Mustang Lompoc Investors Cannabis Facility Project

Initial Study – Mitigated Negative Declaration

Appendices

prepared by

City of Lompoc
Planning Division, Community Development Department
100 Civic Center Plaza
Lompoc, California 93436
Contact: Brian Halvorson, Planning Manager

prepared with the assistance of

Rincon Consultants, Inc.
1530 Monterey Street, Suite D
San Luis Obispo, California 93401

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RINCON CONSULTANTS, INC.
Environmental Scientists | Planners | Engineers
rinconconsultants.com

Appendix A

Air Quality and Greenhouse Gas Modeling

Mustang Lompoc Investors Cannabis Facility Project

South Central Coast Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	69.00	1000sqft	1.58	69,000.00	0
Parking Lot	64.00	Space	0.58	25,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.9	**Precipitation Freq (Days)**	37
Climate Zone	4			**Operational Year**	2022
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	311.54	**CH4 Intensity (lb/MWhr)**	0.014	**N2O Intensity (lb/MWhr)**	0.003

1.3 User Entered Comments & Non-Default Data

Project Characteristics - PG&E 2030 energy intensity factors.

Land Use -

Construction Phase - Applicant specified construction length of ~9 months

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - No demolition phase.

Off-road Equipment -

Off-road Equipment -

Trips and VMT -

Grading - Material exported specified by applicant.

Architectural Coating -

Vehicle Trips - Per project-specific VMT analysis.

Vehicle Emission Factors -

Area Coating -

Energy Use - Electricity intensity factors were adjusted to match the applicant provided kWH/yr output.

Water And Wastewater - Applicant specified water uses.

Solid Waste - Applicant specified 4000 lbs of solid waste/week.

Construction Off-road Equipment Mitigation -

Water Mitigation -

Fleet Mix -

Stationary Sources - Emergency Generators and Fire Pumps - Assuming 800 kW generator (1,072.82 HP) and 50 hours per year for testing and maintenance

Stationary Sources - Process Boilers -

Stationary Sources - User Defined -

Mustang Lompoc Investors Cannabis Facility Project - South Central Coast Air Basin, Winter

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	220.00	200.00
tblEnergyUse	T24E	1.48	75.00
tblGrading	MaterialExported	0.00	1,140.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.014
tblProjectCharacteristics	CO2IntensityFactor	641.35	311.54
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.003
tblSolidWaste	SolidWasteGenerationRate	85.56	18.10
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	1,072.82
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	50.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	1.00
tblVehicleTrips	CW_TL	9.50	6.60
tblVehicleTrips	CW_TL	9.50	6.60
tblVehicleTrips	WD_TR	6.97	2.50
tblWater	IndoorWaterUseRate	15,956,250.00	11,096,500.00
tblWater	OutdoorWaterUseRate	0.00	171,000.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	2.2579	31.0231	16.1191	0.0608	2.5481	0.8245	3.3026	0.4258	0.7900	1.1218	0.0000	6,351.1939	6,351.1939	1.1151	0.0000	6,379.0723
2022	161.9219	16.2410	15.7903	0.0318	0.4367	0.7088	1.1455	0.1183	0.6793	0.7976	0.0000	3,000.9877	3,000.9877	0.5446	0.0000	3,013.0089
Maximum	**161.9219**	**31.0231**	**16.1191**	**0.0608**	**2.5481**	**0.8245**	**3.3026**	**0.4258**	**0.7900**	**1.1218**	**0.0000**	**6,351.1939**	**6,351.1939**	**1.1151**	**0.0000**	**6,379.0723**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	2.2579	31.0231	16.1191	0.0608	1.6394	0.8245	2.3939	0.3262	0.7900	1.0222	0.0000	6,351.1939	6,351.1939	1.1151	0.0000	6,379.0723
2022	161.9219	16.2410	15.7903	0.0318	0.4367	0.7088	1.1455	0.1183	0.6793	0.7976	0.0000	3,000.9877	3,000.9877	0.5446	0.0000	3,013.0089
Maximum	**161.9219**	**31.0231**	**16.1191**	**0.0608**	**1.6394**	**0.8245**	**2.3939**	**0.3262**	**0.7900**	**1.0222**	**0.0000**	**6,351.1939**	**6,351.1939**	**1.1151**	**0.0000**	**6,379.0723**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**30.45**	**0.00**	**20.43**	**18.31**	**0.00**	**5.19**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.9299	1.2000e-004	0.0136	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0291	0.0291	8.0000e-005		0.0310
Energy	0.0538	0.4889	0.4107	2.9300e-003		0.0372	0.0372		0.0372	0.0372		586.6946	586.6946	0.0112	0.0108	590.1810
Mobile	0.2599	1.0431	3.0071	8.9600e-003	0.8557	8.3900e-003	0.8640	0.2288	7.8500e-003	0.2366		906.9143	906.9143	0.0399		907.9122
Stationary	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**2.2436**	**1.5321**	**3.4314**	**0.0119**	**0.8557**	**0.0456**	**0.9013**	**0.2288**	**0.0451**	**0.2738**		**1,493.6381**	**1,493.6381**	**0.0512**	**0.0108**	**1,498.1243**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.9299	1.2000e-004	0.0136	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0291	0.0291	8.0000e-005		0.0310
Energy	0.0538	0.4889	0.4107	2.9300e-003		0.0372	0.0372		0.0372	0.0372		586.6946	586.6946	0.0112	0.0108	590.1810
Mobile	0.2599	1.0431	3.0071	8.9600e-003	0.8557	8.3900e-003	0.8640	0.2288	7.8500e-003	0.2366		906.9143	906.9143	0.0399		907.9122
Stationary	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**2.2436**	**1.5321**	**3.4314**	**0.0119**	**0.8557**	**0.0456**	**0.9013**	**0.2288**	**0.0451**	**0.2738**		**1,493.6381**	**1,493.6381**	**0.0512**	**0.0108**	**1,498.1243**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	6/6/2021	6/9/2021	5	3	
2	Building Construction	Building Construction	6/10/2021	3/16/2022	5	200	
3	Paving	Paving	3/17/2022	3/30/2022	5	10	
4	Architectural Coating	Architectural Coating	4/1/2022	4/14/2022	5	10	

Acres of Grading (Site Preparation Phase): 4.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.58

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 103,500; Non-Residential Outdoor: 34,500; Striped Parking Area: 1,536 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Scrapers	1	8.00	367	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	3	8.00	0.00	143.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	40.00	16.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.6523	0.0000	1.6523	0.1811	0.0000	0.1811			0.0000			0.0000
Off-Road	1.5463	18.2862	10.7496	0.0245		0.7019	0.7019		0.6457	0.6457		2,372.8832	2,372.8832	0.7674		2,392.0692
Total	**1.5463**	**18.2862**	**10.7496**	**0.0245**	**1.6523**	**0.7019**	**2.3542**	**0.1811**	**0.6457**	**0.8268**		**2,372.8832**	**2,372.8832**	**0.7674**		**2,392.0692**

3.2 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.3581	12.7153	3.3741	0.0357	0.8301	0.0522	0.8823	0.2273	0.0499	0.2772		3,920.9254	3,920.9254	0.3461		3,929.5775
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0319	0.0217	0.2084	5.8000e-004	0.0657	4.3000e-004	0.0662	0.0174	4.0000e-004	0.0178		57.3853	57.3853	1.6100e-003		57.4257
Total	**0.3900**	**12.7370**	**3.5825**	**0.0363**	**0.8959**	**0.0526**	**0.9484**	**0.2447**	**0.0503**	**0.2950**		**3,978.3107**	**3,978.3107**	**0.3477**		**3,987.0032**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7435	0.0000	0.7435	0.0815	0.0000	0.0815			0.0000			0.0000
Off-Road	1.5463	18.2862	10.7496	0.0245		0.7019	0.7019		0.6457	0.6457	0.0000	2,372.8832	2,372.8832	0.7674		2,392.0692
Total	**1.5463**	**18.2862**	**10.7496**	**0.0245**	**0.7435**	**0.7019**	**1.4454**	**0.0815**	**0.6457**	**0.7272**	**0.0000**	**2,372.8832**	**2,372.8832**	**0.7674**		**2,392.0692**

3.2 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.3581	12.7153	3.3741	0.0357	0.8301	0.0522	0.8823	0.2273	0.0499	0.2772		3,920.9254	3,920.9254	0.3461		3,929.5775
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0319	0.0217	0.2084	5.8000e-004	0.0657	4.3000e-004	0.0662	0.0174	4.0000e-004	0.0178		57.3853	57.3853	1.6100e-003		57.4257
Total	**0.3900**	**12.7370**	**3.5825**	**0.0363**	**0.8959**	**0.0526**	**0.9484**	**0.2447**	**0.0503**	**0.2950**		**3,978.3107**	**3,978.3107**	**0.3477**		**3,987.0032**

3.3 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0451	16.0275	14.5629	0.0250		0.8173	0.8173		0.7831	0.7831		2,288.9355	2,288.9355	0.4503		2,300.1935
Total	**2.0451**	**16.0275**	**14.5629**	**0.0250**		**0.8173**	**0.8173**		**0.7831**	**0.7831**		**2,288.9355**	**2,288.9355**	**0.4503**		**2,300.1935**

3.3 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0535	1.6338	0.5140	4.0800e-003	0.1081	5.1300e-003	0.1133	0.0311	4.9000e-003	0.0360		439.0084	439.0084	0.0323		439.8161
Worker	0.1594	0.1084	1.0422	2.8800e-003	0.3286	2.1600e-003	0.3308	0.0872	1.9900e-003	0.0891		286.9266	286.9266	8.0700e-003		287.1283
Total	**0.2129**	**1.7422**	**1.5562**	**6.9600e-003**	**0.4367**	**7.2900e-003**	**0.4440**	**0.1183**	**6.8900e-003**	**0.1252**		**725.9350**	**725.9350**	**0.0404**		**726.9444**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0451	16.0275	14.5629	0.0250		0.8173	0.8173		0.7831	0.7831	0.0000	2,288.9355	2,288.9355	0.4503		2,300.1935
Total	**2.0451**	**16.0275**	**14.5629**	**0.0250**		**0.8173**	**0.8173**		**0.7831**	**0.7831**	**0.0000**	**2,288.9355**	**2,288.9355**	**0.4503**		**2,300.1935**

3.3 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0535	1.6338	0.5140	4.0800e-003	0.1081	5.1300e-003	0.1133	0.0311	4.9000e-003	0.0360		439.0084	439.0084	0.0323		439.8161
Worker	0.1594	0.1084	1.0422	2.8800e-003	0.3286	2.1600e-003	0.3308	0.0872	1.9900e-003	0.0891		286.9266	286.9266	8.0700e-003		287.1283
Total	**0.2129**	**1.7422**	**1.5562**	**6.9600e-003**	**0.4367**	**7.2900e-003**	**0.4440**	**0.1183**	**6.8900e-003**	**0.1252**		**725.9350**	**725.9350**	**0.0404**		**726.9444**

3.3 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8555	14.6040	14.3533	0.0250		0.7022	0.7022		0.6731	0.6731		2,289.2813	2,289.2813	0.4417		2,300.3230
Total	**1.8555**	**14.6040**	**14.3533**	**0.0250**		**0.7022**	**0.7022**		**0.6731**	**0.6731**		**2,289.2813**	**2,289.2813**	**0.4417**		**2,300.3230**

3.3 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0495	1.5395	0.4802	4.0300e-003	0.1082	4.4800e-003	0.1126	0.0311	4.2800e-003	0.0354		435.1126	435.1126	0.0319		435.9109
Worker	0.1499	0.0975	0.9568	2.7800e-003	0.3286	2.1000e-003	0.3307	0.0872	1.9300e-003	0.0891		276.5939	276.5939	7.2400e-003		276.7750
Total	**0.1994**	**1.6370**	**1.4370**	**6.8100e-003**	**0.4367**	**6.5800e-003**	**0.4433**	**0.1183**	**6.2100e-003**	**0.1245**		**711.7065**	**711.7065**	**0.0392**		**712.6859**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8555	14.6040	14.3533	0.0250		0.7022	0.7022		0.6731	0.6731	0.0000	2,289.2813	2,289.2813	0.4417		2,300.3230
Total	**1.8555**	**14.6040**	**14.3533**	**0.0250**		**0.7022**	**0.7022**		**0.6731**	**0.6731**	**0.0000**	**2,289.2813**	**2,289.2813**	**0.4417**		**2,300.3230**

3.3 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0495	1.5395	0.4802	4.0300e-003	0.1082	4.4800e-003	0.1126	0.0311	4.2800e-003	0.0354		435.1126	435.1126	0.0319		435.9109
Worker	0.1499	0.0975	0.9568	2.7800e-003	0.3286	2.1000e-003	0.3307	0.0872	1.9300e-003	0.0891		276.5939	276.5939	7.2400e-003		276.7750
Total	**0.1994**	**1.6370**	**1.4370**	**6.8100e-003**	**0.4367**	**6.5800e-003**	**0.4433**	**0.1183**	**6.2100e-003**	**0.1245**		**711.7065**	**711.7065**	**0.0392**		**712.6859**

3.4 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9412	9.3322	11.6970	0.0179		0.4879	0.4879		0.4500	0.4500		1,709.6892	1,709.6892	0.5419		1,723.2356
Paving	0.1520					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0931**	**9.3322**	**11.6970**	**0.0179**		**0.4879**	**0.4879**		**0.4500**	**0.4500**		**1,709.6892**	**1,709.6892**	**0.5419**		**1,723.2356**

3.4 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0562	0.0366	0.3588	1.0400e-003	0.1232	7.9000e-004	0.1240	0.0327	7.2000e-004	0.0334		103.7227	103.7227	2.7200e-003		103.7906
Total	**0.0562**	**0.0366**	**0.3588**	**1.0400e-003**	**0.1232**	**7.9000e-004**	**0.1240**	**0.0327**	**7.2000e-004**	**0.0334**		**103.7227**	**103.7227**	**2.7200e-003**		**103.7906**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9412	9.3322	11.6970	0.0179		0.4879	0.4879		0.4500	0.4500	0.0000	1,709.6892	1,709.6892	0.5419		1,723.2356
Paving	0.1520					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0931**	**9.3322**	**11.6970**	**0.0179**		**0.4879**	**0.4879**		**0.4500**	**0.4500**	**0.0000**	**1,709.6892**	**1,709.6892**	**0.5419**		**1,723.2356**

3.4 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0562	0.0366	0.3588	1.0400e-003	0.1232	7.9000e-004	0.1240	0.0327	7.2000e-004	0.0334		103.7227	103.7227	2.7200e-003		103.7906
Total	**0.0562**	**0.0366**	**0.3588**	**1.0400e-003**	**0.1232**	**7.9000e-004**	**0.1240**	**0.0327**	**7.2000e-004**	**0.0334**		**103.7227**	**103.7227**	**2.7200e-003**		**103.7906**

3.5 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	161.6873					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**161.8919**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

3.5 Architectural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0300	0.0195	0.1914	5.6000e-004	0.0657	4.2000e-004	0.0661	0.0174	3.9000e-004	0.0178		55.3188	55.3188	1.4500e-003		55.3550
Total	**0.0300**	**0.0195**	**0.1914**	**5.6000e-004**	**0.0657**	**4.2000e-004**	**0.0661**	**0.0174**	**3.9000e-004**	**0.0178**		**55.3188**	**55.3188**	**1.4500e-003**		**55.3550**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	161.6873					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**161.8919**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

3.5 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0300	0.0195	0.1914	5.6000e-004	0.0657	4.2000e-004	0.0661	0.0174	3.9000e-004	0.0178		55.3188	55.3188	1.4500e-003		55.3550
Total	**0.0300**	**0.0195**	**0.1914**	**5.6000e-004**	**0.0657**	**4.2000e-004**	**0.0661**	**0.0174**	**3.9000e-004**	**0.0178**		**55.3188**	**55.3188**	**1.4500e-003**		**55.3550**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2599	1.0431	3.0071	8.9600e-003	0.8557	8.3900e-003	0.8640	0.2288	7.8500e-003	0.2366		906.9143	906.9143	0.0399		907.9122
Unmitigated	0.2599	1.0431	3.0071	8.9600e-003	0.8557	8.3900e-003	0.8640	0.2288	7.8500e-003	0.2366		906.9143	906.9143	0.0399		907.9122

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	172.50	91.08	46.92	334,274	334,274
Parking Lot	0.00	0.00	0.00		
Total	172.50	91.08	46.92	334,274	334,274

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	6.60	7.30	7.30	59.00	28.00	13.00	92	5	3
Parking Lot	6.60	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.578715	0.035276	0.195383	0.116292	0.021140	0.006161	0.017585	0.018715	0.001882	0.001409	0.004999	0.001105	0.001338
Parking Lot	0.578715	0.035276	0.195383	0.116292	0.021140	0.006161	0.017585	0.018715	0.001882	0.001409	0.004999	0.001105	0.001338

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0538	0.4889	0.4107	2.9300e-003		0.0372	0.0372		0.0372	0.0372		586.6946	586.6946	0.0112	0.0108	590.1810
NaturalGas Unmitigated	0.0538	0.4889	0.4107	2.9300e-003		0.0372	0.0372		0.0372	0.0372		586.6946	586.6946	0.0112	0.0108	590.1810

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	4986.9	0.0538	0.4889	0.4107	2.9300e-003		0.0372	0.0372		0.0372	0.0372		586.6946	586.6946	0.0112	0.0108	590.1810
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0538**	**0.4889**	**0.4107**	**2.9300e-003**		**0.0372**	**0.0372**		**0.0372**	**0.0372**		**586.6946**	**586.6946**	**0.0112**	**0.0108**	**590.1810**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	4.9869	0.0538	0.4889	0.4107	2.9300e-003		0.0372	0.0372		0.0372	0.0372		586.6946	586.6946	0.0112	0.0108	590.1810
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0538**	**0.4889**	**0.4107**	**2.9300e-003**		**0.0372**	**0.0372**		**0.0372**	**0.0372**		**586.6946**	**586.6946**	**0.0112**	**0.0108**	**590.1810**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.9299	1.2000e-004	0.0136	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0291	0.0291	8.0000e-005		0.0310
Unmitigated	1.9299	1.2000e-004	0.0136	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0291	0.0291	8.0000e-005		0.0310

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4430					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.4857					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.2600e-003	1.2000e-004	0.0136	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0291	0.0291	8.0000e-005		0.0310
Total	**1.9299**	**1.2000e-004**	**0.0136**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**		**0.0291**	**0.0291**	**8.0000e-005**		**0.0310**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4430					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.4857					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.2600e-003	1.2000e-004	0.0136	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0291	0.0291	8.0000e-005		0.0310
Total	**1.9299**	**1.2000e-004**	**0.0136**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**		**0.0291**	**0.0291**	**8.0000e-005**		**0.0310**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	0	50	1072.82	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Emergency Generator - Diesel (750 - 9999 HP)	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

11.0 Vegetation

Mustang Lompoc Investors Cannabis Facility Project

South Central Coast Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	69.00	1000sqft	1.58	69,000.00	0
Parking Lot	64.00	Space	0.58	25,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.9	**Precipitation Freq (Days)**	37
Climate Zone	4			**Operational Year**	2030
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	311.54	**CH4 Intensity (lb/MWhr)**	0.014	**N2O Intensity (lb/MWhr)**	0.003

1.3 User Entered Comments & Non-Default Data

Project Characteristics - PG&E 2030 energy intensity factors.

Land Use -

Construction Phase - Applicant specified construction length of ~9 months

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - No demolition phase.

Off-road Equipment -

Off-road Equipment -

Trips and VMT -

Grading - Material exported specified by applicant.

Architectural Coating -

Vehicle Trips - Per project-specific VMT analysis.

Vehicle Emission Factors -

Area Coating -

Energy Use - Electricity intensity factors were adjusted to match the applicant provided kWH/yr output.

Water And Wastewater - Applicant specified water uses.

Solid Waste - Applicant specified 4000 lbs of solid waste/week.

