licensed geotechnical engineer: facilities necessary for emergency services; major utility lines and facilities; manufacturing plants using or storing hazardous materials; high occupancy structures, such as multifamily residences and large public assembly facilities; and facilities housing dependent populations, such as prisons, schools, and convalescent centers. (Source: Existing GP, Seismic and Geologic Hazards, Policy 2; modified by Local Hazard Mitigation Plan and EIR analysis)				
Mitigation Measure 4.I-2: The proposed 2035 General Plan Policies PHS-3.4 and PHS-3.5 shall be modified as follows: **PHS-3.4: Liquefaction Studies.** The County shall require proposals for new development in areas with high liquefaction potential to include detailed site-specific liquefaction studies by a California licensed geotechnical engineer or engineering geologist in accordance with the most current County building code. (Source: New Policy, Consultants; modified by EIR analysis) **PHS-3.5: Subsidence or Liquefaction.** The County shall require that all proposed structures, utilities, or public facilities within recognized near-surface subsidence or liquefaction areas be located and constructed in a manner-that minimizes or eliminates potential damage. (Source: New Policy, Consultants)	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation Measure 4.I-3: Implement Mitigation Measure 4.I-1.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation Measure 4.I-5: Implement Mitigation Measure 4.I -1.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation Measure 4.I-6: Implement Mitigation Measure 4.I -1.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation Measure 4.I-7: Implement Mitigation Measure 4.I -1 and 4.I-2.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan

Mitigation Measures	Implementation Procedures	Monitoring Responsibility	Monitoring and Reporting Action	Mitigation Schedule
Aesthetics				
Mitigation Measure 4.L-1: The following implementation program shall be added to the 2035 General Plan: **IS-S:** The County shall work with Caltrans to ensure that any road expansions of identified scenic routes shall minimize disruption of the elements that make the route scenic (e.g., orchards, historic structures, and riparian vegetation) where feasible.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation Measure 4.L-2: Implement Mitigation Measure 4.L-1.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation Measure 4.L-3: Implement Mitigation Measures 4.L-1 and 4.A-2.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation Measure 4.L-4: Policy NCR-7.7 shall be revised as follows: **NCR-7.7: Reducing Glare and Light Pollution.** The County shall encourage project designs, lighting configurations, complementary land uses, and operational practices that reduce the potential for glare during daytime hours and reduce nighttime light pollution and to protect adjacent land uses from light and glare and preserve views of the night sky. (RDR) (Source: New Policy, Consultants) To reduce lighting impacts from new signage, Implementation Measure ED-I shall be revised as follows: **ED-I: Signage and Wayfinding Program.** The County, in coordination with Caltrans, chambers of commerce, and the Lodi Winegrowers Association, shall develop, adopt, and maintain a comprehensive signage and wayfinding program for agritourism, wineries, recreation, and heritage sites that will help tourists easily navigate from one destination to another throughout the county. Lighting of any signage shall be designed to minimize glare for the surroundings. (Source: New Program, Consultants)	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation Measure 4.L-5: Implement Mitigation Measures 4.L-1and 4.L-4.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation Measure 4.M-5: The following new policy shall be included in the 2035 General Plan as a means of reducing the impact on regional parkland: **NCR-8.26: Regional Parkland Development**. The County shall assess the feasibility of adopting a development fee program for new development to contribute to the acquisition and development of new regional parkland.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan

Mitigation Measures	Implementation Procedures	Monitoring Responsibility	Monitoring and Reporting Action	Mitigation Schedule
Aesthetics (cont.)				
Mitigation Measure 4.M-7: Implement Mitigation Measure 4.M-5.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Utilities and Service Systems				
Mitigation Measure 4.N-5: The County shall include the following new policy in the proposed 2035 General Plan: **IS-1.18: Landfill Capacity.** The County shall analyze remaining landfill capacity and continue to implement solid waste diversion programs in order to increase the rate of diversion across all communities and increase the usable life of existing landfill disposal facilities.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation Measure 4.N-9: Implement Mitigation Measure 4.N-5.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mineral Resources				
Mitigation Measure 4.O-1: The following implementation measures shall be added to the 2035 General Plan: **NCR-NEW1: Protection of Mineral Resource Sites.** The County shall discourage the development of incompatible land uses, as defined by the State Mining and Geology Board (SMGB), within or immediately adjacent to existing and potential mineral resource sites, including existing and new MRZ-2 (Mineral Resource Zone 2) zones identified by Surface Mining and Reclamation Act (SMARA) and locally important mineral resource sites as they are identified in the future such that the development would impede or preclude mineral extraction or processing.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation Measure 4.O-2: Implement Mitigation Measure 4.O-1.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan

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Attachment E
Findings for Subdivision and for CEQA §15183 Exemption Compliance

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FINDINGS FOR SUBDIVISION

PA-2200056

1. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the General Plan, any applicable Specific Plan, pre-existing Special Purpose Plan or Master Plan, the Development Title, and other applicable provisions of the County Code.

    - **This finding can be made because the project site has the General Plan designation and the zoning of Rural Residential (R/R; R-R) which may conditionally permit a residential subdivision with an approved subdivision application. The subdivision's proposed lot size average is 1.27 acres, which meets the General Plan minimum size for the R/R designation of 1 to 5 acres and meets the Development Title standard of a minimum of one (1) acre for the R-R zone. The proposed subdivision will also be consistent with the development density established by the General Plan for the R/R designation which ranges from 0.2 to 1.0 dwelling per acre. The project site is located in the Rural Community of Collierville, a community for which the General Plan has no specific plan. There are no other Master Plans, Specific Plans, or Special Purpose Plans in the vicinity.**

2. The site is physically suitable for the type of development and the proposed density of the development.

    - **This finding can be made because the 78.76-acre site is of adequate size and shape to accommodate the proposed 54 lot subdivision, allowing parcel to meet the minimum size requirement to allow ample building envelopes wherein residences can be constructed; roadways, and other requirements of the Development Title can also be accommodated, as depicted on the Revised Site Plan dated November 23, 2023. The General Plan density for the R/R designation is a minimum of 0.2 units per acre to a maximum of 1.0 unit per acre. The proposed density of one (1) acre lots means the development is consistent with the General Plan density requirements.**

3. The proposed subdivision, together with the provisions for its design and improvement, are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat, unless an Environmental Impact Report (EIR) was prepared and a finding was made that specific economic, social, or other considerations make the mitigation measures or project alternatives infeasible, pursuant to Section 21081(a)(3) of the Public Resources Code.

    - **This finding can be made because an Environmental Impact Report (EIR) was performed in 2014 for the 2035 General Plan which concluded that some environmental impacts were less than significant with mitigation measures while some impacts were significant and unavoidable. General Plan policies and implementing actions that address biological diversity and ecological integrity that are relevant to this project include protecting wetlands by prohibiting development in existing wetland areas and implementing the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan to mitigate biological impacts resulting from open space land conversion**

4. The proposed subdivision, together with the provisions for its design and improvement, is not likely to cause serious public health problems.

    - **This finding can be made because the project will be conditioned to meet San Joaquin County development regulations that protect public health, safety, and welfare and ensure the project is not injurious to adjacent properties.**

5. The proposed subdivision, together with the provisions for its design and improvement, will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision. The County may approve a map if it finds that alternative easements for access or for use will be provided and that these easements will be substantially equivalent to ones previously acquired by the public.

- **This finding can be made because the proposed subdivision will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision as there are no such known easements.**

6. Water and wastewater disposal services will be available and sufficient to serve a proposed subdivision. If the subdivision has more than 500 dwelling units, this finding must be in accordance with Section 66473.7 of the Subdivision Map Act.

    - **This finding can be made because the project is conditioned to be served by a public water system that can provide adequate domestic and fire water supply for the subdivision. As there is no public water system currently available, the applicant/developer is required to provide a public water system with a non-County maintenance entity that conforms to the requirements of the San Joaquin County Environmental Health Department and the Department of Public Works.**

      The rural residential subdivision is permitted to utilize individual, on-site septic systems for wastewater disposal provided there is a public water system and public storm drain system. A will service letter from County Service Area #29 ensuring the provision of storm water service has been submitted by the applicant. Provide the applicant is able to provide the required public water system, wastewater disposal will take place with on-site septic system.