Construction Off-road Equipment Mitigation -

Water Mitigation -

Fleet Mix -

Stationary Sources - Emergency Generators and Fire Pumps - Assuming 800 kW generator (1,072.82 HP) and 50 hours per year for testing and maintenance

Stationary Sources - Process Boilers -

Stationary Sources - User Defined -

Mustang Lompoc Investors Cannabis Facility Project - South Central Coast Air Basin, Annual

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	220.00	200.00
tblEnergyUse	T24E	1.48	75.00
tblGrading	MaterialExported	0.00	1,140.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.014
tblProjectCharacteristics	CO2IntensityFactor	641.35	311.54
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.003
tblSolidWaste	SolidWasteGenerationRate	85.56	18.10
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	1,072.82
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	50.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	1.00
tblVehicleTrips	CW_TL	9.50	6.60
tblVehicleTrips	CW_TL	9.50	6.60
tblVehicleTrips	WD_TR	6.97	2.50
tblWater	IndoorWaterUseRate	15,956,250.00	11,096,500.00
tblWater	OutdoorWaterUseRate	0.00	171,000.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1675	1.3543	1.2032	2.4500e-003	0.0352	0.0617	0.0969	9.1600e-003	0.0591	0.0683	0.0000	210.2407	210.2407	0.0342	0.0000	211.0949
2022	0.8693	0.4848	0.4878	9.6000e-004	0.0123	0.0216	0.0339	3.3200e-003	0.0207	0.0240	0.0000	82.0906	82.0906	0.0141	0.0000	82.4430
Maximum	**0.8693**	**1.3543**	**1.2032**	**2.4500e-003**	**0.0352**	**0.0617**	**0.0969**	**9.1600e-003**	**0.0591**	**0.0683**	**0.0000**	**210.2407**	**210.2407**	**0.0342**	**0.0000**	**211.0949**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1675	1.3543	1.2032	2.4500e-003	0.0339	0.0617	0.0956	9.0100e-003	0.0591	0.0681	0.0000	210.2405	210.2405	0.0342	0.0000	211.0947
2022	0.8693	0.4848	0.4878	9.6000e-004	0.0123	0.0216	0.0339	3.3200e-003	0.0207	0.0240	0.0000	82.0905	82.0905	0.0141	0.0000	82.4429
Maximum	**0.8693**	**1.3543**	**1.2032**	**2.4500e-003**	**0.0339**	**0.0617**	**0.0956**	**9.0100e-003**	**0.0591**	**0.0681**	**0.0000**	**210.2405**	**210.2405**	**0.0342**	**0.0000**	**211.0947**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**2.86**	**0.00**	**1.04**	**1.20**	**0.00**	**0.16**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	6-6-2021	9-5-2021	0.6753	0.6753
2	9-6-2021	12-5-2021	0.6506	0.6506
3	12-6-2021	3-5-2022	0.6042	0.6042
4	3-6-2022	6-5-2022	0.9412	0.9412
		Highest	0.9412	0.9412

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.3521	1.0000e-005	1.2200e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3800e-003	2.3800e-003	1.0000e-005	0.0000	2.5300e-003
Energy	9.8100e-003	0.0892	0.0750	5.4000e-004		6.7800e-003	6.7800e-003		6.7800e-003	6.7800e-003	0.0000	895.7992	895.7992	0.0378	9.4700e-003	899.5655
Mobile	0.0234	0.0968	0.2626	1.0700e-003	0.1260	7.3000e-004	0.1268	0.0337	6.8000e-004	0.0344	0.0000	98.7280	98.7280	3.7000e-003	0.0000	98.8206
Stationary	0.0440	0.1967	0.1121	2.1000e-004		6.4700e-003	6.4700e-003		6.4700e-003	6.4700e-003	0.0000	20.4107	20.4107	2.8600e-003	0.0000	20.4823
Waste						0.0000	0.0000		0.0000	0.0000	3.6741	0.0000	3.6741	0.2171	0.0000	9.1025
Water						0.0000	0.0000		0.0000	0.0000	3.5204	8.5694	12.0898	0.3620	8.6200e-003	23.7078
Total	**0.4292**	**0.3827**	**0.4509**	**1.8200e-003**	**0.1260**	**0.0140**	**0.1400**	**0.0337**	**0.0139**	**0.0477**	**7.1946**	**1,023.5097**	**1,030.7042**	**0.6234**	**0.0181**	**1,051.6811**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.3521	1.0000e-005	1.2200e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3800e-003	2.3800e-003	1.0000e-005	0.0000	2.5300e-003
Energy	9.8100e-003	0.0892	0.0750	5.4000e-004		6.7800e-003	6.7800e-003		6.7800e-003	6.7800e-003	0.0000	895.7992	895.7992	0.0378	9.4700e-003	899.5655
Mobile	0.0234	0.0968	0.2626	1.0700e-003	0.1260	7.3000e-004	0.1268	0.0337	6.8000e-004	0.0344	0.0000	98.7280	98.7280	3.7000e-003	0.0000	98.8206
Stationary	0.0440	0.1967	0.1121	2.1000e-004		6.4700e-003	6.4700e-003		6.4700e-003	6.4700e-003	0.0000	20.4107	20.4107	2.8600e-003	0.0000	20.4823
Waste						0.0000	0.0000		0.0000	0.0000	3.6741	0.0000	3.6741	0.2171	0.0000	9.1025
Water						0.0000	0.0000		0.0000	0.0000	3.5204	8.5694	12.0898	0.3620	8.6200e-003	23.7078
Total	**0.4292**	**0.3827**	**0.4509**	**1.8200e-003**	**0.1260**	**0.0140**	**0.1400**	**0.0337**	**0.0139**	**0.0477**	**7.1946**	**1,023.5097**	**1,030.7042**	**0.6234**	**0.0181**	**1,051.6811**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	6/6/2021	6/9/2021	5	3	
2	Building Construction	Building Construction	6/10/2021	3/16/2022	5	200	
3	Paving	Paving	3/17/2022	3/30/2022	5	10	
4	Architectural Coating	Architectural Coating	4/1/2022	4/14/2022	5	10	

Acres of Grading (Site Preparation Phase): 4.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.58

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 103,500; Non-Residential Outdoor: 34,500; Striped Parking Area: 1,536 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Scrapers	1	8.00	367	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	3	8.00	0.00	143.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	40.00	16.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.4800e-003	0.0000	2.4800e-003	2.7000e-004	0.0000	2.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.3200e-003	0.0274	0.0161	4.0000e-005		1.0500e-003	1.0500e-003		9.7000e-004	9.7000e-004	0.0000	3.2290	3.2290	1.0400e-003	0.0000	3.2551
Total	**2.3200e-003**	**0.0274**	**0.0161**	**4.0000e-005**	**2.4800e-003**	**1.0500e-003**	**3.5300e-003**	**2.7000e-004**	**9.7000e-004**	**1.2400e-003**	**0.0000**	**3.2290**	**3.2290**	**1.0400e-003**	**0.0000**	**3.2551**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.3000e-004	0.0193	4.9100e-003	5.0000e-005	1.2200e-003	8.0000e-005	1.3000e-003	3.4000e-004	7.0000e-005	4.1000e-004	0.0000	5.3828	5.3828	4.6000e-004	0.0000	5.3944
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	3.1000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0786	0.0786	0.0000	0.0000	0.0786
Total	**5.7000e-004**	**0.0194**	**5.2200e-003**	**5.0000e-005**	**1.3200e-003**	**8.0000e-005**	**1.4000e-003**	**3.7000e-004**	**7.0000e-005**	**4.4000e-004**	**0.0000**	**5.4614**	**5.4614**	**4.6000e-004**	**0.0000**	**5.4730**

3.2 Site Preparation - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.1200e-003	0.0000	1.1200e-003	1.2000e-004	0.0000	1.2000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.3200e-003	0.0274	0.0161	4.0000e-005		1.0500e-003	1.0500e-003		9.7000e-004	9.7000e-004	0.0000	3.2290	3.2290	1.0400e-003	0.0000	3.2551
Total	**2.3200e-003**	**0.0274**	**0.0161**	**4.0000e-005**	**1.1200e-003**	**1.0500e-003**	**2.1700e-003**	**1.2000e-004**	**9.7000e-004**	**1.0900e-003**	**0.0000**	**3.2290**	**3.2290**	**1.0400e-003**	**0.0000**	**3.2551**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.3000e-004	0.0193	4.9100e-003	5.0000e-005	1.2200e-003	8.0000e-005	1.3000e-003	3.4000e-004	7.0000e-005	4.1000e-004	0.0000	5.3828	5.3828	4.6000e-004	0.0000	5.3944
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	3.1000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0786	0.0786	0.0000	0.0000	0.0786
Total	**5.7000e-004**	**0.0194**	**5.2200e-003**	**5.0000e-005**	**1.3200e-003**	**8.0000e-005**	**1.4000e-003**	**3.7000e-004**	**7.0000e-005**	**4.4000e-004**	**0.0000**	**5.4614**	**5.4614**	**4.6000e-004**	**0.0000**	**5.4730**

3.3 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1503	1.1780	1.0704	1.8400e-003		0.0601	0.0601		0.0576	0.0576	0.0000	152.6218	152.6218	0.0300	0.0000	153.3725
Total	**0.1503**	**1.1780**	**1.0704**	**1.8400e-003**		**0.0601**	**0.0601**		**0.0576**	**0.0576**	**0.0000**	**152.6218**	**152.6218**	**0.0300**	**0.0000**	**153.3725**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.8000e-003	0.1217	0.0358	3.0000e-004	7.8000e-003	3.7000e-004	8.1700e-003	2.2500e-003	3.5000e-004	2.6000e-003	0.0000	29.6751	29.6751	2.0900e-003	0.0000	29.7274
Worker	0.0105	7.7600e-003	0.0757	2.1000e-004	0.0236	1.6000e-004	0.0238	6.2800e-003	1.5000e-004	6.4200e-003	0.0000	19.2535	19.2535	5.4000e-004	0.0000	19.2669
Total	**0.0143**	**0.1295**	**0.1115**	**5.1000e-004**	**0.0314**	**5.3000e-004**	**0.0320**	**8.5300e-003**	**5.0000e-004**	**9.0200e-003**	**0.0000**	**48.9285**	**48.9285**	**2.6300e-003**	**0.0000**	**48.9943**

3.3 Building Construction - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1503	1.1780	1.0704	1.8400e-003		0.0601	0.0601		0.0576	0.0576	0.0000	152.6216	152.6216	0.0300	0.0000	153.3723
Total	**0.1503**	**1.1780**	**1.0704**	**1.8400e-003**		**0.0601**	**0.0601**		**0.0576**	**0.0576**	**0.0000**	**152.6216**	**152.6216**	**0.0300**	**0.0000**	**153.3723**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.8000e-003	0.1217	0.0358	3.0000e-004	7.8000e-003	3.7000e-004	8.1700e-003	2.2500e-003	3.5000e-004	2.6000e-003	0.0000	29.6751	29.6751	2.0900e-003	0.0000	29.7274
Worker	0.0105	7.7600e-003	0.0757	2.1000e-004	0.0236	1.6000e-004	0.0238	6.2800e-003	1.5000e-004	6.4200e-003	0.0000	19.2535	19.2535	5.4000e-004	0.0000	19.2669
Total	**0.0143**	**0.1295**	**0.1115**	**5.1000e-004**	**0.0314**	**5.3000e-004**	**0.0320**	**8.5300e-003**	**5.0000e-004**	**9.0200e-003**	**0.0000**	**48.9285**	**48.9285**	**2.6300e-003**	**0.0000**	**48.9943**

3.3 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0492	0.3870	0.3804	6.6000e-004		0.0186	0.0186		0.0178	0.0178	0.0000	55.0352	55.0352	0.0106	0.0000	55.3007
Total	**0.0492**	**0.3870**	**0.3804**	**6.6000e-004**		**0.0186**	**0.0186**		**0.0178**	**0.0178**	**0.0000**	**55.0352**	**55.0352**	**0.0106**	**0.0000**	**55.3007**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.2700e-003	0.0413	0.0121	1.1000e-004	2.8100e-003	1.2000e-004	2.9300e-003	8.1000e-004	1.1000e-004	9.2000e-004	0.0000	10.6060	10.6060	7.5000e-004	0.0000	10.6246
Worker	3.5500e-003	2.5100e-003	0.0251	7.0000e-005	8.5200e-003	6.0000e-005	8.5700e-003	2.2600e-003	5.0000e-005	2.3100e-003	0.0000	6.6918	6.6918	1.7000e-004	0.0000	6.6961
Total	**4.8200e-003**	**0.0439**	**0.0371**	**1.8000e-004**	**0.0113**	**1.8000e-004**	**0.0115**	**3.0700e-003**	**1.6000e-004**	**3.2300e-003**	**0.0000**	**17.2977**	**17.2977**	**9.2000e-004**	**0.0000**	**17.3207**

3.3 Building Construction - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0492	0.3870	0.3804	6.6000e-004		0.0186	0.0186		0.0178	0.0178	0.0000	55.0352	55.0352	0.0106	0.0000	55.3006
Total	**0.0492**	**0.3870**	**0.3804**	**6.6000e-004**		**0.0186**	**0.0186**		**0.0178**	**0.0178**	**0.0000**	**55.0352**	**55.0352**	**0.0106**	**0.0000**	**55.3006**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.2700e-003	0.0413	0.0121	1.1000e-004	2.8100e-003	1.2000e-004	2.9300e-003	8.1000e-004	1.1000e-004	9.2000e-004	0.0000	10.6060	10.6060	7.5000e-004	0.0000	10.6246
Worker	3.5500e-003	2.5100e-003	0.0251	7.0000e-005	8.5200e-003	6.0000e-005	8.5700e-003	2.2600e-003	5.0000e-005	2.3100e-003	0.0000	6.6918	6.6918	1.7000e-004	0.0000	6.6961
Total	**4.8200e-003**	**0.0439**	**0.0371**	**1.8000e-004**	**0.0113**	**1.8000e-004**	**0.0115**	**3.0700e-003**	**1.6000e-004**	**3.2300e-003**	**0.0000**	**17.2977**	**17.2977**	**9.2000e-004**	**0.0000**	**17.3207**

3.4 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.7100e-003	0.0467	0.0585	9.0000e-005		2.4400e-003	2.4400e-003		2.2500e-003	2.2500e-003	0.0000	7.7550	7.7550	2.4600e-003	0.0000	7.8165
Paving	7.6000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**5.4700e-003**	**0.0467**	**0.0585**	**9.0000e-005**		**2.4400e-003**	**2.4400e-003**		**2.2500e-003**	**2.2500e-003**	**0.0000**	**7.7550**	**7.7550**	**2.4600e-003**	**0.0000**	**7.8165**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.5000e-004	1.8000e-004	1.7700e-003	1.0000e-005	6.0000e-004	0.0000	6.1000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4735	0.4735	1.0000e-005	0.0000	0.4738
Total	**2.5000e-004**	**1.8000e-004**	**1.7700e-003**	**1.0000e-005**	**6.0000e-004**	**0.0000**	**6.1000e-004**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**0.4735**	**0.4735**	**1.0000e-005**	**0.0000**	**0.4738**

3.4 Paving - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.7100e-003	0.0467	0.0585	9.0000e-005		2.4400e-003	2.4400e-003		2.2500e-003	2.2500e-003	0.0000	7.7550	7.7550	2.4600e-003	0.0000	7.8165
Paving	7.6000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**5.4700e-003**	**0.0467**	**0.0585**	**9.0000e-005**		**2.4400e-003**	**2.4400e-003**		**2.2500e-003**	**2.2500e-003**	**0.0000**	**7.7550**	**7.7550**	**2.4600e-003**	**0.0000**	**7.8165**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.5000e-004	1.8000e-004	1.7700e-003	1.0000e-005	6.0000e-004	0.0000	6.1000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4735	0.4735	1.0000e-005	0.0000	0.4738
Total	**2.5000e-004**	**1.8000e-004**	**1.7700e-003**	**1.0000e-005**	**6.0000e-004**	**0.0000**	**6.1000e-004**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**0.4735**	**0.4735**	**1.0000e-005**	**0.0000**	**0.4738**

3.5 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.8084					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0200e-003	7.0400e-003	9.0700e-003	1.0000e-005		4.1000e-004	4.1000e-004		4.1000e-004	4.1000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2787
Total	**0.8095**	**7.0400e-003**	**9.0700e-003**	**1.0000e-005**		**4.1000e-004**	**4.1000e-004**		**4.1000e-004**	**4.1000e-004**	**0.0000**	**1.2766**	**1.2766**	**8.0000e-005**	**0.0000**	**1.2787**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3000e-004	9.0000e-005	9.5000e-004	0.0000	3.2000e-004	0.0000	3.2000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.2525	0.2525	1.0000e-005	0.0000	0.2527
Total	**1.3000e-004**	**9.0000e-005**	**9.5000e-004**	**0.0000**	**3.2000e-004**	**0.0000**	**3.2000e-004**	**9.0000e-005**	**0.0000**	**9.0000e-005**	**0.0000**	**0.2525**	**0.2525**	**1.0000e-005**	**0.0000**	**0.2527**

3.5 Architectural Coating - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.8084					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0200e-003	7.0400e-003	9.0700e-003	1.0000e-005		4.1000e-004	4.1000e-004		4.1000e-004	4.1000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2787
Total	**0.8095**	**7.0400e-003**	**9.0700e-003**	**1.0000e-005**		**4.1000e-004**	**4.1000e-004**		**4.1000e-004**	**4.1000e-004**	**0.0000**	**1.2766**	**1.2766**	**8.0000e-005**	**0.0000**	**1.2787**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3000e-004	9.0000e-005	9.5000e-004	0.0000	3.2000e-004	0.0000	3.2000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.2525	0.2525	1.0000e-005	0.0000	0.2527
Total	**1.3000e-004**	**9.0000e-005**	**9.5000e-004**	**0.0000**	**3.2000e-004**	**0.0000**	**3.2000e-004**	**9.0000e-005**	**0.0000**	**9.0000e-005**	**0.0000**	**0.2525**	**0.2525**	**1.0000e-005**	**0.0000**	**0.2527**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0234	0.0968	0.2626	1.0700e-003	0.1260	7.3000e-004	0.1268	0.0337	6.8000e-004	0.0344	0.0000	98.7280	98.7280	3.7000e-003	0.0000	98.8206
Unmitigated	0.0234	0.0968	0.2626	1.0700e-003	0.1260	7.3000e-004	0.1268	0.0337	6.8000e-004	0.0344	0.0000	98.7280	98.7280	3.7000e-003	0.0000	98.8206

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	172.50	91.08	46.92	334,274	334,274
Parking Lot	0.00	0.00	0.00		
Total	172.50	91.08	46.92	334,274	334,274

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	6.60	7.30	7.30	59.00	28.00	13.00	92	5	3
Parking Lot	6.60	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.604374	0.031903	0.196198	0.101737	0.013626	0.004981	0.018143	0.019683	0.001877	0.001260	0.004427	0.000985	0.000804
Parking Lot	0.604374	0.031903	0.196198	0.101737	0.013626	0.004981	0.018143	0.019683	0.001877	0.001260	0.004427	0.000985	0.000804

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	798.6653	798.6653	0.0359	7.6900e-003	801.8544
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	798.6653	798.6653	0.0359	7.6900e-003	801.8544
NaturalGas Mitigated	9.8100e-003	0.0892	0.0750	5.4000e-004		6.7800e-003	6.7800e-003		6.7800e-003	6.7800e-003	0.0000	97.1339	97.1339	1.8600e-003	1.7800e-003	97.7111
NaturalGas Unmitigated	9.8100e-003	0.0892	0.0750	5.4000e-004		6.7800e-003	6.7800e-003		6.7800e-003	6.7800e-003	0.0000	97.1339	97.1339	1.8600e-003	1.7800e-003	97.7111

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Light Industry	1.82022e+006	9.8100e-003	0.0892	0.0750	5.4000e-004		6.7800e-003	6.7800e-003		6.7800e-003	6.7800e-003	0.0000	97.1339	97.1339	1.8600e-003	1.7800e-003	97.7111
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**9.8100e-003**	**0.0892**	**0.0750**	**5.4000e-004**		**6.7800e-003**	**6.7800e-003**		**6.7800e-003**	**6.7800e-003**	**0.0000**	**97.1339**	**97.1339**	**1.8600e-003**	**1.7800e-003**	**97.7111**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Light Industry	1.82022e+006	9.8100e-003	0.0892	0.0750	5.4000e-004		6.7800e-003	6.7800e-003		6.7800e-003	6.7800e-003	0.0000	97.1339	97.1339	1.8600e-003	1.7800e-003	97.7111
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**9.8100e-003**	**0.0892**	**0.0750**	**5.4000e-004**		**6.7800e-003**	**6.7800e-003**		**6.7800e-003**	**6.7800e-003**	**0.0000**	**97.1339**	**97.1339**	**1.8600e-003**	**1.7800e-003**	**97.7111**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	5.64282e+006	797.3991	0.0358	7.6800e-003	800.5832
Parking Lot	8960	1.2662	6.0000e-005	1.0000e-005	1.2712
Total		**798.6653**	**0.0359**	**7.6900e-003**	**801.8544**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	5.64282e+006	797.3991	0.0358	7.6800e-003	800.5832
Parking Lot	8960	1.2662	6.0000e-005	1.0000e-005	1.2712
Total		**798.6653**	**0.0359**	**7.6900e-003**	**801.8544**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.3521	1.0000e-005	1.2200e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3800e-003	2.3800e-003	1.0000e-005	0.0000	2.5300e-003
Unmitigated	0.3521	1.0000e-005	1.2200e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3800e-003	2.3800e-003	1.0000e-005	0.0000	2.5300e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0808					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2711					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.1000e-004	1.0000e-005	1.2200e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3800e-003	2.3800e-003	1.0000e-005	0.0000	2.5300e-003
Total	**0.3521**	**1.0000e-005**	**1.2200e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.3800e-003**	**2.3800e-003**	**1.0000e-005**	**0.0000**	**2.5300e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0808					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2711					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.1000e-004	1.0000e-005	1.2200e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3800e-003	2.3800e-003	1.0000e-005	0.0000	2.5300e-003
Total	**0.3521**	**1.0000e-005**	**1.2200e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.3800e-003**	**2.3800e-003**	**1.0000e-005**	**0.0000**	**2.5300e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	12.0898	0.3620	8.6200e-003	23.7078
Unmitigated	12.0898	0.3620	8.6200e-003	23.7078

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	11.0965 / 0.171	12.0898	0.3620	8.6200e-003	23.7078
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**12.0898**	**0.3620**	**8.6200e-003**	**23.7078**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	11.0965 / 0.171	12.0898	0.3620	8.6200e-003	23.7078
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**12.0898**	**0.3620**	**8.6200e-003**	**23.7078**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	3.6741	0.2171	0.0000	9.1025
Unmitigated	3.6741	0.2171	0.0000	9.1025

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	18.1	3.6741	0.2171	0.0000	9.1025
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**3.6741**	**0.2171**	**0.0000**	**9.1025**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	18.1	3.6741	0.2171	0.0000	9.1025
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**3.6741**	**0.2171**	**0.0000**	**9.1025**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	0	50	1072.82	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
Emergency Generator - Diesel (750 - 9999 HP)	0.0440	0.1967	0.1121	2.1000e-004		6.4700e-003	6.4700e-003		6.4700e-003	6.4700e-003	0.0000	20.4107	20.4107	2.8600e-003	0.0000	20.4823
Total	**0.0440**	**0.1967**	**0.1121**	**2.1000e-004**		**6.4700e-003**	**6.4700e-003**		**6.4700e-003**	**6.4700e-003**	**0.0000**	**20.4107**	**20.4107**	**2.8600e-003**	**0.0000**	**20.4823**

11.0 Vegetation

Appendix B

Biological Letter Report

Rincon Consultants, Inc.