7. Any land or improvement to be dedicated to the County or other public agency is consistent with the General Plan, any applicable Specific Plan, pre-existing Special Purpose Plan, or Master Plan, and any other applicable plan adopted by the County.

    - **This finding can be made because the land to be dedicated to the County, including land dedication to result in a 42-foot wide right-of-way from the centerline of Liberty Road and from the centerline of Lower Sacramento Road, is consistent with the Development Title.**

8. The design of the subdivision provides, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision.

    - **This finding can be made because the proposed subdivision, as designed, can make use of passive heating and cooling; a residence could be located on the proposed new parcels to face westerly, allowing the afternoon sun to passively or actively with the use of rooftop solar panels, heat the new homes.**

CEQA §15183 Exemption Compliance Finding

1. Substantial evidence in the record demonstrates that the Project is consistent with the 2035 San Joaquin County General Plan Environmental Impact Report (GP EIR) certified by Board of Supervisors on December 13, 2016, in accordance with the California Environmental Quality Act (CEQA) and the Project is consistent with the development density and intensity of the General Plan. Therefore, pursuant to Public Resources Code §21083.3 and CEQA Guideline §15183, no further environmental documentation is required.

Public Resources Code § 21083.3 and its companion Guideline §15183 provide a CEQA exemption for projects that are consistent with a General Plan, Community Plan, or zoning ordinance where an EIR was prepared for such policy documents. The GP EIR expressly provides that document can be used to streamline "future environmental review…pursuant to Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183." The General Plan designates this Property for rural residential uses (R/R) with a density range of 0.2 to 1.0 residential units per acre. The County Development Title authorizes a subdivision of 54 lots of 1 acre or more in the Rural Residential (R-R) zone, in which the Project is located, subject to an approved Subdivision application. Therefore, the Project is consistent with the development density of the General Plan and implementing Development Title. Further, the County prepared a "§15183 CEQA Checklist" for the Project to determine whether there are any project-specific aspects that will result in significant environmental effects above and beyond those addressed in the GP EIR. That document determined that no such effects would occur. Accordingly, the Project qualifies for the §15183 exemption and a Notice of Exemption shall be filed.

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Attachment F
Conditions of Approval

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CONDITIONS OF APPROVAL

PA-2200056
STONECLIFF DEVELOPMENT INC. AND VENTANA DEVELOPMENT COMPANY, INC.
DILLON AND MURPHY

Major Subdivision No. PA-2200056 was approved by the Planning Commission on . The effective date of approval is . This tentative map approval will expire on , which is three (3) years from the effective date of approval, unless (1) all Conditions of Approval have been complied with and (2) a Final Map has been filed with and accepted by the County Surveyor.

Unless otherwise specified, all Conditions of Approval and ordinance requirements shall be complied with prior to approval of the Final Map. Those Conditions followed by a Section Number have been identified as ordinance requirements pertinent to this application. Ordinance requirements cannot be modified and other ordinance requirements may apply.

1. COMMUNITY DEVELOPMENT DEPARTMENT (Contact: Community Development Department, [209] 468-3121)

    a. **TENTATIVE MAP:** The Parcel Map shall substantially conform to the approved revised tentative map dated November 23, 2023.

    b. **MITIGATION MONITORING AND REPORTING PROGRAM:** The project shall comply with all required mitigations included in the General Plan 2035 EIR MMRP dated December 13, 2016.

    c. **RIGHT TO FARM:** Pursuant to San Joaquin County Code Section 6-9004(b), the following note shall be placed on the Parcel Map and recorded as a separate instrument:

        1. All persons purchasing parcels within the boundaries of this approved map should be prepared to accept the inconveniences or discomforts associated with agricultural operations or activities, such as noise, odors, insects, dust or fumes. San Joaquin County has determined that such inconveniencies or discomforts shall not be considered to be a nuisance.

    d. **LOT SIZE AND WIDTH:** The following lot size and width regulations shall apply to this map:

        1. The lot width of individual lots, measured at such distance back from the front lot line as is required for the depth of the front yard, must be equal to or greater than 105 feet with the exception of corner lots which must be equal to or greater than 50 feet in width. (Development Title Section 9-203.030[a][3])