1530 Monterey Street, Suite D
San Luis Obispo, California 93401

805 547 0900 OFFICE AND FAX

info@rinconconsultants.com
www.rinconconsultants.com

December 30, 2020
Project No: 20-10332

Brian Halvorson, Planning Manager
City of Lompoc
Community Development Department
100 Civic Center Plaza
Lompoc, California 93436

Subject: **Biological Resources Field Reconnaissance Survey Report for the Mustang Lompoc Investors LLC Cannabis Growing and Processing Facility Project in Lompoc, California**

Dear Mr. Halvorson:

This letter report documents the results of a biological resources field reconnaissance survey conducted by Rincon Consultants, Inc. (Rincon) for the City of Lompoc (City) at the Mustang Lompoc Investors LLC Cannabis Growing and Processing Facility Project (project) site. The survey was conducted to field-verify vegetation communities and wildlife habitats present within the project area and to assess the potential for sensitive biological resources to occur. The field survey was performed at the reconnaissance level and did not include protocol-level botanical or wildlife surveys, as the site does not provide suitable habitat for any special-status species.

Survey Location

The 3.01-acre project site is located in the City of Lompoc, Santa Barbara County, California (Attachment A; Figure 1). The project area is to the west of North O Street, between Cordoba Avenue and Aviation Drive (Attachment A; Figure 2). The project site is located within the *Lompoc, California* 7.5-minute U.S. Geological Survey (USGS) topographic quadrangle and the approximate center of the project area is located at latitude 34.662596° N and longitude 120.467045° W (WGS 84).

Methodology

Rincon biologist Heather Price Curran conducted the reconnaissance-level field survey on December 18, 2020 from 1015 until 1145. Weather conditions were clear and sunny at the time of the survey, with 0% cloud cover, temperatures ranging from 58°F to 64°F, and 0 to 2 mile per hour winds from the northwest.

Meandering transect surveys were conducted on foot throughout the entire project area. Plant and animal species present within the project area were noted, as well as any wildlife habitat or vegetation communities. A 500-foot buffer zone surrounding the project site was also assessed for potentially suitable nesting bird habitat. Binoculars (10 X 42) were used to maximize visual coverage of the project area and buffer zone.

Queries of the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB) (2020), and the California Native Plant Society (CNPS) Online Inventory of Rare and Endangered Plants of California (2020) were conducted to obtain comprehensive information regarding State and federally listed species, State Fully Protected species, California Species of Special Concern, and California Rare Plant Rank (CRPR) 1 and 2 species with documented occurrences within the *Lompoc*, California USGS 7.5-minute topographic quadrangle and the surrounding eight quadrangles (*Casmalia, Orcutt, Sisquoc, Los Alamos, Santa Rosa Hills, Lompoc Hills, Tranquillon Mtn.,* and *Surf*). An evaluation of the potential for each of these special-status species to occur within the project area was conducted and is included as Attachment C.

Assessments for the potential occurrence of special-status species are based upon known ranges, habitat preferences for the species, species occurrence records from the CNDDB, previous reports for the study area, and the results of the field reconnaissance survey. The potential for each special-status species to occur in the study area was evaluated according to the following criteria:

- **Not Expected.** Habitat on and adjacent to the site is clearly unsuitable for the species requirements (foraging, breeding, cover, substrate, elevation, hydrology, plant community, site history, disturbance regime), and species would have been identifiable on-site if present (e.g., oak trees). Protocol surveys (if conducted) did not detect species.
- **Low Potential.** Few of the habitat components meeting the species requirements are present, and/or the majority of habitat on and adjacent to the site is unsuitable or of very poor quality. The species is not likely to be found on the site. Protocol surveys (if conducted) did not detect species.
- **Moderate Potential.** Some of the habitat components meeting the species requirements are present, and/or only some of the habitat on or adjacent to the site is unsuitable. The species has a moderate probability of being found on the site.
- **High Potential.** All of the habitat components meeting the species requirements are present and/or most of the habitat on or adjacent to the site is highly suitable. The species has a high probability of being found on the site.
- **Present.** Species is observed on the site or has been recorded (e.g., CNDDB, other reports) on the site recently (within the last 5 years).

Results

Vegetation Communities and Critical Habitat

There are no intact native vegetation communities present within the project area. The project site is an infill parcel previously used for agriculture, which is surrounded by urban development. The site consists of previously disturbed open space covered in primarily ruderal vegetation. A small amount of native coyote brush (*Baccharis pilularis*) is scattered throughout the site, though individual plants are small and do not occur at such densities as to constitute a vegetation community or to provide suitable habitat for any special-status wildlife species. Other plant species observed within the project area include Russian thistle (*Salsola spp.*), common mustard (*Brassica rapa*), shepherd's purse (*Capsella bursa-pastoris*), telegraph weed (*Heterotheca grandiflora*), horseweed (*Erigeron bonariensis*), prostrate pigweed

(*Amaranthus blitoides*), cheeseweed (*Malva parviflora*), and curly dock (*Rumex crispus*). Site photos are included as Attachment B.

The project site is not located within federally designated critical habitat.

Wildlife

No special-status animal species were observed within the project area or a 500-foot buffer. Burrows were observed throughout the project site, which were likely made by Botta's pocket gopher (*Thomomys bottae*) and California ground squirrel (*Otospermophilus beecheyi*).

Table 1 provides a list of all wildlife species observed within the project area during the field reconnaissance survey.

Table 1. Wildlife Species Observed during the Field Reconnaissance Survey on December 18, 2020

Common Name	*Scientific Name*
Birds	
American crow	*Corvus brachyrhynchos*
Bewick's wren	*Thryomanes bewickii*
black phoebe	*Sayornis nigricans*
blue-gray gnatcatcher	*Polioptila caerulea*
chipping sparrow	*Spizella passerina*
lesser goldfinch	*Spinus psaltria*
red-tailed hawk	*Buteo jamaicensis*
rock pigeon	*Columba livia*
western gull	*Larus occidentalis*
white-crowned sparrow	*Zonotrichia leucophrys*
Mammals	
California ground squirrel	*Otospermophilus beecheyi*
Botta's pocket gopher	*Thomomys bottae*
Invertebrates	
Darkling beetle	*Eleodes* sp.

Special-status Species

The project site does not provide suitable habitat components for any special-status species (Attachment C). Ornamental trees and shrubs located on properties to the west and south of the project site could provide suitable nesting bird habitat.

Conclusion

No native vegetation communities are present within the project area. No special-status plant or animal species were observed during the field reconnaissance survey, and no habitat for any special-status species exists within the project area. Ornamental trees and shrubs within 500 feet of the project area could provide suitable habitat for nesting birds. If project activities occur during the nesting bird season

(February 15 through September 1), a pre-construction survey for active bird nests should be conducted within two weeks prior to the start of construction.

Thank you for the opportunity to work with you on this important project. Please contact Ryan Russell if you have questions concerning the contents of this report. He may be reached by telephone at (949) 306-5606, or by email at rrussell@rinconconsultants.com.

Sincerely,
Rincon Consultants, Inc.

Heather Price Curran
Associate Biologist

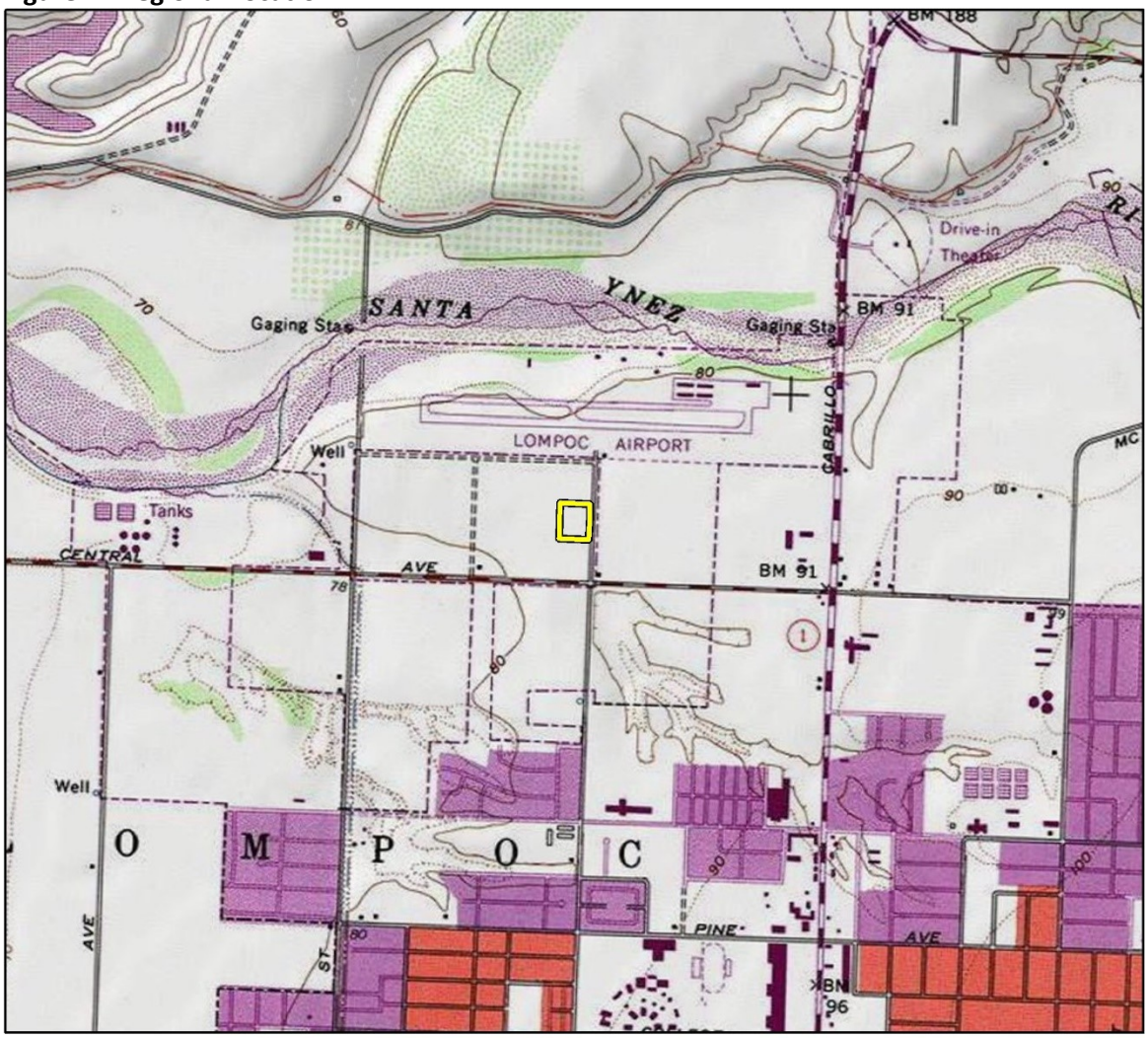
Enclosures

Attachment A	Figures 1 and 2 - Project Location Maps
Attachment B	Site Photographs
Attachment C	Special-status Species Potential to Occur Evaluation Table

Attachment A

Figures

Figure 1. Regional Location



Imagery provided by National Geographic Society, Esri and its licensors © 2020. Lompoc Quadrangle. T07N R34W S28. The topographic representation depicted in this map may not portray all of the features currently found in the vicinity today and/or features depicted in this map may havechanged since the original topographic map was assembled.

Project Location

0 1,000 2,000 Feet

N

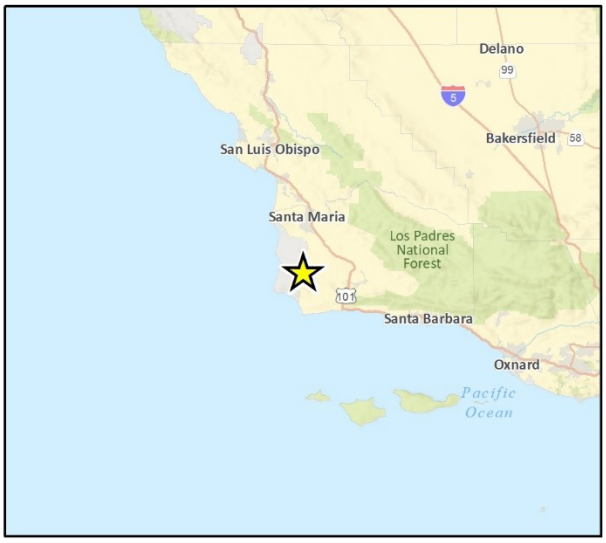


Figure 2. Project Location

Imagery provided by Microsoft Bing and its licensors © 2020.

Attachment B

Reconnaissance Survey Photographs

Photograph 1. View of coyote brush and ruderal vegetation within the project area, facing south.

Photograph 2. View of the western project boundary, facing north. The trees and shrubs on adjacent properties could provide suitable nesting bird habitat.

Photograph 3. View of the project area from Cordoba Avenue, facing north.

Photograph 4. View from the southeast corner of the project area, facing northwest.

Photograph 5. View of the eastern boundary of the project area, facing north.

Photograph 6. View of the project area and adjacent industrial park, facing west.

Attachment C

Special-status Species Potential to Occur Evaluation Table

Table C-1. Special-status species known to occur within the *Lompoc, California* and surrounding eight USGS 7.5-minute quadrangles

Scientific Name Common Name	Status Fed/State Global Rank/ State Rank CDFW or CRPR	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/ Observations
Plants and Lichens				
Agrostis hooveri Hoover's bent grass	None/None G2/S2 1B.2	Usually occurs on sandy substrates within closed-cone coniferous forest, chaparral, cismontane woodland, and valley and foothill grassland. Species blooms from April to July and typically occurs at elevations ranging from 6-610 m.	Not Expected	No suitable habitat for the species exists within the project area.
Ancistrocarphus keilii Santa Ynez groundstar	None/None G1/S1 1B.1	Chaparral, Cismontane woodland. sandy. 40 - 130 m. annual herb. Blooms Mar-Apr	Not Expected	No suitable habitat for the species exists within the project area and the project area is outside of the elevation range for the species.
Aphanisma blitoides aphanisma	None/None G3G4/S2 1B.2	Coastal bluff scrub, Coastal dunes, Coastal scrub. sandy or gravelly. 1 - 305 m. annual herb. Blooms Feb-Jun	Not Expected	No suitable habitat for the species exists within the project area.
Arctostaphylos crustacea ssp. *eastwoodiana* Eastwood's brittle-leaf manzanita	None/None G4T2/S2 1B.1	Chaparral (maritime, sandy). 90 - 365 m. perennial evergreen shrub. Blooms Mar	Not Expected	No suitable habitat for the species exists within the project area and the project area is outside of the elevation range for the species.
Arctostaphylos pechoensis Pecho manzanita	None/None G2/S2 1B.2	Occurs on siliceous shale substrates within closed-cone coniferous forest, chaparral, and coastal scrub. This species blooms between November and March, and typically occurs at elevations ranging from 60-850 meters.	Not Expected	No suitable habitat for the species exists within the project area and the project area is outside of the elevation range for the species.

Scientific Name Common Name	Status Fed/State Global Rank/ State Rank CDFW or CRPR	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/ Observations
Arctostaphylos purissima La Purisima manzanita	None/None G2/S2 1B.1	Chaparral (sandy), Coastal scrub. 60 - 555 m. perennial evergreen shrub. Blooms Nov-May	Not Expected	No suitable habitat for the species exists within the project area and the project area is outside of the elevation range for the species.
Arctostaphylos refugioensis Refugio manzanita	None/None G3/S3 1B.2	Chaparral (sandstone). 274 - 820 m. perennial evergreen shrub. Blooms Dec-Mar (May)	Not Expected	No suitable habitat for the species exists within the project area and the project area is outside of the elevation range for the species.
Arctostaphylos rudis sand mesa manzanita	None/None G2/S2 1B.2	Chaparral (maritime), Coastal scrub. sandy. 25 - 322 m. perennial evergreen shrub. Blooms Nov-Feb	Not Expected	No suitable habitat for the species exists within the project area.
Astragalus didymocarpus var. *milesianus* Miles' milk-vetch	None/None G5T2/S2 1B.2	Occurs in clay substrates within coastal scrub. This species blooms between March and June, and typically occurs at elevations ranging from 20-90 m.	Not Expected	No suitable habitat for the species exists within the project area.
Atriplex coulteri Coulter's saltbush	None/None G3/S1S2 1B.2	Coastal bluff scrub, Coastal dunes, Coastal scrub, Valley and foothill grassland. alkaline or clay. 3 - 460 m. perennial herb. Blooms Mar-Oct	Not Expected	No suitable habitat for the species exists within the project area.
Calochortus fimbriatus late-flowered mariposa lily	None/None G3/S3 1B.3	Chaparral, Cismontane woodland, Riparian woodland. often serpentinite. 275 - 1905 m. perennial bulbiferous herb. Blooms Jun-Aug	Not Expected	No suitable habitat for the species exists within the project area and the project area is outside of the elevation range for the species.
Ceanothus impressus var. *impressus* Santa Barbara ceanothus	None/None G3T2/S2 1B.2	Chaparral. sandy. 40 - 470 m. perennial shrub. Blooms Feb-Apr	Not Expected	No suitable habitat for the species exists within the project area and the project area is outside of the elevation range for the species.

Scientific Name Common Name	Status Fed/State Global Rank/ State Rank CDFW or CRPR	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/ Observations
Ceanothus impressus var. *nipomensis* Nipomo Mesa ceanothus	None/None G3T2/S2 1B.2	Chaparral. sandy. 30 - 245 m. perennial shrub. Blooms Feb-Apr	Not Expected	No suitable habitat for the species exists within the project area and the project area is outside of the elevation range for the species.
Chenopodium littoreum coastal goosefoot	None/None G1/S1 1B.2	Occurs in coastal dunes. Species blooms between April and August, and typically occurs at elevations ranging from 10-30 m.	Not Expected	No suitable habitat for the species exists within the project area.
Chorizanthe rectispina straight-awned spineflower	None/None G2/S2 1B.3	Chaparral, Cismontane woodland, Coastal scrub. 85 - 1035 m. annual herb. Blooms Apr-Jul	Not Expected	No suitable habitat for the species exists within the project area and the project area is outside of the elevation range for the species.
Cicuta maculata var. *bolanderi* Bolander's water-hemlock	None/None G5T4T5/S2? 2B.1	Marshes and swamps Coastal, fresh or brackish water. 0 - 200 m. perennial herb. Blooms Jul-Sep	Not Expected	No suitable habitat for the species exists within the project area.
Cirsium rhothophilum Surf thistle	None/ST G1/S1 1B.2	Coastal bluff scrub, Coastal dunes. 3 - 60 m. perennial herb. Blooms Apr-Jun	Not Expected	No suitable habitat for the species exists within the project area.
Cirsium scariosum var. *loncholepis* La Graciosa thistle	FE/ST G5T1/S1 1B.1	Cismontane woodland, Coastal dunes, Coastal scrub, Marshes and swamps (brackish), Valley and foothill grassland. mesic, sandy. 4 - 220 m. perennial herb. Blooms May-Aug	Not Expected	No suitable habitat for the species exists within the project area.
Cladium californicum California sawgrass	None/None G4/S2 2B.2	Meadows and seeps, Marshes and swamps Alkaline or Freshwater. 60 - 1600 m. perennial rhizomatous herb. Blooms Jun-Sep	Not Expected	No suitable habitat for the species exists within the project area and the project area is outside of the elevation range for the species.

Scientific Name Common Name	Status Fed/State Global Rank/ State Rank CDFW or CRPR	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/ Observations
Cordylanthus rigidus ssp. *littoralis* seaside bird's-beak	None/SE G5T2/S2 1B.1	Closed-cone coniferous forest, Chaparral (maritime), Cismontane woodland, Coastal dunes, Coastal scrub. sandy, often disturbed sites. 0 - 515 m. annual herb (hemiparasitic). Blooms Apr-Oct	Not Expected	No natural communities occur within the project site. The species may occur in disturbed sites within the vicinity of the project area, but all CNPS records within a 5-mile radius are historical and/or located within ecological reserves.
Deinandra increscens ssp. *villosa* Gaviota tarplant	FE/SE G4G5T2/S2 1B.1	Coastal bluff scrub, Coastal scrub, Valley and foothill grassland. 20 - 430 m. annual herb. Blooms May-Oct	Not Expected	No suitable habitat for the species exists within the project area.
Delphinium parryi ssp. *blochmaniae* dune larkspur	None/None G4T2/S2 1B.2	Chaparral (maritime), Coastal dunes. 0 - 200 m. perennial herb. Blooms Apr-Jun	Not Expected	No suitable habitat for the species exists within the project area.
Delphinium umbraculorum umbrella larkspur	None/None G3/S3 1B.3	Chaparral, Cismontane woodland. 400 - 1600 m. perennial herb. Blooms Apr-Jun	Not Expected	No suitable habitat for the species exists within the project area and the project area is outside of the elevation range for the species.
Diplacus vandenbergensis Vandenberg monkeyflower	FE/None G1/S1 1B.1	Chaparral, Cismontane woodland, Coastal dunes. Sandy; often disturbed areas. 60 - 120 m. annual herb. Blooms Apr-Jun	Not Expected	No suitable habitat for the species exists within the project area and the project area is outside of the elevation range for the species.
Dithyrea maritima beach spectaclepod	None/ST G1/S1 1B.1	Occurs in coastal dunes and sandy substrates within coastal scrub sand dunes and other sandy soils near the sea shore. This species blooms between March and May, and typically occurs at elevations ranging from 3-50 m.	Not Expected	No suitable habitat for the species exists within the project area.