        2. All parcels shall be a minimum of 1 acre in size. (Development Title Table 9-203.030)

    e. **ROAD NAMES:** All subdivision road names shall be submitted to the Community Development Department for approval by the Director. Contact Rafedah Carella at 209-468-3138 for road name standards. (Development Title Section 9-1150.18)

    f. **RIPARIAN HABITAT:** Parallel to any waterway or wetland, a natural open space area for riparian habitat and waterway protection shall be maintained to provide nesting and foraging habitat and the protection of waterway quality. The minimum width of said open space shall be one-hundred (100) feet, measured from the mean high water level of the natural bank or fifty (50) feet back from the existing riparian habitat, whichever is greater. Water-dependent uses may be permitted in this buffer.

        1. The mean high water level and the edge of the riparian habitat parallel to the unnamed creek and wetland areas shall be shown on the Final/Parcel Map. The open space buffer required above shall be shown on the Final/Parcel Map with the following note:

Pursuant to Section 9-707.030 of the San Joaquin County Development Title, this area is designated as a natural open space for riparian habitat and waterway and wetland protection. No development other than water dependent uses shall be permitted in this space.

g. **NATURAL RESOURCES / TREE PRESERVATION:** Future development on the parcel(s) shall be consistent with the requirements of the County's Tree Preservation Ordinance (Development Title Section 9-400.080). The following note shall be placed on the Final/Parcel Map and also shall be recorded as a separate instrument:

   1. The removal of a Native Oak Tree, Heritage Oak Tree, or Historical Tree shall require an approved Improvement Plan application. Replacement of any tree removed under Development Title Section 9-400-080 shall be as specified in Section 9-400-080.

h. **CULTURAL RESOURCES:** If, in the course of development, prehistoric or historic-period materials are encountered, all work in the vicinity of the find shall halt until and archaeologist can evaluate the materials and make recommendations for further action. If human remains are encountered, all work shall halt in the vicinity and the County Coroner shall be notified immediately. At the same time, a qualified archaeologist shall be contacted to evaluation the finds. If human burials are found to be of native American origin, steps shall be taken pursuant to Section 15064.5(e) of Guidelines for California Environmental Quality Act.

i. **LANDSCAPING:** Landscaping shall be provided and comply with the following:

   1. Trees are required as specified in Section 9-402.050 of the Development Title and shall be planted prior to the finalizing of the building permit(s).

j. **DEVELOPMENT REQUIREMENT:** The following development requirements apply and shall be shown on the Parcel Map:

   1. Prior to any grant of approval for a development project or issuance of a building permit on the "Designated Remainder," the requirements of Chapter 9-602 (Water Systems) of the San Joaquin County Development Title shall be met.

2. COUNTY COUNSEL

   a. **HOLD HARMLESS PROVISION:** Pursuant to Section 66474.9 of the Government Code, the subdivider shall defend, indemnify, and hold harmless the local agency or its agents, officers, and employees from any claim, action, or proceeding against the local agency or its agents, officers, or employees to attack, set aside, void, or annul an approval of the local agency, advisory agency, appeal board, or legislative body concerning a subdivision, which action is brought within the time provided for in Section 66499.37 of the Government Code.

3. DEPARTMENT OF PUBLIC WORKS (Contact: [209] 468-3000)

   a. All improvements shall be in conformance with the current Improvement Standards and Specifications of the County of San Joaquin. All improvement plans and specifications shall include grading plan for each individual lot. The improvement plans and specifications are subject to plan check, field inspection fees and must be approved by the County of San Joaquin Department of Public Works prior to approval of the Final Map. (Development Title Section 9-802.02[c], Section 9-505, Section 9-600 and R-92-814)

   b. If improvements referred to herein are not completed prior to approval of the Final Map, the subdivider shall execute an agreement with the County of San Joaquin ensuring the completion of improvements within one (1) year after approval of the Final Map. (Development Title Section 9-600.020[j])

c. If improvements are partially or fully completed prior to approval of the Final Map, the subdivider shall execute an agreement with the County of San Joaquin to warranty the public improvements offered for acceptance by the County for one (1) year after acceptance by the Board of Supervisors.

d. Dedication to result in a 42-foot-wide right-of-way from the centerline of Liberty Road to the property line shall be required on the Final Map. Liberty Road shall be improved to County standards for an 84-foot-wide right-of-way Rural Arterial/Expressway road. (Development Title Section 9-608.060(a)(2))

e. Dedication to result in a 42-foo- wide right-of-way from the centerline of Lower Sacramento Road to the property line shall be required on the Final Map. Lower Sacramento Road shall be improved to County standards for an 84-foot-wide right-of-way Rural Arterial/Expressway road. (Development Title Section 9-608.060(a)(2))

f. All roads within the subdivision shall be dedicated on the Final Map and improved to County Standards for a 50-foot right-of-way Rural Residential street. (Development Title Sections 9-501.070, 9-608.010[c][4] and 9-608.060[a][2])

g. Access rights shall be dedicated and restricted for lots 19-30 along the frontage of Liberty Road on the Final Map. (Development Title Section 9-608.060)

h. Access rights shall be dedicated and restricted for lots 1, 34 and 35 along the frontage of Lower Sacramento Road on the Final Map. (Development Title Section 9-608.060)

i. Terminal drainage is required for the entire subdivision (including lots). A community detention pond shall be provided in accordance with the County standards and provide adequate drainage for the entire subdivision, including the lots. Hydrologic and hydraulic analyses shall be provided and demonstrate that all property, both downstream and upstream of the discharge, will not be subject to a higher flood level as a result of the proposed drainage. The storm drainage system, including the basin and all storm drainage appurtenances, shall be included on the improvement plans. (Development Title Section 9-606.010)

j. It is the responsibility of the applicant to obtain all required regulatory permits for all work within the unnamed channel.

k. The project shall be served by a public water system conforming to the requirements of the San Joaquin County Environmental Health Department and the Department of Public Works. The system shall provide adequate domestic and fire water supply in conformance with the requirements of the County Fire Warden and the local Fire District. The water system design, including all required wells and any necessary treatment systems, shall be included on the improvement plans. (Development Title Section 9-602.010)

l. Street lighting shall be provided for the proposed subdivision at intersections in accordance with San Joaquin County's Improvement Standards. (Development Title Section 9-608.120)

m. Annexation into County Service Area 29 for storm drainage and street lighting services shall be required prior to approval of the Final Map.

n. The subdivider shall agree to pay user fees for CSA 29 services (storm drainage and street lighting) from the time improvements are accepted by the County until the lots are placed on the County tax rolls.

o. A Community Services District or other non-County public utility agency shall be formed prior to approval of the Final Map to provide for the operation, maintenance, and improvement of the water system. (General Plan Policy IS-2.6)

p. Water meters shall be installed on all water services. (Board of Supervisors Order B-91-650)

q. An Offer of Dedication of groundwater rights is required on the Final Map.

r. All utilities shall be underground except power transmission facilities of a 35 KV or greater. Public utility easements shall be provided along the road frontage of the subdivision and as required by the public utility companies. (Development Title Section 9-609.020)

s. A Preliminary Soils Report is required in accordance with the County Standards for the purpose of determining the R-Value for the design of the roads. (Development Title Section 9-505.020)

t. A grading plan shall be submitted as a part of the improvement plans and approved prior to approval of the Final Map. The grading plan shall contain the information listed in the California Building Code (CBC) Appendix J Section J104.2, complete drainage details and elevations of adjacent parcels. Retaining wall details shall be submitted where applicable. (Grading that disturbs more than one acre will require a National Pollutant Discharge Elimination System permit.)

u. All traffic signs and markings shall conform to the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD), and/or San Joaquin County Standards and shall be shown on the improvement plans. (Development Title Section 9-608.010)

v. The developer shall obtain all necessary permits from the San Joaquin Valley Air Pollution Control District for operation of stand-by generators in conjunction with water well facilities.

w. The applicant and/or future property owners shall keep the unnamed creek free of all obstacles that impede the flow of water. Any alteration to the ditches will required a Watercourse Encroachment permit from the Department of Public Works.

x. For future development of “Designated Remainder”, services shall be provided in accordance with the adopted County Development policies for “Division 11: Infrastructure Standards and Requirements” of the San Joaquin County Development Title and shall be noticed by a statement on the Final Map. (Development Title Section 9-606.060[b])

y. The applicant/developer shall pay a fair share contribution for the improvements of the following intersections prior to recording the Final Map:

    1. $27,231 for the improvements to Liberty Road and Lower Sacramento Road.