Scientific Name Common Name	Status Fed/State Global Rank/ State Rank CDFW or CRPR	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/ Observations
Dudleya blochmaniae ssp. *blochmaniae* Blochman's dudleya	None/None G3T2/S2 1B.1	Occurs in rocky, often clay or serpentinite substrates within coastal bluff scrub, chaparral, coastal scrub, and valley and foothill grassland. This species blooms between April and June, and typically occurs at elevations ranging from 5-450 meters.	Not Expected	No suitable habitat for the species exists within the project area.
Erigeron blochmaniae Blochman's leafy daisy	None/None G2/S2 1B.2	Coastal dunes, Coastal scrub. 3 - 45 m. perennial rhizomatous herb. Blooms Jun-Aug	Not Expected	No suitable habitat for the species exists within the project area.
Eriodictyon capitatum Lompoc yerba santa	FE/SR G2/S2 1B.2	Coastal bluff scrub, Closed-cone coniferous forest, Chaparral (maritime). sandy. 40 - 900 m. perennial evergreen shrub. Blooms May-Sep	Not Expected	No suitable habitat for the species exists within the project area and the project area is outside of the elevation range for the species.
Horkelia cuneata var. *puberula* mesa horkelia	None/None G4T1/S1 1B.1	Perennial herb. Blooms February to September. Chaparral, cismontane woodland, coastal scrub. Sandy or gravelly sites. 70-810m	Not Expected	No suitable habitat for the species exists within the project area and the project area is outside of the elevation range for the species.
Horkelia cuneata var. *sericea* Kellogg's horkelia	None/None G4T1?/S1? 1B.1	Closed-cone coniferous forest, Chaparral (maritime), Coastal dunes, Coastal scrub. sandy or gravelly, openings. 10 - 200 m. perennial herb. Blooms Apr-Sep	Not Expected	No suitable habitat for the species exists within the project area.
Lasthenia glabrata ssp. *coulteri* Coulter's goldfields	None/None G4T2/S2 1B.1	Annual herb. Blooms February to June. Coastal salt marshes, playas, valley and foothill grassland, vernal pools. Usually found on alkaline soils in playas, sinks, and grasslands. 1-1400m	Not Expected	No suitable habitat for the species exists within the project area.

Scientific Name Common Name	Status Fed/State Global Rank/ State Rank CDFW or CRPR	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/ Observations
Layia carnosa beach layia	FE/SE G2/S2 1B.1	Coastal dunes, Coastal scrub (sandy). 0 - 60 m. annual herb. Blooms Mar-Jul	Not Expected	No suitable habitat for the species exists within the project area.
Layia heterotricha pale-yellow layia	None/None G2/S2 1B.1	Cismontane woodland, Coastal scrub, Pinyon and juniper woodland, Valley and foothill grassland. alkaline or clay. 300 - 1705 m. annual herb. Blooms Mar-Jun	Not Expected	No suitable habitat for the species exists within the project area and the project area is outside of the elevation range for the species.
Lonicera subspicata var. *subspicata* Santa Barbara honeysuckle	None/None G5T2?/S2? 1B.2	Chaparral, Cismontane woodland, Coastal scrub. 10 - 1000 m. perennial evergreen shrub. Blooms May-Aug (Dec-Feb)	Not Expected	No suitable habitat for the species exists within the project area.
Monardella hypoleuca ssp. *hypoleuca* white-veined monardella	None/None G4T3/S3 1B.3	Perennial herb. Blooms April to December. Chaparral, cismontane woodland. Dry slopes. 50-1525m	Not Expected	No suitable habitat for the species exists within the project area and the project area is outside of the elevation range for the species.
Monardella sinuata ssp. *sinuata* southern curly-leaved monardella	None/None G3T2/S2 1B.2	Chaparral, Cismontane woodland, Coastal dunes, Coastal scrub (openings). Sandy. 0 - 300 m. annual herb. Blooms Apr-Sep	Not Expected	No suitable habitat for the species exists within the project area.
Monardella undulata ssp. *arguelloensis* Point Arguello monardella	None/None G3T1/S1 1B.1	Coastal bluff scrub, Coastal dunes (stabilized), Coastal scrub. sandy. 50 - 150 m. perennial shrub. Blooms May-Sep	Not Expected	No suitable habitat for the species exists within the project area.
Monardella undulata ssp. *crispa* crisp monardella	None/None G3T2/S2 1B.2	Coastal dunes, Coastal scrub. 10 - 120 m. perennial rhizomatous herb. Blooms Apr-Aug(Dec)	Not Expected	No suitable habitat for the species exists within the project area.

Scientific Name Common Name	Status Fed/State Global Rank/ State Rank CDFW or CRPR	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/ Observations
Monardella undulata ssp. *undulata* San Luis Obispo monardella	None/None G2/S2 1B.2	Coastal dunes, Coastal scrub (sandy). 10 - 200 m. perennial rhizomatous herb. Blooms May-Sep	Not Expected	No suitable habitat for the species exists within the project area.
Nasturtium gambelii Gambel's water cress	FE/ST G1/S1 1B.1	Marshes and swamps (freshwater or brackish). 5 - 330 m. perennial rhizomatous herb. Blooms Apr-Oct	Not Expected	No suitable habitat for the species exists within the project area.
Scrophularia atrata black-flowered figwort	None/None G2?/S2? 1B.2	Closed-cone coniferous forest, Chaparral, Coastal dunes, Coastal scrub, Riparian scrub. 10 - 500 m. perennial herb. Blooms Mar-Jul	Not Expected	No suitable habitat for the species exists within the project area.
Senecio aphanactis chaparral ragwort	None/None G3/S2 2B.2	Chaparral, Cismontane woodland, Coastal scrub. sometimes alkaline. 15 - 800 m. annual herb. Blooms Jan-Apr(May)	Not Expected	No suitable habitat for the species exists within the project area.
Symphyotrichum defoliatum San Bernardino aster	None/None G2/S2 1B.2	Cismontane woodland, Coastal scrub, Lower montane coniferous forest, Meadows and seeps, Marshes and swamps, Valley and foothill grassland (vernally mesic). near ditches, streams, springs. 2 - 2040 m. perennial rhizomatous herb. Blooms Jul-Nov(Dec)	Not Expected	No suitable habitat for the species exists within the project area.
Thelypteris puberula var. *sonorensis* Sonoran maiden fern	None/None G5T3/S2 2B.2	Meadows and seeps (seeps and streams). 50 - 610 m. perennial rhizomatous herb. Blooms Jan-Sep	Not Expected	No suitable habitat for the species exists within the project area.
Invertebrates				

Scientific Name Common Name	Status Fed/State Global Rank/ State Rank CDFW or CRPR	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/ Observations
Danaus plexippus pop. 1 monarch - California overwintering population	Candidate FESA/None G4T2T3/S2S3	Winter roost sites extend along the coast from northern Mendocino to Baja California, Mexico. Roosts located in wind-protected tree groves (eucalyptus, Monterey pine, cypress), with nectar and water sources nearby.	Low Potential	A transient monarch butterfly was observed within the vicinity of the site, but no roosting habitat or host plants for the species exists within or around the project area. No impacts to the species are expected from the project.
Fish				
Eucyclogobius newberryi tidewater goby	FE/None G3/S3	Brackish water habitats along the California coast from Agua Hedionda Lagoon, San Diego County to the mouth of the Smith River. Found in shallow lagoons and lower stream reaches, they need fairly still but not stagnant water and high oxygen levels.	Not Expected	No waterways exist within the project area or a 0.5-mile radius.
Gasterosteus aculeatus williamsoni unarmored threespine stickleback	FE/SE G5T1/S1 FP	Weedy pools, backwaters, and among emergent vegetation at the stream edge in small Southern California streams. Cool (<24 C), clear water with abundant vegetation.	Not Expected	No waterways exist within the project area or a 0.5-mile radius.
Oncorhynchus mykiss irideus pop. 10 steelhead - southern California DPS	FE/None G5T1Q/S1	Federal listing refers to populations from Santa Maria River south to southern extent of range (San Mateo Creek in San Diego County). Southern steelhead likely have greater physiological tolerances to warmer water and more variable conditions.	Not Expected	No waterways exist within the project area or a 0.5-mile radius.

Scientific Name Common Name	Status Fed/State Global Rank/ State Rank CDFW or CRPR	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/ Observations
Amphibians				
Ambystoma californiense California tiger salamander	FT/ST G2G3/S2S3 WL	Central Valley DPS federally listed as threatened. Santa Barbara and Sonoma counties DPS federally listed as endangered. Need underground refuges, especially ground squirrel burrows, and vernal pools or other seasonal water sources for breeding.	Not Expected	No vernal pools or other seasonal water sources exist within the vicinity of the project area, and development surrounding the project area provides a barrier to transient amphibians.
Rana draytonii California red-legged frog	FT/None G2G3/S2S3 SSC	Lowlands and foothills in or near permanent sources of deep water with dense, shrubby or emergent riparian vegetation. Requires 11-20 weeks of permanent water for larval development. Must have access to estivation habitat.	Not Expected	No suitable aquatic or riparian habitat for the species exists within the project area, and development surrounding the project area provides a barrier to transient amphibians.
Spea hammondii western spadefoot	None/None G3/S3 SSC	Occurs primarily in grassland habitats, but can be found in valley-foothill hardwood woodlands. Vernal pools are essential for breeding and egg-laying.	Not Expected	No suitable grassland or woodland habitat for the species exists within the project area, and development surrounding the project area provides a barrier to transient amphibians.
Reptiles				
Anniella pulchra Northern California legless lizard	None/None G3/S3 SSC	Sandy or loose loamy soils under sparse vegetation. Soil moisture is essential. They prefer soils with a high moisture content.	Not Expected	No suitable habitat for the species exists within the project area.
Emys marmorata western pond turtle	None/None G3G4/S3 SSC	A thoroughly aquatic turtle of ponds, marshes, rivers, streams and irrigation ditches, usually with aquatic vegetation, below 6000 ft elevation. Needs basking sites and suitable (sandy banks or grassy open fields) upland habitat up to 0.5 km from water for egg-laying.	Not Expected	No suitable habitat for the species exists within the project area.

Scientific Name Common Name	Status Fed/State Global Rank/ State Rank CDFW or CRPR	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/ Observations
Phrynosoma blainvillii coast horned lizard	None/None G3G4/S3S4 SSC	Frequents a wide variety of habitats, most common in lowlands along sandy washes with scattered low bushes. Open areas for sunning, bushes for cover, patches of loose soil for burial, and abundant supply of ants and other insects.	Not Expected	No suitable habitat for the species exists within the project area.
Salvadora hexalepis virgultea coast patch-nosed snake	None/None G5T4/S2S3 SSC	Brushy or shrubby vegetation in coastal Southern California. Require small mammal burrows for refuge and overwintering sites.	Not Expected	Some mammal burrow habitat exists within the project area, but due to the highly disturbed nature of the site and the surrounding development, the species is not expected to occur.
Thamnophis hammondii two-striped gartersnake	None/None G4/S3S4 SSC	Coastal California from vicinity of Salinas to northwest Baja California. From sea to about 7,000 ft elevation. Highly aquatic, found in or near permanent fresh water. Often along streams with rocky beds and riparian growth.	Not Expected	No suitable habitat for the species exists within the project area.
Birds				
Agelaius tricolor tricolored blackbird	None/ST G2G3/S1S2 SSC	Highly colonial species, most numerous in Central Valley & vicinity. Largely endemic to California. Requires open water, protected nesting substrate, and foraging area with insect prey within a few km of the colony.	Low Potential	No suitable nesting habitat for the species exists within the project area. Due to the species mobility, individuals may occur transiently and no impacts are expected.
Aimophila ruficeps canescens southern California rufous-crowned sparrow	None/None G5T3/S3 WL	Resident in Southern California coastal sage scrub and sparse mixed chaparral. Frequents relatively steep, often rocky hillsides with grass and forb patches.	Not Expected	No suitable habitat for the species exists within the project area.

Scientific Name Common Name	Status Fed/State Global Rank/ State Rank CDFW or CRPR	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/ Observations
Charadrius alexandrinus nivosus western snowy plover	FT/None G3T3/S2S3 SSC	Sandy beaches, salt pond levees & shores of large alkali lakes. Needs sandy, gravelly or friable soils for nesting.	Not Expected	No suitable habitat for the species exists within the project area.
Eremophila alpestris actia California horned lark	None/None G5T4Q/S4 WL	Coastal regions, chiefly from Sonoma County to San Diego County. Also main part of San Joaquin Valley and east to foothills. Short-grass prairie, bald hills, mountain meadows, open coastal plains, fallow grain fields, alkali flats.	Not Expected	No suitable habitat for the species exists within the project area.
Falco peregrinus anatum American peregrine falcon	FD/SD G4T4/S3S4 FP	Near wetlands, lakes, rivers, or other water; on cliffs, banks, dunes, mounds; also, human-made structures. Nest consists of a scrape or a depression or ledge in an open site.	Low Potential	The species may pass over the project area, but no suitable foraging or nesting habitat for the species exists within the project site.
Setophaga petechia yellow warbler	None/None G5/S3S4 SSC	Riparian plant associations in close proximity to water. Also nests in montane shrubbery in open conifer forests in Cascades and Sierra Nevada. Frequently found nesting and foraging in willow shrubs and thickets, and in other riparian plants including cottonwoods, sycamores, ash, and alders.	Not Expected	No suitable habitat for the species exists within the project area.
Sternula antillarum browni California least tern	FE/SE G4T2T3Q/S2 FP	Nests along the coast from San Francisco Bay south to northern Baja California. Colonial breeder on bare or sparsely vegetated, flat substrates: sand beaches, alkali flats, land fills, or paved areas.	Not Expected	No suitable habitat for the species exists within the project area.

Scientific Name Common Name	Status Fed/State Global Rank/ State Rank CDFW or CRPR	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/ Observations
Vireo bellii pusillus least Bell's vireo	FE/SE G5T2/S2	Summer resident of Southern California in low riparian in vicinity of water or in dry river bottoms; below 2000 ft. Nests placed along margins of bushes or on twigs projecting into pathways, usually willow, Baccharis, mesquite.	Not Expected	No riparian habitat for the species exists within the project area or a 500-foot buffer.
Mammals				
Antrozous pallidus pallid bat	None/None G5/S3 SSC	Found in a variety of habitats including deserts, grasslands, shrublands, woodlands, and forests. Most common in open, dry habitats with rocky areas for roosting. Roosts in crevices of rock outcrops, caves, mine tunnels, buildings, bridges, and hollows of live and dead trees which must protect bats from high temperatures. Very sensitive to disturbance of roosting sites.	Not Expected	No suitable roosting habitat for the species exists within the project area.
Corynorhinus townsendii Townsend's big-eared bat	None/None G3G4/S2 SSC	Occurs throughout California in a wide variety of habitats. Most common in mesic sites, typically coniferous or deciduous forests. Roosts in the open, hanging from walls & ceilings in caves, lava tubes, bridges, and buildings. This species is extremely sensitive to human disturbance.	Not Expected	No suitable roosting habitat for the species exists within the project area.
Eumops perotis californicus western mastiff bat	None/None G5T4/S3S4 SSC	Occurs in open, semi-arid to arid habitats, including coniferiferous and deciduous woodlands, coastal scrub, grasslands, and chaparral. Roosts in crevices in cliff faces and caves, and buildings. Roosts	Not Expected	No suitable roosting habitat for the species exists within the project area.

Scientific Name Common Name	Status Fed/State Global Rank/ State Rank CDFW or CRPR	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/ Observations
		typically occur high above ground.		
Lasionycteris noctivagans silver-haired bat	None/None G5/S3S4	Primarily a coastal and montane forest dweller, feeding over streams, ponds & open brushy areas. Roosts in hollow trees, beneath exfoliating bark, abandoned woodpecker holes, and rarely under rocks. Needs drinking water.	Not Expected	No suitable roosting habitat for the species exists within the project area.
Lasiurus blossevillii western red bat	None/None G5/S3 SSC	Roosts in trees in forests and woodlands of varying elevations. Forages in grasslands, shrublands, open woodlands and forests, and agriculture. Typically found in riparian habitats, does not occur in deserts.	Not Expected	No suitable roosting habitat for the species exists within the project area.
Lasiurus cinereus hoary bat	None/None G5/S4	Typically roosts in trees in deciduous and coniferous forests and woodlands but occassionally roosts in rocks crevices. Forages in open areas, typically along riparian corridors or over water. Diet primarily consists of moths.	Not Expected	No suitable roosting habitat for the species exists within the project area.
Myotis yumanensis Yuma myotis	None/None G5/S4	Occurs in a variety of lowland and upland habitats including desert scrub, riparian, and woodlands and forests. Distribution is closely tied to bodies of water. Roosts in a variety of areas including caves, cliffs, mines, crevices in live trees, and buildings and other man-made structures.	Not Expected	No suitable roosting habitat for the species exists within the project area.
Neotoma lepida intermedia San Diego desert woodrat	None/None G5T3T4/S3S4 SSC	Occurs in scrub habitats of southern California from San Luis Obispo County to San Diego County.	Not Expected	No suitable habitat for the species exists within the project area.

Scientific Name Common Name	Status Fed/State Global Rank/ State Rank CDFW or CRPR	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/ Observations
Taxidea taxus American badger	None/None G5/S3 SSC	Most abundant in drier open stages of most shrub, forest, and herbaceous habitats, with friable soils. Needs sufficient food, friable soils and open, uncultivated ground. Preys on burrowing rodents. Digs burrows.	Not Expected	No suitable habitat for the species exists within the project area.
Sensitive Natural Communities				
Central Coast Arroyo Willow Riparian Forest	None/None G3/S3.2		Not Present	
Central Dune Scrub	None/None G2/S2.2		Not Present	
Central Foredunes	None/None G1/S1.2		Not Present	
Central Maritime Chaparral	None/None G2/S2.2		Not Present	
Coastal and Valley Freshwater Marsh	None/None G3/S2.1		Not Present	
Northern Coastal Salt Marsh	None/None G3/S3.2		Not Present	
Southern California Coastal Lagoon	None/None GNR/SNR		Not Present	
Southern California Steelhead Stream	None/None GNR/SNR		Not Present	
Southern California Threespine Stickleback Stream	None/None GNR/SNR		Not Present	
Southern Cottonwood Willow Riparian Forest	None/None G3/S3.2		Not Present	
Southern Vernal Pool	None/None GNR/SNR		Not Present	
Southern Willow Scrub	None/None G3/S2.1		Not Present	

FE = Federally Endangered FT = Federally Threatened FC = Federal Candidate Species FS=Federally Sensitive
SE = State Endangered ST = State Threatened SC = State Candidate SS=State Sensitive
SSC = CDFW Species of Special Concern FP = State Fully Protected

CRPR (CNPS California Rare Plant Rank):

1A=Presumed Extinct in California **1B**=Rare, Threatened, or Endangered in California and elsewhere

2A=Plants presumed extirpated in California, but more common elsewhere **2B**=Plants Rare, Threatened, or Endangered in California, but more common elsewhere

CRPR Threat Code Extension:

.1=Seriously endangered in California (over 80% of occurrences threatened / high degree and immediacy of threat)

.2=Fairly endangered in California (20-80% occurrences threatened)

.3=Not very endangered in California (<20% of occurrences threatened)

Appendix C

Cultural Resources Study

Mustang Lompoc Investors, LLC Cannabis Growing and Processing Facility Project

Negative Phase 1 Archaeological Resources Report

prepared for

City of Lompoc
Community Development Department
100 Civic Center Plaza
Lompoc, California 93436

prepared by

Rincon Consultants, Inc.
209 East Victoria Street
Santa Barbara, California 93101

February 2021

RINCON CONSULTANTS, INC.
Environmental Scientists | Planners | Engineers
rinconconsultants.com

Subject **Negative Phase 1 Archaeological Resources Report for the Mustang Lompoc Investors, LLC Cannabis Growing and Processing Facility Project, City of Lompoc, California**

To Whom It May Concern:

Please be advised that a survey has been conducted for the Mustang Lompoc Investors, LLC Cannabis Growing and Processing Facility Project (project). It has been determined that there are no cultural resources present on this property. The project site has been plotted on the attached United States Geological Survey (USGS) 7.5-minute topographic quadrangle (quad) map for your information (Attachment A: Figure 1).

Project Name:	Mustang Lompoc Investors, LLC Cannabis Growing and Processing Facility Project
Case Number:	DR 20-06
County:	Santa Barbara
USGS 7.5-minute Quad:	Lompoc
Date:	2020
Township:	07 N
Range:	34 W
Address:	1501 N. O Street and 801/805 Cordoba Avenue Lompoc, CA 93436
Other Locational Data:	Public Land Survey System Section 28
Assessor's Parcel Number(s):	093-450-018, 093-450-019, and 093-450-020
Owner and Address:	Mustang Lompoc Investors, LLC
Survey Type:	Pedestrian
Date of Survey:	12/22/2020
Field Crew:	Fieldwork was completed by Mr. Dustin Merrick, BA, RA

Project Description

Mustang Lompoc Investors, LLC proposes to construct a facility for the cultivation, harvesting, and processing of cannabis on a roughly three-acre project site located at 501 North O Street and 801/805 Cordoba Avenue in the city of Lompoc, California (Attachment A: Figure 1). The proposed project encompasses a lot line adjustment to combine three legal parcels (assessor parcel numbers [APN] 093-450-055 and 093-450-056) and create one three-acre parcel (Attachment A: Figure 2). The project includes the construction of a large building (proposed building) and an associated paved parking area in addition to a perimeter fence and landscaping throughout the site (Attachment A: Figure 3 and Figure 4).

The proposed building would be total 68,126 gross square feet. It would be sited somewhat centrally on the project site and feature a rectangular footprint. The building would be used for the

cultivation, harvesting, and processing of cannabis and would contain an office area, growing area, and work areas for pre- and post-harvest plant processing. As the project site is currently vacant, development of the project site necessitates the installation of infrastructure to provide water, electric, gas and sewer to the site. Utilities would be installed in approximately 400 linear feet of trenches throughout the site at a depth that would not exceed five feet below grade.

A large paved parking area consisting of 61 parking spaces would be developed east of the proposed building along O Street. As the project would increase impervious surfaces on-site by approximately 108,000 square-feet, a system of gutters and storm drains would be installed throughout and a bioretention basin would be located along the western project boundary. The bioretention basin would be approximately 370 feet-long, 8-feet wide and 6-feet deep. Installation of these features would require excavation of a maximum of ten feet below grade in specific locations throughout the site.

The proposed project includes the construction of an eight-foot-tall fence along the site's perimeter. Approximately 1500 square-feet of landscaping, including 12 parking lot trees and 19 trees along the northern, southern, and eastern perimeters, would be installed throughout the site (Attachment A: Figure 5). The bioretention basin would be plated with grasses. Landscaping would require excavation of a maximum of five feet below current grade.

Pedestrian Survey

Rincon Consultants, Inc. (Rincon) Archaeologist Dustin Merrick, BA, RA conducted a field survey of the project site on December 22, 2020. The project site was completely undeveloped. All areas of exposed ground surface were examined for prehistoric artifacts (e.g., chipped stone tools and production debris, stone milling tools), historic-period debris (e.g., metal, glass, ceramics), or soil discoloration that might indicate the presence of a cultural midden. Project site characteristics and survey conditions were recorded using a field notebook and digital camera. Copies of the digital photographs are on file with Rincon's Santa Barbara office.

The project site was surveyed in 10-meter parallel transects to identify any potential cultural resources. The project site is largely comprised of fallow, non-native grassland (Attachment A: Figure 6). Much of the project site was heavily disturbed by rodent burrows (Attachment A: Figure 7 and Figure 8), and the majority of surface visibility was due to these burrows. The resulting ground surface visibility was approximately 12 to 50 percent across the project site. Soils consisted of light brown (10YR 7/2) sand with pieces of unmodified, naturally occurring shale, sandstone, and other sedimentary materials measuring 1 to 3 cm in size throughout the project site. Exposed subsurface soils observed within rodent burrows are consistent with surface soils throughout the project site. Modern refuse was noted throughout the project site, especially along the western boundary (Attachment A: Figure 9)

No previously unrecorded prehistoric or historic-period resources were identified during the current Phase 1 survey of the project site.

Findings and Recommendations

Historic aerials indicate the majority of the project site has been previously disturbed by agricultural use as far back as 1954 (NETR 2021; UCSB 2021). The Phase 1 survey of the project site observed disturbance throughout the project site and was negative for both prehistoric and historic-period cultural resources. In addition, the Central Coastal Information Center (CCIC) record search indicated no previously recorded cultural resources are located within the project site and 0.5-mile buffer.

The potential for identifying unknown archaeological resources within the project site, given the surface visibility and exposed subsurface soil conditions during the Phase 1 survey and the negative results of the CCIC records search, is low. As such, Rincon recommends a finding **of less than significant impact to historical and archaeological resources with mitigation incorporated** under CEQA. The measures provided below are recommended in the unlikely event of the unanticipated discovery of cultural resources or human remains during project construction.

Unanticipated Discovery of Cultural Resources

In the unlikely event cultural resources are unexpectedly encountered during ground-disturbing activities, work in the immediate area must halt and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service [NPS] 1983) must be contacted immediately to evaluate the find. If the resources are prehistoric, a Native American representative must also be contacted to participate in the evaluation of the find. If the discovery proves to be significant under CEQA, additional work such as data recovery excavation may be warranted.

Unanticipated Discovery of Human Remains

If human remains are unexpectedly found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the unlikely event of an unanticipated discovery of human remains, the county coroner must be notified immediately. If the human remains are determined to be prehistoric, the coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site and make recommendations to the landowner within 48 hours of being granted access. With adherence to existing regulations regarding the treatment of human remains, Rincon recommends a finding of **less than significant impact to human remains** under CEQA.

Cultural Resources Records Search

On November 12, 2020, Dustin Merrick requested a search of the California Historical Resources Information System at the Central Coastal Information Center (CCIC) located at the University of California, Santa Barbara. The search was conducted to identify any previously recorded cultural resources (prehistoric or historic-period), as well as previously conducted cultural resources studies within a 0.5-mile radius of the project site. The records search also included a review of the National Register of Historic Places, the California Register of Historical Resources (CRHR), the California State

Historic Resources Inventory list, and all available historical maps and aerial photographs. Results of the record search are in Attachment B.

The CCIC records search did not identify any cultural resources within the project site or within a 0.5-mile radius of the project site.

The CCIC records search identified seven previous studies within a 0.5-mile radius of the project site, two of which are located within the project site: SR-00288 and SR-04293 (Table 1), summarized below.

Table 1 Previous Cultural Resources Studies within a 0.5-mile of the Project Site

Report Number	Author	Year	Title	Relationship to Project Site
SR-00273	S. Craig, M. Perez, and M. Glassow	1977	*Evaluation of the Significance of Archaeological Resources in the Vicinity of the Mouth of San Miguelito Canyon, Lompoc, California*	Outside
SR-00282	R. Peterson, J. Moore, and R. Colten	1984	*Phase I Archaeological Survey of a Proposed Powerline Right-of-Way and Two Alternative Pipeline Routes, Lompoc, California*	Outside
SR-00288	L. Spanne	1978	*Archaeological Evaluation of the Mission Hills Interceptor and Pumping Station Project, Santa Barbara County, California*	**Within**
SR-01256	J. Erlandson	1984	*A Summary of Phase I Cultural Resource Investigations Conducted in Support of the Proposed Union Oil Santa Maria Basin Pipeline, Santa Barbara County, California*	Outside
SR-02216	K. Anderson and SAIC	1997	*Phase I Cultural Resources Investigation Lompoc Airport Runway Expansion Project*	Outside
SR-06869	D. Farraro, K. Bergin, J. Moore, S. Day-Moriarty, and J. Parsons	1988	*Survey, Testing, and Evaluation of Sites for the STS Power Plant Natural Gas Pipeline Project, Santa Barbara County, California*	Outside
SR-04293	K. Houck and S. Gust	2007	*Cultural Resources Assessment for Two Parcels Along Aviation Drive, City of Lompoc, California*	**Within**

CCIC 2020

SR-00288

This report, an archaeological evaluation of the Mission Hills Interceptor and Pumping Station Project (Spanne 1978), included a 45 square-mile records search that encompassed the City of Lompoc, the eastern-most portion of the Lompoc Valley, the Purisima Hills, and the Lompoc Hills. That records search covered the current project site. The previous study, however, only actually surveyed two pumping stations, totaling approximately 12 acres, and nine miles of wastewater pipeline somewhere within the 45 square-mile area. It is not known if any of the areas surveyed by Wilcoxon (1978) were within the current project site.

SR-04293

This report is a Phase I cultural resources assessment prepared by Kelly Houck and Sherri Gust (2007) for the City of Lompoc. The project area encompassed the current project site. The assessment included a records search and literature review, Native American outreach, and a pedestrian field survey. No previously unrecorded archaeological resources were identified during the pedestrian field survey. The assessment noted that one prehistoric archaeological site and one historic-period foundation with prehistoric cultural materials had been previously recorded within one mile of the current project site. The assessment also noted that, based on the proximity to the Santa Ynez River and La Purisima Mission, it was possible that prehistoric resources were present even though none were observed during the pedestrian field survey. However, no impacts to cultural resources were anticipated and no mitigation measures were recommended.

Native American Outreach

Rincon Archaeologist Dustin Merrick contacted the Native American Heritage Commission (NAHC) on November 12, 2020, to request a Sacred Lands File search of the project site. The NAHC responded on November 20, 2020, and stated the "results were negative", indicating no tribal heritage resources are noted in the project site vicinity. As part of the informal outreach effort, nine known local Native American contacts, listed below, with potential to have knowledge of the project site were contacted either by email or phone call on January 7, 2021. Responses received are included below.

- Julie Tumamait-Stenslie, Barbareño/Ventureño Band of Mission Indians
- Patrick Tumamait, Barbareño/Ventureño Band of Mission Indians
- Raudel Banuelos, Barbareño/Ventureño Band of Mission Indians
- Eleanor Arrellanes, Barbareño/Ventureño Band of Mission Indians
- Julio Quair, Chumash Council of Bakersfield
- Mariza Sullivan, Coastal Band of the Chumash Nation
- Fred Collins, Northern Chumash Tribal Council
- Mark Vigil, San Luis Obispo County Chumash Council
- Freddie Romero, Santa Ynez Band of Chumash Indians

Patrick Tumamait of the Barbareño/Ventureño Band of Mission Indians responded on January 7, 2021, stating that he had no concerns with the project.

Fred Collins of the Northern Chumash Tribal Council responded on January 8, 2021, stating that the Northern Chumash Tribal Council had reviewed the project and did not have any cultural resource comments.

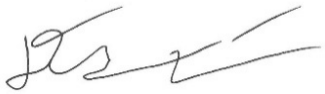
As of January 15, 2021, no additional responses have been received by Rincon.

Please do not hesitate to contact Rincon with any questions regarding this Negative Phase 1 Archaeological Resources Report.

Sincerely,

Rincon Consultants, Inc.

Christopher Duran, MA, RPA
Principal



Dustin Merrick, MA
Associate Archaeologist

Ken Victorino, MA, RPA
Senior Principal Investigator

Attachments

Attachment A Figures

Attachment B Records Search Results

Attachment C Native American Outreach

References

Houck, Kelly, and Sherri Gust

2007 Cultural Resources Assessment for Two Parcels along Aviation Drive, City of Lompoc, California

Nationwide Environmental Title Research (NETR) Online

2021 " 1501 N. O Street" Historic Aerials [photographic database]. https://www.historicaerials.com/viewer accessed January 11, 2021

Spanne, Laurence

1978 Archaeological Evaluation of the Mission Hills Interceptor and Pumping Station Project, Santa Barbara County, California

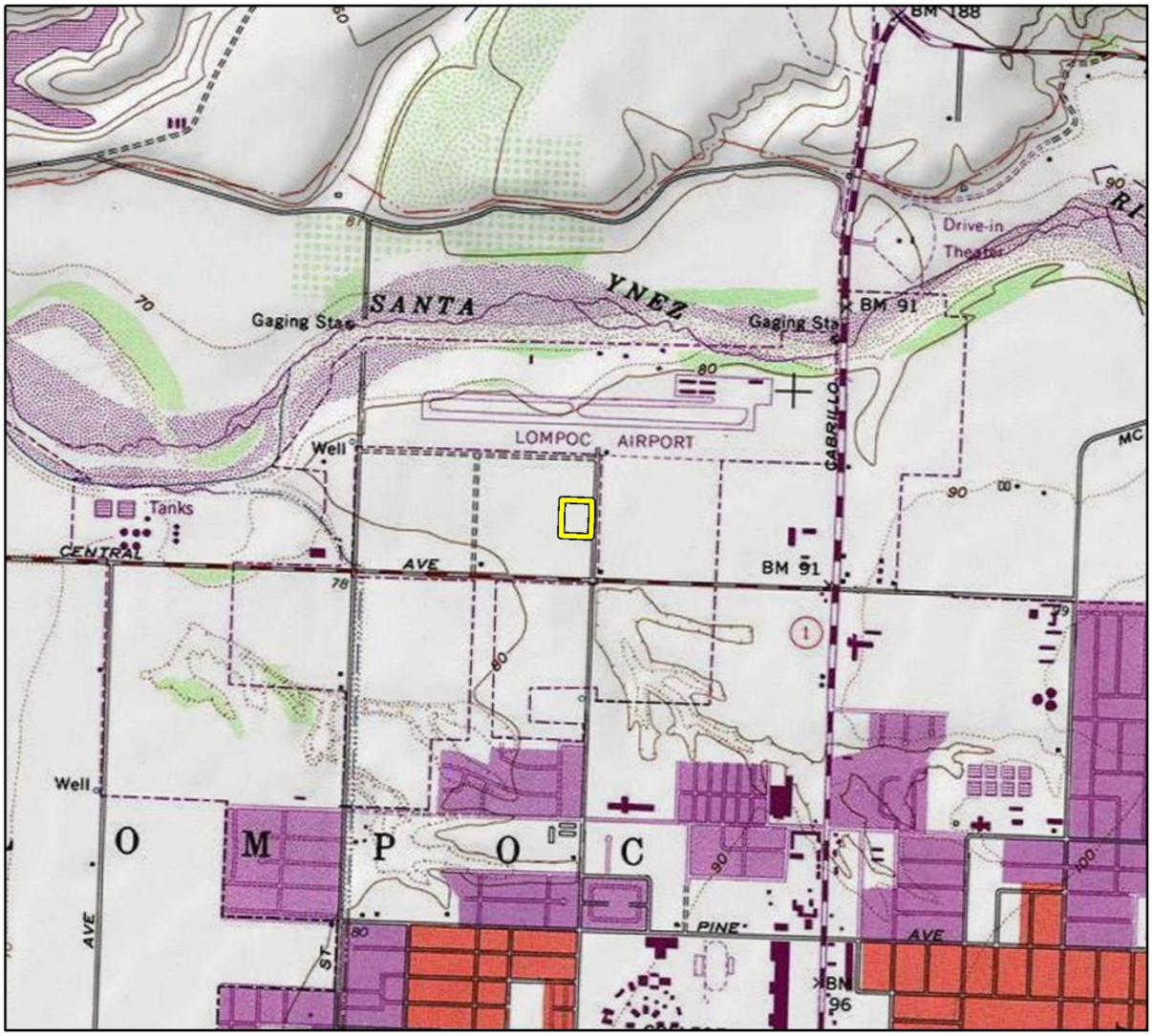
University of California Santa Barbara (UCSB)

2019 " Flight ID: BTM-1954 Frame: 2K-89" Frame Finder [online map database]. University of California, Santa Barbara Library. Santa Barbara, CA. http://mil.library.ucsb.edu/ap_indexes/FrameFinder/ accessed January 11, 2021

Attachment A

Figures

Figure 1 Project Location Map



Imagery provided by National Geographic Society, Esri and its licensors © 2020. Lompoc Quadrangle. T07N R34W S28. The topographic representation depicted in this map may not portray all of the features currently found in the vicinity today and/or features depicted in this map may havechanged since the original topographic map was assembled.

Project Location

0 1,000 2,000 Feet

N

CRFig 1 Proj Locn Map

Figure 2 Project Site

Imagery provided by Microsoft Bing and its licensors © 2020.