    2. $5,147 for the improvements to Kost Road and Lower Sacramento Road.

    3. $60,480 for the improvements to Liberty Road and West Frontage Road.

    4. $31,600 for the improvements to Liberty Road and East Frontage Road.

z. This project is a NPDES Region-Wide Permit requirements and shall comply with the following conditions. Prior to release of the building permit, plans and calculations shall be submitted and approved by the Public Works Department – Water Resources Division (209-468-3605):

    1. Treatment: A registered professional engineer shall design the site to treat the 85th percentile storm as defined in the County’s 2021 Storm Water Quality Control Criteria Plan (SWQCCP).

    2. Hydromodification: A registered professional engineer shall design the site to comply with the volume reduction requirement outlined in the County’s 2021 SWQCCP.

    3. Trash: A registered professional engineer shall design the site to comply with the trash control requirements outlined in the County’s 2023 SWQCCP.

aa. Prior to release of the building permit, the owner shall enter into an agreement with the San Joaquin County for post-construction maintenance of stormwater quality facilities.

bb. Prior to release of the building permit the applicant shall submit the storm Water Pollution Prevention Plan (SWPPP) to Public Works. A copy of the approved SWPPP and all required records, updates, test results and inspection reports shall be maintained on the construction site and be available for review upon request.

cc. Applicant shall file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and comply with the State "General Permit for Storm Water Discharges Associated with Construction Activity". The Waste Discharge Identification Number (WDID), issued by SWRCB, shall be submitted to Public Works for file. Contact the SWRCB at (916) 341-5537 for further information.

dd. Prior to release of building permits all new construction and the substantial improvement of any structure or tanks in the area of special flood hazard shall be elevated or floodproofed in accordance to San Joaquin County Ordinance Code Section 9-1605.12(a), (b), and (c). Plans and calculations shall be submitted and approved by the Public Works Department – Water Resources Division (209-468-9360).

Informational Notes:

i. Any construction activity that results in the disturbance of at least one (1) acre of soil shall require a State NPDES construction permit. Dischargers whose projects disturb one (1) or more acres of soil or whose projects disturb less than one (1) acre of soil and is not part of a larger plan of development, are required to obtain coverage under the current General Permit for Discharges of Storm Water Associated with Construction Activity. Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility.

3. ENVIRONMENTAL HEALTH DEPARTMENT (Contact: [209] 468-3420)

a. A qualified environmental professional shall prepare a surface and subsurface contamination report, identifying any potential source of surface of subsurface contamination caused by past or current land uses. The report shall include evaluation of non-point source of hazardous materials, including agricultural chemical residues, as well as potential point sources, such as fuel storage tanks, septic systems, or chemical storage areas. The report shall be submitted to the Environmental Health Department at time of submittal of a tentative map. (San Joaquin County Development Title, Section 9-905.12)

NOTE: The Environmental Health Department received a surface and subsurface contamination report (Service Request #SR0085053) dated March 23, 2022, that has been approved.

b. A soil suitability and nitrate loading study incorporating proposed staff and customer use shall be submitted to the Environmental Health Department, indicating that the area is suitable for septic system usage. The studies must be approved by the Environmental Health Department prior to recordation of final map. (San Joaquin County Development Title, Section 9-1105.2(d)). The fee will be based on the current schedule at the time of payment.

The sewage disposal system shall comply with the onsite wastewater treatment systems standards of San Joaquin County prior to approval. A percolation test conducted in accordance with the E.P.A. Design Manual - Onsite Wastewater and Disposal Systems is required for each parcel. The fee will be based on the current schedule at the time of payment.