Figure 3 Proposed Site Plan

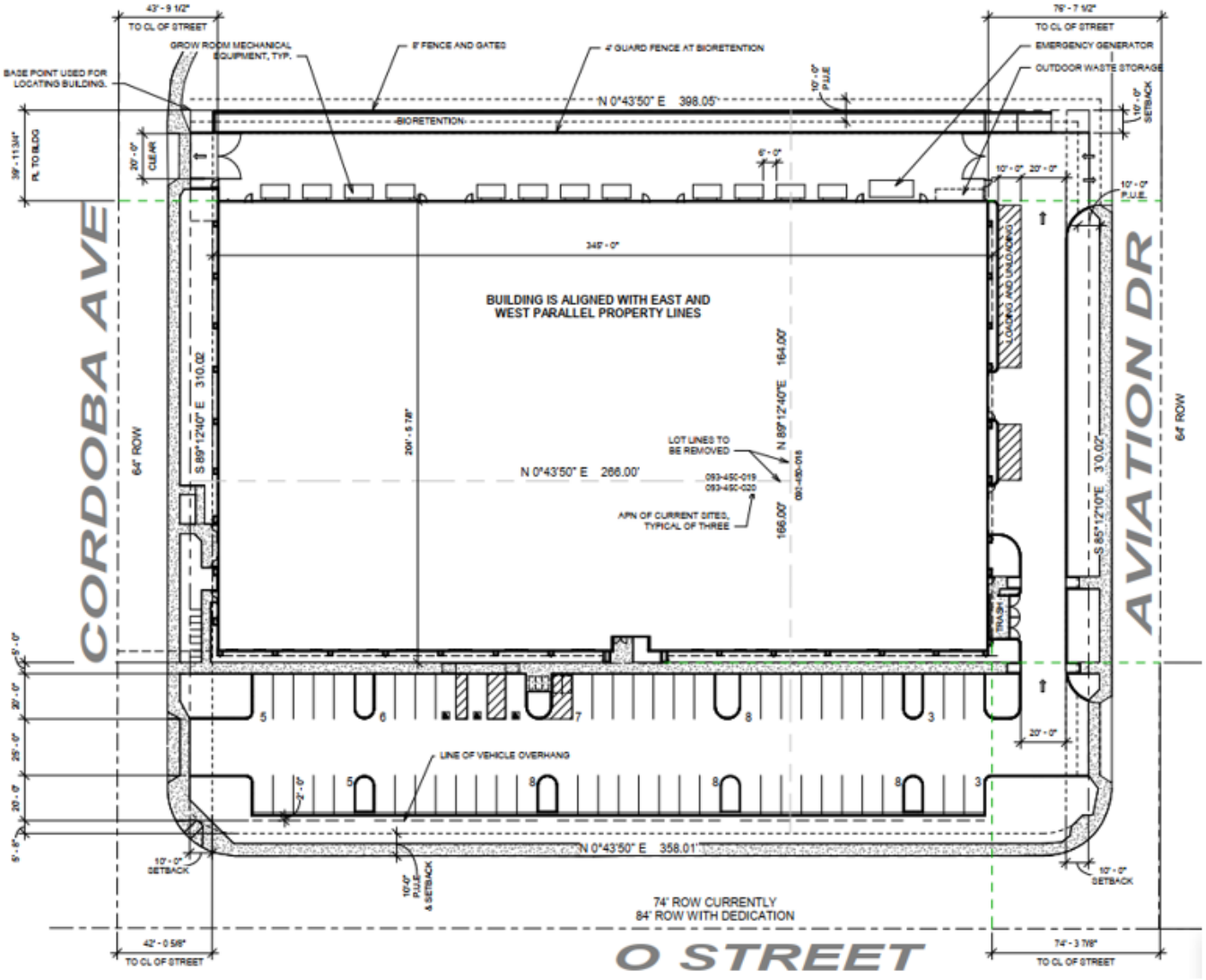


Figure 4 Proposed Building Elevations

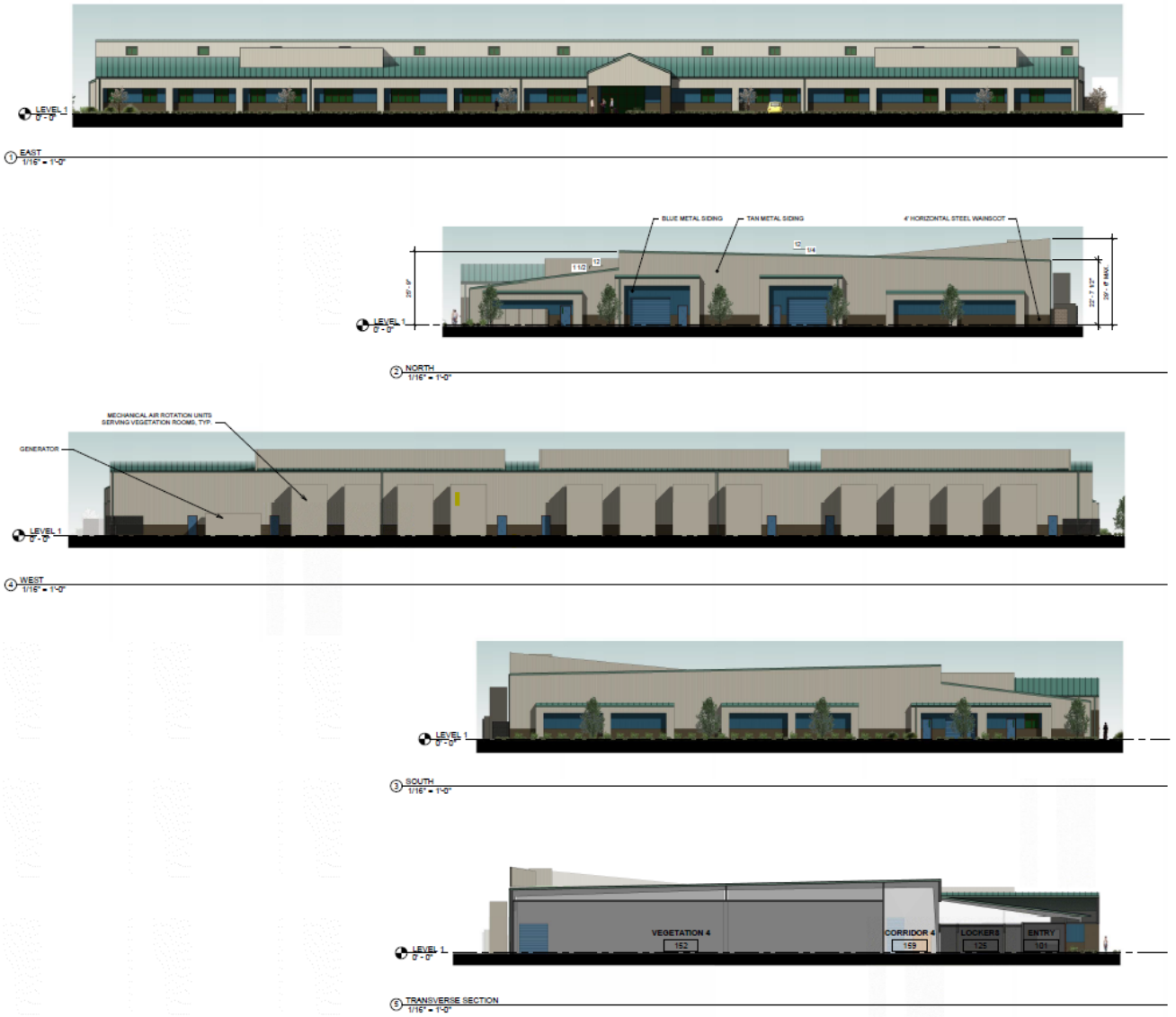


Figure 5 Proposed Conceptual Landscape Plan

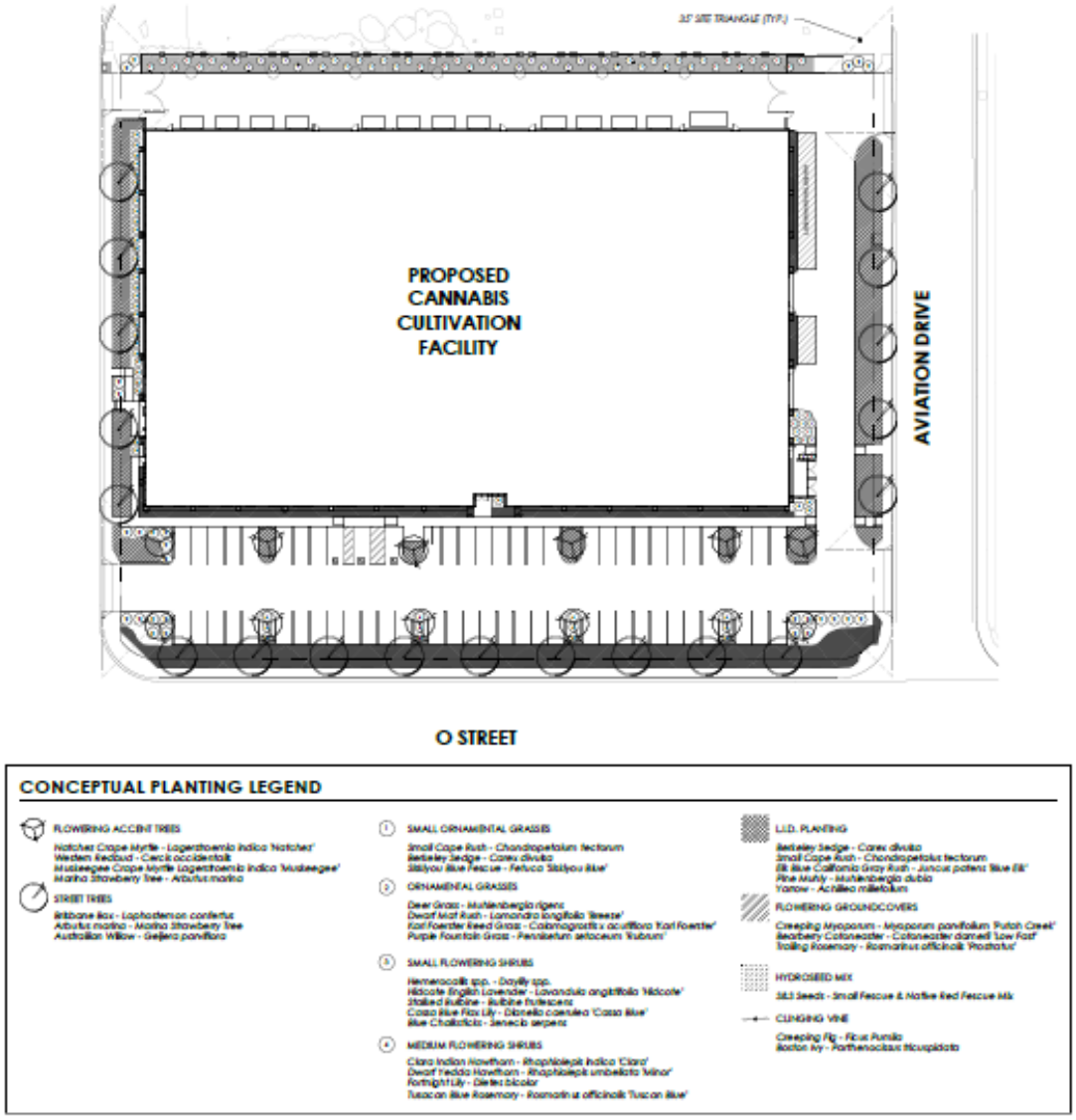


Figure 6 Center of Project site, Facing West

Figure 7 Rodent Burrows, Facing North

Figure 8 Large Animal Burrow, Facing East

Figure 9 Modern Refuse on Western Edge of Project Site, Facing South

Attachment B

Records Search Results

California
Archaeological
Inventory

SAN LUIS OBISPO AND
SANTA BARBARA COUNTIES

Central Coast Information Center
Department of Anthropology
University of California
Santa Barbara, CA 93106-3210
PHONE (805)-893-2474
FAX (805)-893-8707
EMAIL ccic@anth.ucsb.edu

12/4/2020

Dustin Merrick
Rincon Consultants, Inc.
180 N. Ashwood Avenue
Ventura, CA 93003

Re: Mustang Lompoc (20-10332)

The Central Coast Information Center received your record search request for the project area referenced above, located on the Lompoc USGS 7.5' quad(s). The following reflects the results of the records search for the project area and a one-half mile radius:

As indicated on the data request form, the locations of reports and resources are provided in the following format: ■ custom GIS maps ☐ shapefiles ☐ hand-drawn maps ☐ none

Resources within project area: 0	N/A
Resources within ½ mile radius: 0	N/A
Reports within project area: 2	SR-00288, SR-04293
Reports within ½ mile radius: 5	SR-00273, SR-00282, SR-01256, SR-02216, SR-03869

Resource Database Printout (list):	☐ enclosed	☐ not requested	■ nothing listed
Resource Database Printout (details):	☐ enclosed	■ not requested	☐ nothing listed
Resource Digital Database Records:	☐ enclosed	■ not requested	☐ nothing listed
Report Database Printout (list):	■ enclosed	☐ not requested	☐ nothing listed
Report Database Printout (details):	☐ enclosed	■ not requested	☐ nothing listed
Report Digital Database Records:	☐ enclosed	■ not requested	☐ nothing listed
Resource Record Copies:	☐ enclosed	☐ not requested	■ nothing listed
Report Copies:	■ enclosed	☐ not requested	☐ nothing listed
OHP Historic Properties Directory:	☐ enclosed	☐ not requested	■ nothing listed
Archaeological Determinations of Eligibility:	☐ enclosed	☐ not requested	■ nothing listed

The following sources of information are available at **http://ohp.parks.ca.gov/?page_id=28065**. Some of these resources used to be available through the CHRIS but because they are now online, they can be accessed directly. The Office of Historic Preservation makes no guarantees about the availability, completeness, or accuracy of the information provided through the sources listed below.

California State Lands Commission Shipwreck Database	*Caltrans Historic Bridge Inventory*
U.S. Geological Survey Historic Topographic Maps	*Rancho Plat Maps*
National Park Service National Register of Historic Places Nominations	*Natural Resource Conservation Service Soil Survey Maps*
US Bureau of Land Management General Land Office Records	*California Historical Landmarks Listing (by county)*
Five Views: An Ethnic Historic Site Survey for California (1988)	*Historical Soil Survey Maps*

Please forward a copy of any resulting reports from this project to the office as soon as possible. Due to the sensitive nature of archaeological site location data, we ask that you do not include resource location maps and resource location descriptions in your report if the report is for public distribution. If you have any questions regarding the results presented herein, please contact the office at the phone number listed above.

The provision of California Historical Resources Information System (CHRIS) data via this records search response does not in any way constitute public disclosure of records otherwise exempt from disclosure under the California Public Records Act or any other law, including, but not limited to, records related to archeological site information maintained by or on behalf of, or in the possession of, the State of California, Department of Parks and Recreation, State Historic Preservation Officer, Office of Historic Preservation, or the State Historical Resources Commission.

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the CHRIS Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

Should you require any additional information for the above referenced project, reference the record search number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Thank you for using the CHRIS.

Sincerely,

Matthew V.C. LoBiondo

Matthew V.C. LoBiondo
Assistant Coordinator

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
SR-00273		1977	Craig, S., Perez, M., and Glassow, M.	Evaluation of the Significance of Archaeological Resources in the Vicinity of the Mouth of San Miguelito Canyon, Lompoc, California.		42-000220
SR-00282		1984	Peterson, R., Moore, J., and Colten, R.	Phase I Archaeological Survey of a Proposed Powerline Right-of-Way and Two Alternative Pipeline Routes, Lompoc, California		42-000219, 42-001824
SR-00288		1978	Spanne, Laurence	Archaeological Evaluation of the Mission Hills Interceptor and Pumping Station Project, Santa Barbara County, California	None Given	42-001767
SR-01256		1984	Erlandson, J.	A Summary of Phase I Cultural Resource Investigations Conducted in Support of the Proposed Union Oil Santa Maria Basin Pipeline, Santa Barbara County, California	Office for Public Archaeology at UCSB	42-000912, 42-000913, 42-000914, 42-001762, 42-001768, 42-001769, 42-001770, 42-001771
SR-02216		1997	Anderson, K. and SAIC	Phase 1 Cultural Resources Investigation Lompoc Airport Runway Expansion Project		
SR-03869	Voided - V-227	1988	Ferraro, David, Kathleen Bergin, Jerry Moore, Sandra Day-Moriarty,, and Jeffrey Parsons	Survey, Testing, and Evaluation of Sites for the STS Power Plant Natural Gas Pipeline Project, Santa Barbara County, California		42-000219, 42-000534, 42-000539, 42-000549, 42-000670, 42-000678, 42-000680, 42-000921, 42-001145, 42-001908, 42-002146, 42-002147, 42-002148, 42-002154
SR-04293		2007	Houck, K. and Gust, S.	Cultural Resources Assessment for Two Parcels Along Aviation Drive, City of Lompoc, California	Cogstone Resource Management	

Mustang Lompoc (20-10332)

Customer Name: Rincon Consultants, Inc. - Dustin Merrick
Project Location: Lompoc
Report Map 1 of 4

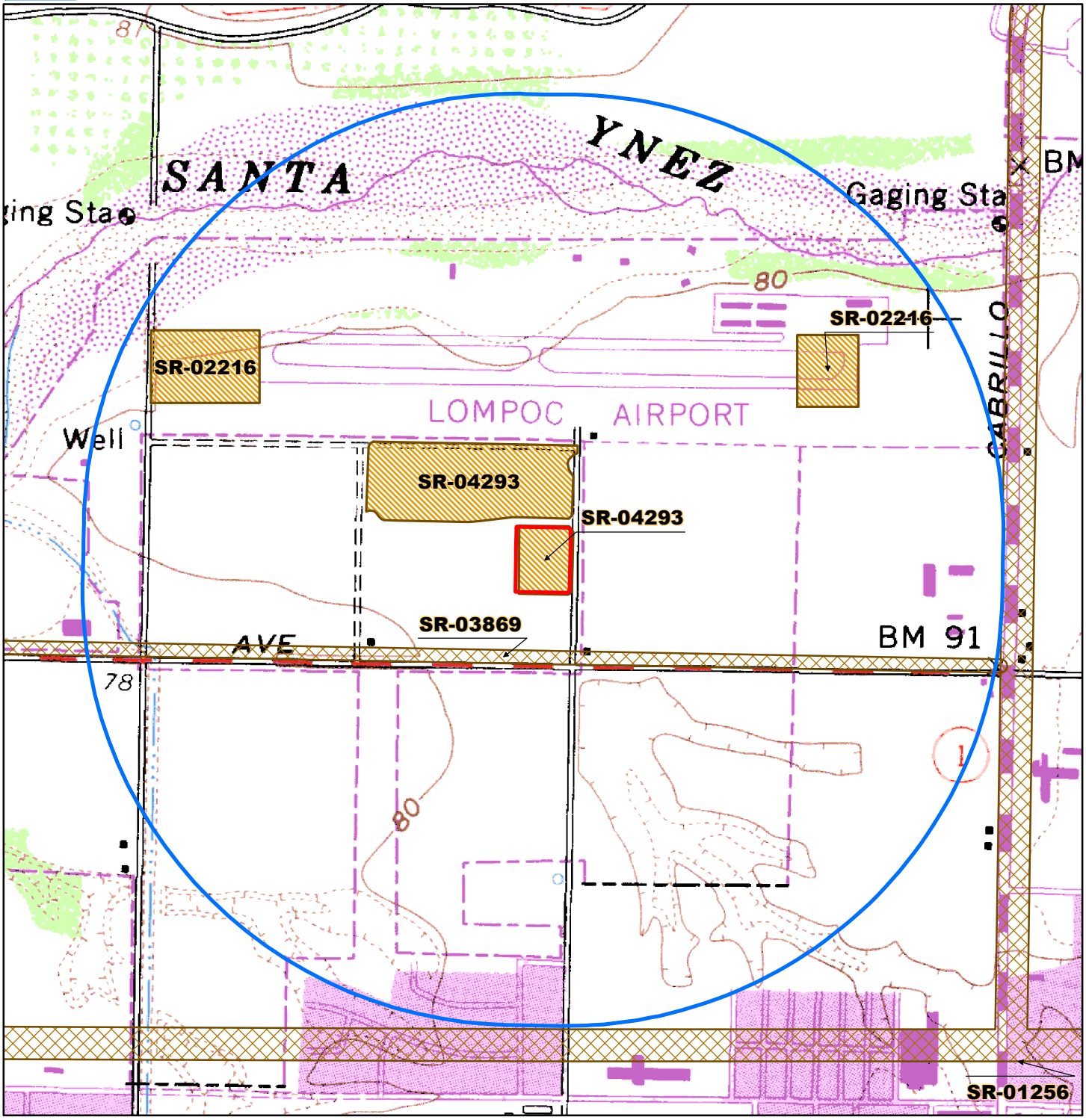
Central Coast Information Center
Department of Anthropology
University of California
Santa Barbara, CA 93106-3210
(805) 893-2474
(805) 893-8707 FAX

Legend

Project Location

One-half Mile Radius

0 95 190 380 570 760 Meters



Mustang Lompoc (20-10332)

Customer Name: Rincon Consultants, Inc. - Dustin Merrick
Project Location: Lompoc
Report Map 2 of 4

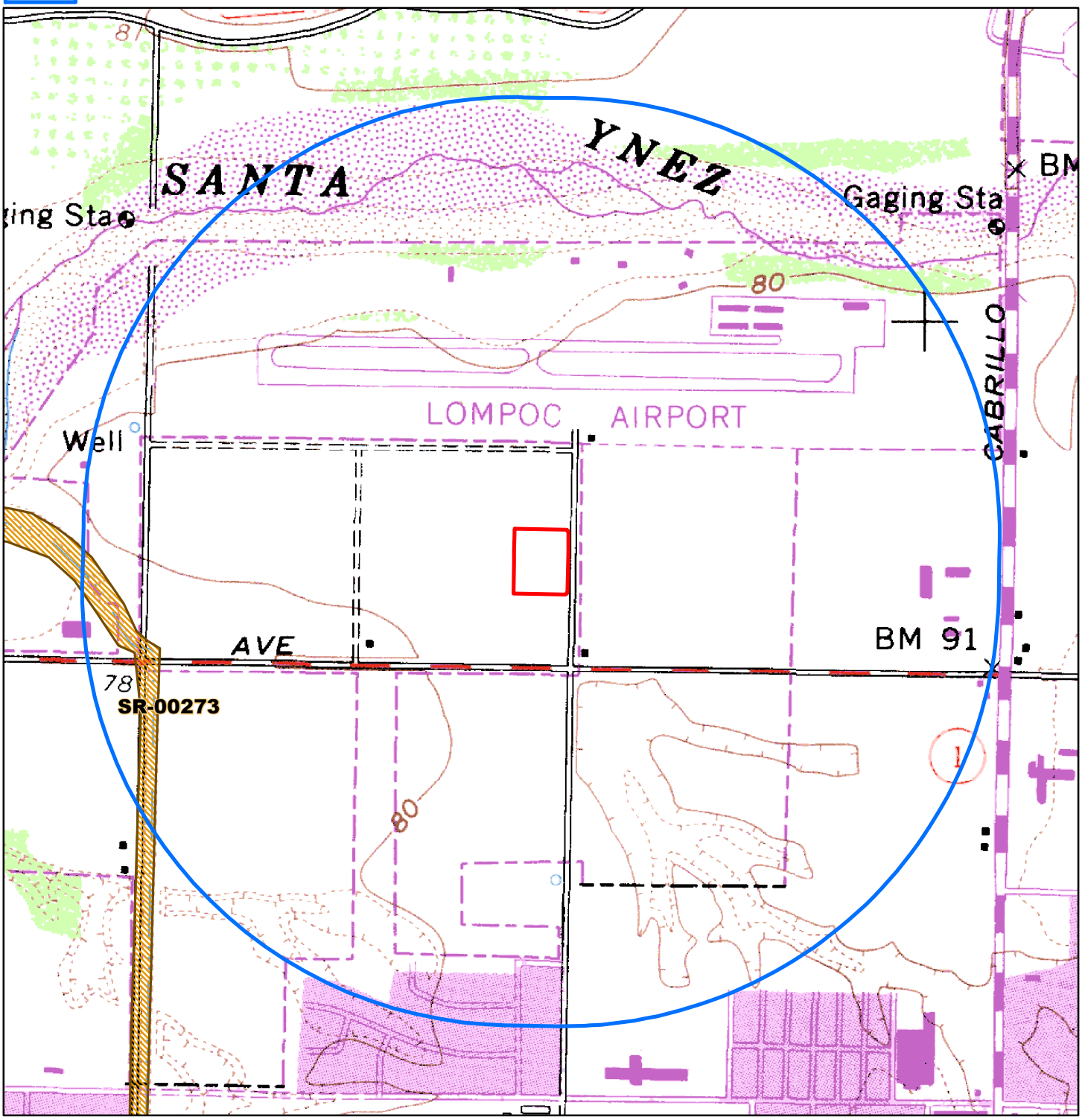
Central Coast Information Center
Department of Anthropology
University of California
Santa Barbara, CA 93106-3210
(805) 893-2474
(805) 893-8707 FAX

Legend

Project Location

One-half Mile Radius

0 95 190 380 570 760 Meters



Mustang Lompoc (20-10332)

Customer Name: Rincon Consultants, Inc. - Dustin Merrick
Project Location: Lompoc
Report Map 3 of 4

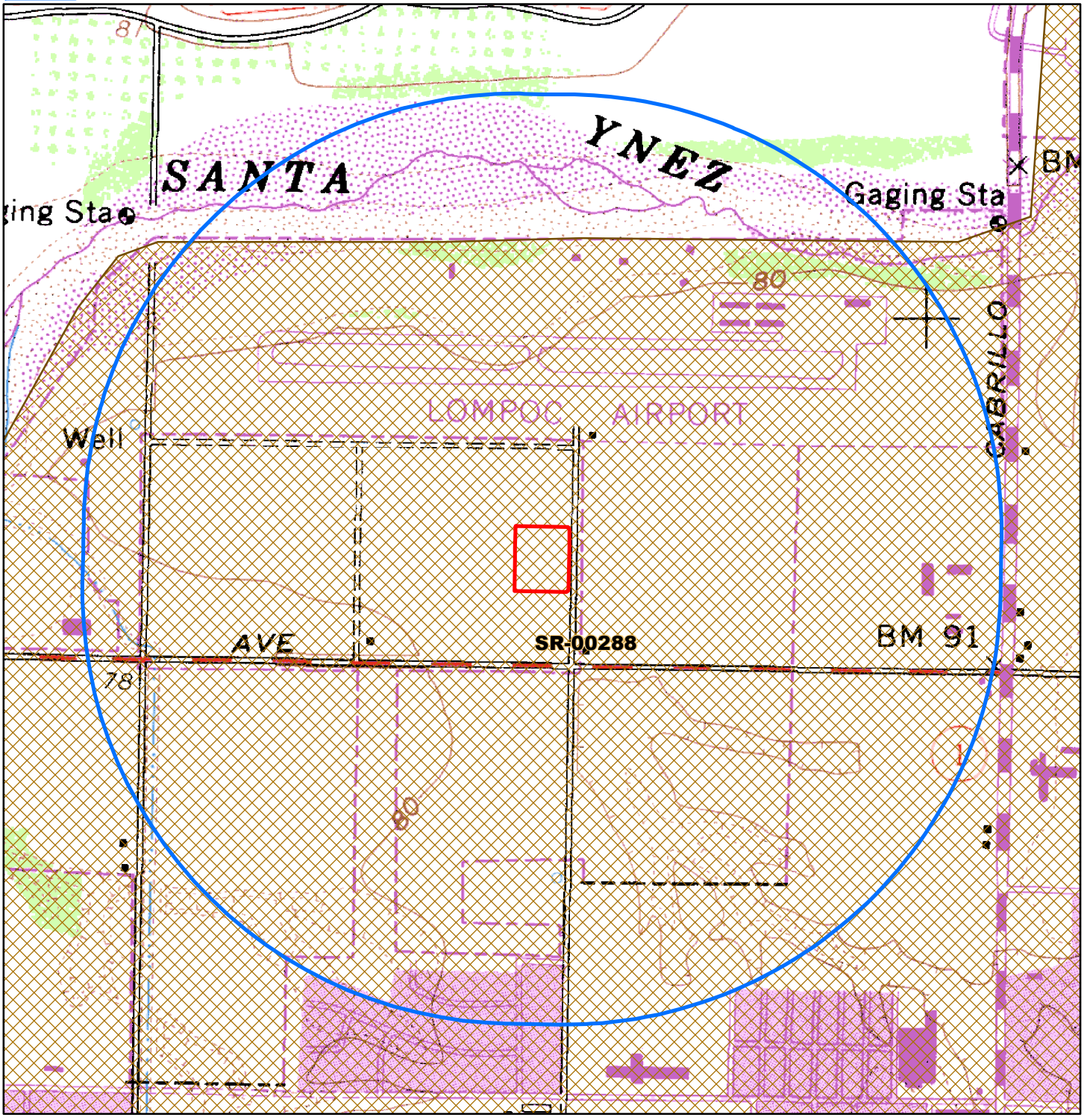
Central Coast Information Center
Department of Anthropology
University of California
Santa Barbara, CA 93106-3210
(805) 893-2474
(805) 893-8707 FAX

Legend

Project Location

One-half Mile Radius

0 95 190 380 570 760 Meters



Mustang Lompoc (20-10332)

Customer Name: Rincon Consultants, Inc. - Dustin Merrick
Project Location: Lompoc
Report Map 4 of 4

Central Coast Information Center
Department of Anthropology
University of California
Santa Barbara, CA 93106-3210
(805) 893-2474
(805) 893-8707 FAX

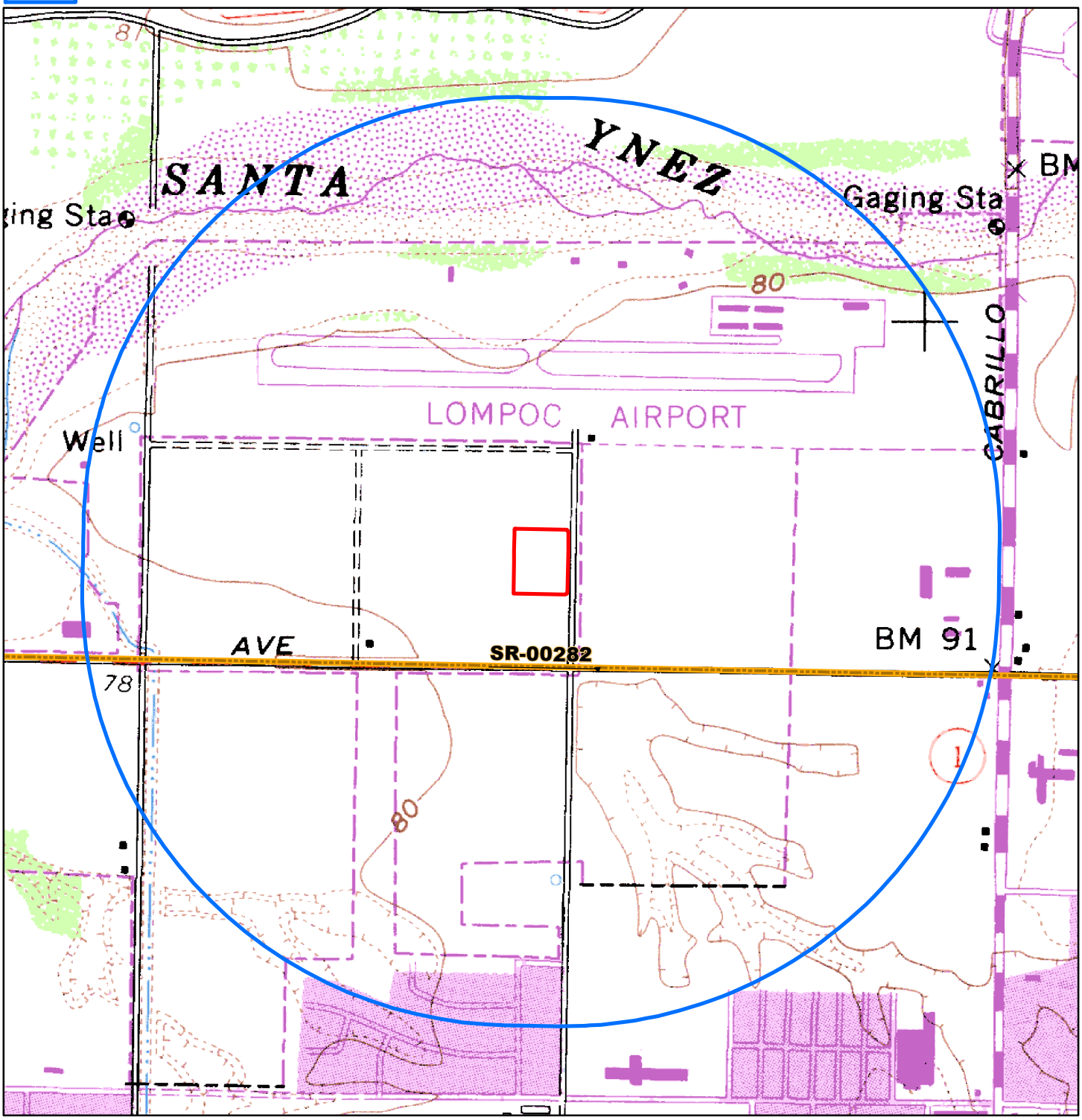
N

0 95 190 380 570 760 Meters

Legend

Project Location

One-half Mile Radius



Mustang Lompoc (20-10332)

Customer Name: Rincon Consultants, Inc. - Dustin Merrick
Project Location: Lompoc
Negative Resource Map 1 of 1

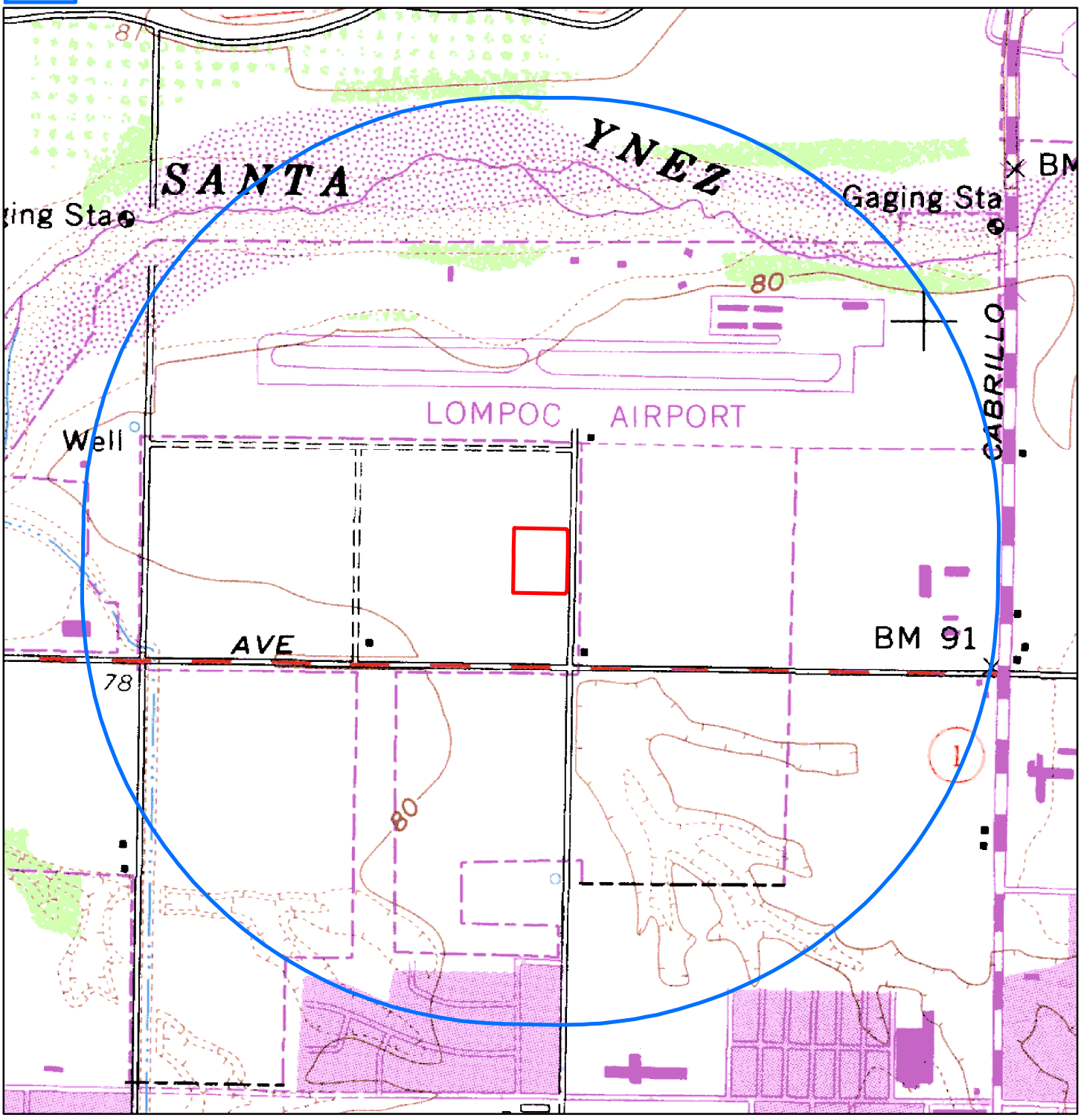
Central Coast Information Center
Department of Anthropology
University of California
Santa Barbara, CA 93106-3210
(805) 893-2474
(805) 893-8707 FAX

Legend

Project Location

One-half Mile Radius

0 95 190 380 570 760 Meters



Attachment C

Native American Outreach

Rincon Consultants, Inc.

1530 Monterey Street, Suite D
San Luis Obispo, California 93401

805 547 0900 OFFICE AND FAX

info@rinconconsultants.com
www.rinconconsultants.com

Sacred Lands File & Native American Contacts List Request

Native American Heritage Commission
1550 Harbor Blvd, Suite 100
West Sacramento, CA 95691
(916) 373-3710
(916) 373-5471 – Fax
nahc@nahc.ca.gov

Information below is required for a Sacred Lands File Search

Project Title: Mustang Lompoc Investors LLC Cannabis Growing and Processing Facility Project

County: Santa Barbara

USGS Quadrangle Name: Lompoc

Township: .07N **Range:** 34W **Sections**: 28

Contact Person: Dustin Merrick

Company/Firm/Agency: Rincon Consultants, Inc.

Street Address: 1530 Monterey Street, Suite D

City: San Luis Obispo **Zip**: 93401

Phone: (805) 762-4064, Ext 114 **Email:** dmerrick@rinconconsultants.com

Project Description: The project is located on 3.01 acres of undeveloped land at 1501 N. O Street and 801/805 Cordoba Avenue (APNs 093-450-018, 093-450-019, 093-450-020) in the business park between Cordoba Avenue, Aviation Drive, and North O Street in the City of Lompoc, California. The project site is zoned Business Park and designated Business Park in the General Plan. The project will include the construction of a 68,126 gross square foot (GSF) pre-engineered metal building facility to be used for the cultivation, harvesting, and processing of cannabis. The project consists of 8,617 GSF of office area, 38,545 GSF of growing area, and 20,964 GSF of work areas for pre- and post-harvest plant processing tasks. The entire operation would occur within the building. The project will also include landscaping, a bio-retention facility, and 61 parking spaces. Vehicular access would be via Cordoba Avenue and Aviation Drive. The project involves 2,725 cubic yards of cut and 1,585 cubic yards of fill for a net export of 1,140 cubic yards of soil.

NATIVE AMERICAN HERITAGE COMMISSION

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

November 17, 2020

Dustin Merrick, BA, MA, Archaeologist, Field Director
Rincon Consultants, Inc.

Via Email to: dmerrick@rinconconsultants.com

Re: Mustang Lompoc Investors LLC Cannabis Growing and Processing Facility Project, Santa Barbara County

Dear Mr. Merrick:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information.

If you have any questions or need additional information, please contact me at my email address: Sarah.Fonseca@nahc.ca.gov.

Sincerely,

Sarah Fonseca
Cultural Resources Analyst

Attachment

Native American Heritage Commission
Native American Contact List
Santa Barbara County
11/17/2020

Barbareno/Ventureno Band of Mission Indians
Julie Tumamait-Stenslie, Chairperson
365 North Poli Ave — Chumash
Ojai, CA, 93023
Phone: (805) 646 - 6214
jtumamait@hotmail.com

Barbareno/ Ventureno Band of Mission Indians
Patrick Tumamait,
992 El Camino Corto — Chumash
Ojai, CA, 93023
Phone: (805) 216 - 1253

Barbareno/ Ventureno Band of Mission Indians
Raudel Banuelos,
331 Mira Flores — Chumash
Camarillo, CA, 93012
Phone: (805) 427 - 0015

Barbareno/ Ventureno Band of Mission Indians
Eleanor Arrellanes,
P. O. Box 5687 — Chumash
Ventura, CA, 93005
Phone: (805) 701 - 3246

Chumash Council of Bakersfield
Julio Quair, Chairperson
729 Texas Street — Chumash
Bakersfield, CA, 93307
Phone: (661) 322 - 0121
chumashtribe@sbcglobal.net

Coastal Band of the Chumash Nation
Mariza Sullivan, Chairperson
P. O. Box 4464 — Chumash
Santa Barbara, CA, 93140
Phone: (805) 665 - 0486
cbcntribalchair@gmail.com

Northern Chumash Tribal Council
Fred Collins, Spokesperson
P.O. Box 6533 — Chumash
Los Osos, CA, 93412
Phone: (805) 801 - 0347
fcollins@northernchumash.org

San Luis Obispo County Chumash Council
Mark Vigil, Chief
1030 Ritchie Road — Chumash
Grover Beach, CA, 93433
Phone: (805) 481 - 2461
Fax: (805) 474-4729

Santa Ynez Band of Chumash Indians
Kenneth Kahn, Chairperson
P.O. Box 517 — Chumash
Santa Ynez, CA, 93460
Phone: (805) 688 - 7997
Fax: (805) 686-9578
kkahn@santaynezchumash.org

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Mustang Lompoc Investors LLC Cannabis Growing and Processing Facility Project, Santa Barbara County.

Native Americans Consulted

Local Group/Government Contact	Rincon Coordination Efforts	Response to Coordination Efforts
Barbareno/ Ventureno Band of Mission Indians Patrick Tumamait, 992 El Camino Corto Ojai, CA, 93023 Phone: (805) 216 - 1253	1/7/2021 – Call and email	No email was provided by NAHC. Call made to find email: natchumash@yahoo.com Email response received on 1/7/2021 in which Mr. Tumamait stated he had no concerns with the project.
Barbareno/Ventureno Band of Mission Indians Julie Tumamait-Stenslie, Chairperson 365 North Poli Ave Ojai, CA, 93023 Phone: (805) 646 - 6214 jtumamait@hotmail.com	Email letter sent 1/7/2021	
Barbareno/ Ventureno Band of Mission Indians Eleanor Arrellanes, P. O. Box 5687 Ventura, CA, 93005 Phone: (805) 701 - 3246		No email provided by NAHC. Call made on 1/7/2021. No answer; left a message
Barbareno/ Ventureno Band of Mission Indians Raudel Banuelos, 331 Mira Flores Camarillo, CA, 93012 Phone: (805) 427 - 0015		No email provided by NAHC. Call made on 1/7/2021. No answer; left a message
Chumash Council of Bakersfield Julio Quair, Chairperson 729 Texas Street Bakersfield, CA, 93307 Phone: (661) 322 - 0121 chumashtribe@sbcglobal.net	Email letter sent 1/7/2021	Email returned as undeliverable. A call was made on 1/7/2021. No answer and no message was able to be left
Coastal Band of the Chumash Nation Mariza Sullivan, Chairperson P. O. Box 4464 Santa Barbara, CA, 93140 Phone: (805) 665 - 0486 cbcntribalchair@gmail.com	Email letter sent 1/7/2021	

Local Group/Government Contact	Rincon Coordination Efforts	Response to Coordination Efforts
Northern Chumash Tribal Council Fred Collins, Spokesperson P.O. Box 6533 Los Osos, CA, 93412 Phone: (805) 801 - 0347 fcollins@northernchumash.org	Email letter sent 1/7/2021	Email response received on 1/8/2021; Mr. Collins states that the Northern Chumash Tribal Council has reviewed the project and does not have any further cultural resource comments.
San Luis Obispo County Chumash Council Mark Vigil, Chief 1030 Ritchie Road Grover Beach, CA, 93433 Phone: (805) 481 - 2461 Fax: (805) 474-4729		No email provided by NAHC. Call made on 1/7/2021. No answer; left a message
Santa Ynez Band of Chumash Indians Kenneth Kahn, Chairperson P.O. Box 517 Santa Ynez, CA, 93460 Phone: (805) 688 - 7997 Fax: (805) 686-9578 kkahn@santaynezchumash.org	Email letter sent 1/7/2021	

Elaine Foster

From: Elaine Foster
Sent: Thursday, January 7, 2021 11:23 AM
To: fcollins@northernchumash.org
Subject: Two Cannabis Projects in Lompoc, CA
Attachments: To Collins_Mustang.pdf; To Collins_Organic Liberty.pdf

Hello,
Please see the attached letters regarding two cannabis facility projects in Lompoc, CA. Feel free to reach out to Dustin Merrick, the listed contact on both letters. Thank you very much.
Cheers,

Elaine Foster, Archaeologist
Rincon Consultants, Inc.
Environmental Scientists | Planners | Engineers
213-788-4842 x3016
510-379-7006 Direct
rinconconsultants.com

Please consider the environment before printing this email.

Elaine Foster

From: Fred Collins <fcollins@northernchumash.org>
Sent: Friday, January 8, 2021 5:49 AM
To: Elaine Foster; Dustin Merrick
Subject: [EXT] RE: Two Cannabis Projects in Lompoc, CA

Hello Elaine,

NCTC has reviewed the proposed projects and have no additional cultural resources comments, thank you.

Fred Collins
NCTC

From: Elaine Foster [mailto:efoster@rinconconsultants.com]
Sent: Thursday, January 7, 2021 11:23 AM
To: fcollins@northernchumash.org
Subject: Two Cannabis Projects in Lompoc, CA

Hello,
Please see the attached letters regarding two cannabis facility projects in Lompoc, CA. Feel free to reach out to Dustin Merrick, the listed contact on both letters. Thank you very much.
Cheers,

Elaine Foster, Archaeologist
Rincon Consultants, Inc.
Environmental Scientists | Planners | Engineers
213-788-4842 x3016
510-379-7006 Direct
rinconconsultants.com

Elaine Foster

From: Elaine Foster
Sent: Thursday, January 7, 2021 11:26 AM
To: kkahn@santaynezchumash.org
Subject: Two Cannabis Projects in Lompoc, CA
Attachments: To Kahn_Organic Liberty.pdf; To Kahn_Mustang.pdf

Hello,
Please see the attached letters regarding two cannabis facility projects in Lompoc, CA. Feel free to reach out to Dustin Merrick, the listed contact on both letters. Thank you very much.

Cheers,

Elaine Foster, Archaeologist
Rincon Consultants, Inc.
Environmental Scientists | Planners | Engineers
213-788-4842 x3016
510-379-7006 Direct
rinconconsultants.com

Please consider the environment before printing this email.

Elaine Foster

From: Elaine Foster
Sent: Thursday, January 7, 2021 11:18 AM
To: chumashtribe@sbcglobal.net
Subject: Two Cannabis Projects in Lompoc, CA
Attachments: To Quair_Mustang.pdf; To Quair_Organic Liberty.pdf

Hello,
Please see the attached letters regarding two cannabis facility projects in Lompoc, CA. Feel free to reach out to Dustin Merrick, the listed contact in both letters. Thank you very much.

Cheers,

Elaine Foster, Archaeologist
Rincon Consultants, Inc.
Environmental Scientists | Planners | Engineers
213-788-4842 x3016
510-379-7006 Direct
rinconconsultants.com

Please consider the environment before printing this email.

Elaine Foster

From: Microsoft Outlook
To: chumashtribe@sbcglobal.net
Sent: Thursday, January 7, 2021 11:28 AM
Subject: Undeliverable: FW: Two Cannabis Projects in Lompoc, CA

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chumashtribe@sbcglobal.net (chumashtribe@sbcglobal.net)
There's a problem with the recipient's mailbox. Please try resending your message. If the problem continues, please contact your email admin.

flpd571.prodigy.net gave this error:
<chumashtribe@sbcglobal.net>... Addressee unknown, relay=[40.107.69.64]

Diagnostic information for administrators:

Generating server: BY5PR12MB3873.namprd12.prod.outlook.com
Total retry attempts: 1

chumashtribe@sbcglobal.net
flpd571.prodigy.net
Remote Server returned '550 5.2.1 <chumashtribe@sbcglobal.net>... Addressee unknown, relay=[40.107.69.64]'

Original message headers:


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From: Elaine Foster <efoster@rinconconsultants.com>
To: "chumashtribe@sbcglobal.net" <chumashtribe@sbcglobal.net>
Subject: FW: Two Cannabis Projects in Lompoc, CA
Thread-Topic: Two Cannabis Projects in Lompoc, CA
Thread-Index: AdblKZaujW/1guHATo6onkMwLF/2tAAAYe9A
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Elaine Foster

From: Elaine Foster
Sent: Thursday, January 7, 2021 11:20 AM
To: cbcntribalchair@gmail.com
Subject: Two Cannabis Projects in Lompoc, CA
Attachments: To Sullivan_Organic Liberty.pdf; To Sullivan_Mustang.pdf

Hello,
Please see the attached letters regarding two cannabis facility projects in Lompoc, CA. Feel free to reach out to Dustin Merrick, the listed contact on both letters. Thank you very much.

Cheers,

Elaine Foster, Archaeologist
Rincon Consultants, Inc.
Environmental Scientists | Planners | Engineers
213-788-4842 x3016
510-379-7006 Direct
rinconconsultants.com

Please consider the environment before printing this email.