NOTE: The Environmental Health Department received and reviewed a soil suitability nitrate loading study dated April 13, 2020 (Service Request# SR0081892) and has been Conditionally approved. Prior to issuance of building permit(s), an addendum shall be submitted to the Environmental Health Department and approved by the Environmental Health Department. Be advised that any additional time required to review the addendum will be billed at current schedule rate. A sewage disposal area as indicated by the soil suitability study and/or percolation tests must

be shown for each parcel on the final subdivision improvement plans (San Joaquin County Development Title, Section 9-1105.2).

c. The applicant shall provide written confirmation from the water providers that improvements have been constructed or financial arrangements have been made for any improvements required by the agency and that the agency has or will have the capacity to serve the proposed development. Said written confirmation shall be submitted prior to the issuance of a building permit (San Joaquin County Development Title, Section 9-1120.2)

d. Any Submit a Small Public Water System preliminary technical report to the California State Water Resources Control Board, Division of Drinking Water (Water Board) prior to issuance of building permits and at least six months before initiating construction of any water related improvement, as defined. The issuance of a permit to operate a small public water system by the local primacy agency, EHD, is prohibited without the concurrence of the Water Board. Please contact Gena Farley at Gena.Farley@waterboards.ca.gov or 209-948-7488 with the SWRCB Division of Drinking Water concerning the requirements for preliminary technical report submittal prior to issuance of building permits.

   If the Water Board determines that an onsite well shall be used as the potable water source, a permit application to operate Small Public Water System shall be submitted to the EHD for approval prior to issuance of building permits. To issue a permit to operate, concurrence from the Water Board is required. A yearly permit to operate a public water system will be required by the Environmental Health Department prior to sign off of the certificate of final occupancy (San Joaquin County Development Title, Section 9-602.010 and 9-601.030.).

   The supplier must possess adequate financial, managerial, and technical capability to assure delivery of pure, wholesome, and potable drinking water in accordance with San Joaquin County Development Title, Sections 9-602.010 and 9-601.030 and C.C.R., Title 22, and Health and Safety Code, Section 116525 116570.

e. Construction of an individual sewage disposal system(s) under permit and inspection by the Environmental Health Department is required at the time of development (San Joaquin County Development Title, Section 9-1110.3 & 9-1110.4).

f. Designated Remainder: The designated remainder parcel is non-buildable for living structures until the Environmental Health Department receives and approves a Soil Suitability and Nitrate Loading Study showing the remainder parcel is suitable for septic system usage including a percolation test (San Joaquin County Development Title, Section 9-1105.11(b)).

g. Destroy any abandoned well(s) under permit and inspection by the Environmental Health Department as required by San Joaquin County Development Title, Section 9-1115.5(e).

h. Construction of an individual domestic water well under permit and inspection by the Environmental Health Department is required at the time of development (San Joaquin County Development Title, Section 9-1115.3).

i. Any geotechnical drilling shall be conducted under permit and inspection by The Environmental Health Department (San Joaquin County Development Title, Section 9-1115.3 and 9-1115.6).

j. In areas zoned Rural Residential, where parcels one (1) acre or more in size suitability of an area for septic tank usage will be considered if served by a public water system and public storm drainage system (San Joaquin County Development Title, Section 9-1105.2 (d)(6)).

4. SAN JOAQUIN COUNCIL OF GOVERNMENTS (Contact: [209] 235-0600)

   a. This project is subject to the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). The applicant must provide a Certificate of Payment prior to issuance of any grading or building permits.

5. SAN JOAQUIN COUNTY DEPARTMENT OF PARKS AND RECREATION (Contact: [209] 953-8800)

   a. The San Joaquin County Department of Parks and Recreation will require the payment of fee in-lieu of land dedication as a condition of the project. Based on the information provided in

Development Title Section 9-1230, et al, the fee is $15,260.61.

6. WILTON RANCHERIA (Contact: [916] 683-6000 x. 2023)

   a. The developer shall coordinate with representatives from Wilton Rancheria to allow for the following measures:

      1. Wilton Rancheria is to be allowed to perform a Pedestrian Survey, either with or without an archaeologist, prior to the start of construction.

      2. Wilton Rancheria is to be allowed to perform Cultural Awareness training to all on-site staff and crew of the developer prior to the start of construction or ground disturbing activities.

      3. Wilton Rancheria is to be allowed to have a Tribal Monitor on site for all ground disturbing activities associated with the project, compensated by the developer.