Elaine Foster

From: Elaine Foster
Sent: Thursday, January 7, 2021 11:15 AM
To: natchumash@yahoo.com
Subject: Two Cannabis Projects in Lompoc, CA
Attachments: To Tumamait_Organic Liberty.pdf; To Tumamait_Mustang.pdf

Hello,
Please see the attached letters regarding two cannabis facility projects in Lompoc, CA. Feel free to reach out to Dustin Merrick, the listed contact in both letters. Thank you very much.

Cheers,

Elaine Foster, Archaeologist
Rincon Consultants, Inc.
Environmental Scientists | Planners | Engineers
213-788-4842 x3016
510-379-7006 Direct
rinconconsultants.com

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Elaine Foster

From: natchumash@yahoo.com
Sent: Thursday, January 7, 2021 1:56 PM
To: Elaine Foster
Subject: [EXT] Lompoc project

Hi Elaine, I do not have any concerns
Thank you.

Elaine Foster

From: Elaine Foster
Sent: Thursday, January 7, 2021 11:10 AM
To: jtumamait@hotmail.com
Subject: Two Cannabis Projects in Lompoc, CA
Attachments: To Tumamait-Stenslie_Organic Liberty.pdf; To Tumamait-Stenslie_Mustang.pdf

Hello,
Please see the attached letters regarding two cannabis facility projects in Lompoc, CA. Feel free to reach out to Dustin Merrick, the listed contact in the letters. Thank you very much.

Cheers,

Elaine Foster, Archaeologist
Rincon Consultants, Inc.
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510-379-7006 Direct
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Appendix D

Noise Modeling

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 12/11/2020
Case Description: Mustang Lompoc Cannabis Facility

		Baselines (dBA)		---- Receptor #1 ----
Description	Land Use	Daytime	Evening	Night
Single family residences	Residential	60	60	60

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)
Backhoe	No	40		77.6
Dozer	No	40		81.7

Results

Calculated (dBA)

Equipment	*Lmax	Leq
Backhoe	57.6	53.6
Dozer	61.7	57.7
Total	61.7	59.1

*Calculated Lmax is the Loudest value.

Receptor Distance (feet)
500
500

Acoustical Surfaces, Inc.

SOUNDPROOFING, ACOUSTICS, NOISE & VIBRATION CONTROL SPECIALISTS

123 Columbia Court North • Suite 201 • Chaska, MN 55318

(952) 448-5300 • Fax (952) 448-2613 • (800) 448-0121

Email: sales@acousticalsurfaces.com

Visit our Website: www.acousticalsurfaces.com

We Identify and S.T.O.P. Your Noise Problems

Echo Barrier™

The Industry's First Reusable, Indoor/ Outdoor Noise Barrier/Absorber

- Superior acoustic performance
- Industrial durability
- Simple and quick installation system
- Lightweight for easy handling
- Unique roll-up design for compact storage and transportation
- Double or triple up for noise 'hot spots'
- Ability to add branding or messages
- Range of accessories available
- Weatherproof – absorbs sound but not water
- Fire retardant
- 1 person can do the job of 2 or 3 people

Why is it all too often we see construction sites with fencing but no regard for sound issues created from the construction that is taking place? This is due to the fact that there has not been an efficient means of treating this type of noise that was cost effective ***until now.***

Echo Barrier temporary fencing is a reusable, outdoor noise barrier. Designed to fit on all types of temporary fencing. Echo Barrier absorbs sound while remaining quick to install, light to carry and tough to last.

BENEFITS: Echo Barrier can help reduce noise complaints, enhance your company reputation, extend site operating hours, reduce project timescales & costs, and improve working conditions.

APPLICATIONS: Echo Barrier works great for construction & demolition sites; rail maintenance & replacement; music, sports and other public events; road construction; utility/maintenance sites; loading and unloading areas; outdoor gun ranges.

DIMENSIONS: 6.56' × 4.49'.

WEIGHT: 13 lbs.

ACOUSTIC PERFORMANCE: 10-20dB noise reduction (greater if barrier is doubled up).

INSTALLATION: The Echo Barrier is easily installed using our quick hook system and specially designed elastic ties.

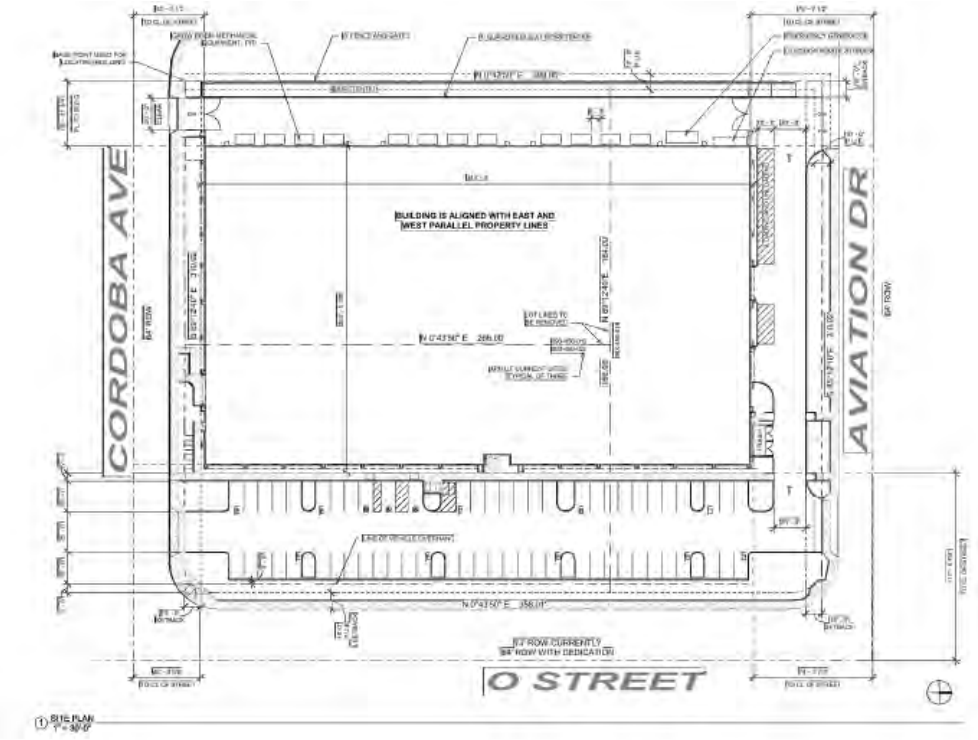
Echo Barrier Transmission Loss Field Data							
	125Hz	250Hz	500Hz	1KHz	2KHz	4KHz	8KHz
Single Layer	6	12	16	23	28	30	30
Double Layer	7	19	24	28	32	31	32

Appendix E

Traffic Report

MUSTANG CANNABIS CULTIVATION PROJECT
CITY OF LOMPOC, CALIFORNIA

TRAFFIC AND CIRCULATION



October 5, 2020 **ATE Project #20061**

Prepared for:

City of Lompoc
100 Civic Center Plaza
Lompoc, CA 93436

ASSOCIATED TRANSPORTATION ENGINEERS

100 North Hope Avenue, Suite 4, Santa Barbara, CA 93110-1686 • (805) 687-4418 • FAX (805) 682-8507

ASSOCIATED TRANSPORTATION ENGINEERS

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

Since 1978

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

October 5, 2020

20061R01

Brian Halverson
City of Lompoc
100 Civic Center Plaza
Lompoc, CA 93436

TRAFFIC AND CIRCULATION STUDY FOR THE MUSTANG CANNABIS CULTIVATION PROJECT, CITY OF LOMPOC

Associated Transportation Engineers (ATE) is submitting the following traffic and circulation study for the Mustang Cannabis Project proposed in the City of Lompoc. The study reviews the traffic and circulation operations associated with the Project and identifies improvements where required.

We appreciate the opportunity to assist you with the project.

Associated Transportation Engineers

Scott A. Schell
Principal Transportation Planner

CONTENTS

TABLES

FIGURES

INTRODUCTION

The following report analyzes the potential traffic and circulation impacts associated with the Mustang Cannabis Cultivation Project (the "Project") proposed in the City of Lompoc. The report evaluates existing and future traffic operations within the Project study area and evaluates the Project's consistency with City standards. Site access and circulation is also analyzed in the traffic study.

PROJECT DESCRIPTION

As shown on Figure 1, the proposed Project is located on the northwest corner of the O Street/Cordoba Avenue intersection in the northern portion of the City. The Project is proposing to develop a 68,739 SF manufacturing building that would be used for the cultivation, processing and distribution of cannabis. Figure 2 shows the Project Site Plan. As shown, vehicular access is proposed via 2 new driveways on Aviation Drive and 2 new driveways on Cordoba Avenue. The Project includes 62 parking spaces in a surface lot located east of the proposed building.

EXISTING CONDITIONS

Street Network

The Project site is served by a circulation system comprised of State Route 1 (H Street) and City arterial, collector and local streets, which are illustrated on Figure 3. A brief description of the existing street network is provided below.

H Street (SR 1), located east of the Project site, is a north-south four-lane roadway that includes a center left-turn lane north and south of Central Avenue. H Street is classified as a Major Arterial by the City. H Street is also a California state route (SR 1) that extends north and south of Lompoc. SR 1 connects to Vandenberg Village, Vandenberg Air Force Base, and the Santa Maria-Orcutt area north of Lompoc; and connects to US 101 south of Lompoc.

Central Avenue, located south of the Project site, is an east-west roadway that is classified as a Major Arterial by the City. Central Avenue contains 2 eastbound lanes, 2 westbound lanes, and a center left-turn lane in the vicinity of the Project site.

O Street, located along the eastern frontage of the Project site, is a north-south street that is classified as a Minor Arterial. O Street is a four-lane arterial road with on-street bike lanes north and south of Central Avenue.

V Street, located east of the Project site, is a north-south street that is classified as a Minor Arterial street. South of Central Avenue, V Street contains one lane in each direction with on-street bike lanes.

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PROJECT SITE LOCATION

FIGURE 1

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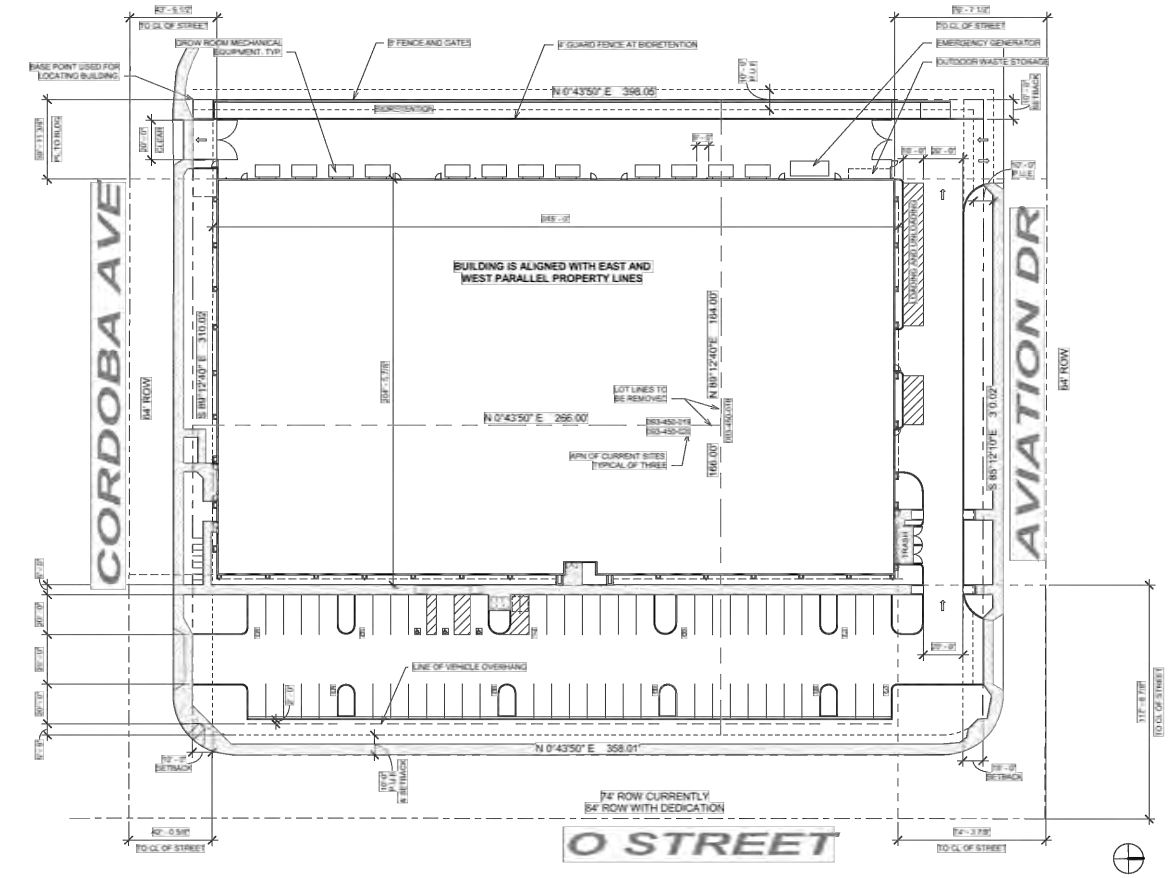
SITE AREAS AND PARKING

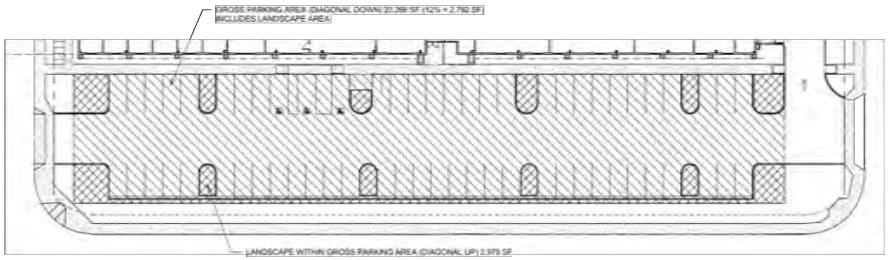
	AREAS			
	OFFICES/ BUSINESS	INDUSTRIAL	OUTSIDE AREA	TOTAL
BUILDING AREAS (GSF)				
PARKING				
PARKING AREA VS LANDSCAPE	AREA	%		
BIKE AND MOTORCYCLE PARKING (Based on required Parking)				
SITE AREAS (Excludes Entrance, Area and Off-site)				

PROPERTY DETAILS

ALL PROPERTY LINES (INCLUDING THOSE TO BE ABANDONED), EASEMENTS AND SET BACKS ARE SHOWN ON THIS PLAN



① SITE PLAN
1" = 30'-0"



② PARKING LANDSCAPE
1" = 30'-0"

N

NOT TO SCALE

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PROJECT SITE PLAN

FIGURE 2

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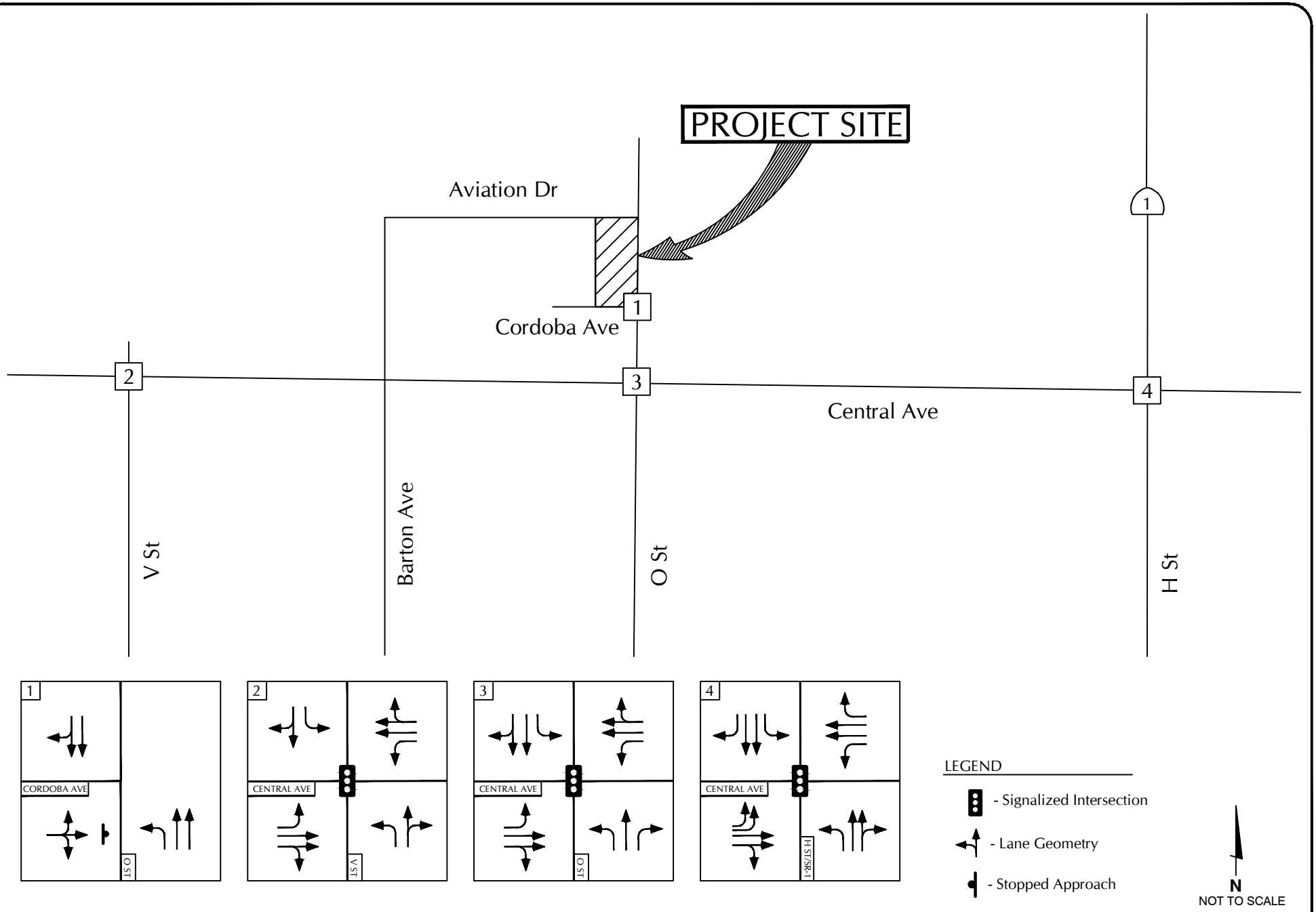

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EXISTING STREET NETWORK

FIGURE 4

JH - ATE#20061

Barton Avenue, located west of the Project site, is a north-south street that is classified as a Collector street. South of Central Avenue, Barton Avenue contains one lane in each direction with on-street parking. North of Central Avenue, Barton Avenue contains one lane in each direction but the west side of the street is unimproved (no curb, gutter, sidewalk).

Aviation Drive, located along the northern frontage of the Project site, is an east-west industrial street that contains 1 lane in each direction with on-street parking.

Cordoba Avenue, located along the southern frontage of the Project site, is an east-west industrial cul-de-sac that contains 1 lane in each direction with on-street parking.

Existing Levels of Service

Traffic operations are evaluated using a level of service (LOS) ranking scale. The letter scale ranges from A to F, with LOS A representing free flow conditions and LOS F representing congested conditions (more complete LOS definitions are contained in the Technical Appendix). Because traffic flow on the City's street network is most constrained at intersections, a detailed analysis of traffic flow must examine the operating conditions of critical intersections during peak travel periods. Morning and evening traffic counts establish the extent to which the existing peak hour intersection capacities are being utilized by existing traffic volumes, and the directional orientation of traffic in the area. The City's General Plan standard is to maintain intersection traffic at LOS C or better throughout the City.

Existing AM and PM peak hour turning volumes were collected for the Central Avenue/V Street and Central Avenue/H Street intersections in November 2019 and February 2020 (traffic count data is contained in the Technical Appendix). There are no current counts for the Central Avenue/O Street and Cordoba Avenue/O Street intersections. Given that new counts cannot collected in the near term due to the economic slowdown related to the Coronavirus, traffic count data was obtained from the StreetLight InSight Origin and Destination Analysis program. The StreetLight program provides roadway and intersection volumes for a specified period of time (week, month, year, etc.), day of the week, and hour of the day. Traffic flows are captured using location-based data (LBS) from smartphone apps and navigation-GPS data created by connected cars and trucks as well as turn-by-turn navigation tools. The traffic volumes used in this study are based on traffic flows for average weekdays (Tuesday-Thursday) during the 2019 February-May and September-October months (StreetLight traffic count data is contained in the Technical Appendix).

Figure 4 illustrates the Existing AM and PM peak hour intersection turning volumes. As required by City policy, levels of service were calculated for the study-area intersections using the operations methodology outlined in the Highway Capacity Manual (HCM).[1] Levels of service are based on the average number of seconds of delay per vehicle during the peak one-hour period. Table 1 lists the Existing levels of service during the AM and PM peak hour periods (levels of service calculation worksheets are contained in the Technical Appendix for reference).

Table 1
Existing Levels of Service

Intersection	Control	Delay/LOS(a)	
		AM Peak Hour	PM Peak Hour
Cordoba Avenue/O Street	Stop Sign	7.6 Sec./LOS A	8.9 Sec./LOS A
Central Avenue/V Street	Signal	13.2 Sec./LOS B	16.9 Sec./LOS B
Central Avenue/O Street	Signal	14.8 Sec./LOS B	18.6 Sec./LOS B
Central Avenue/H Street	Signal	27.1 Sec./LOS C	**41.4 Sec./LOS D**

(a) LOS based on average seconds of delay per vehicle.

Bolded values exceed adopted LOS standards.

As shown in Table 1, the Central Avenue/H Street intersection currently operates at LOS D during the PM peak period – which exceeds the City of Lompoc's LOS C operating standard. The remaining intersections operates acceptably at LOS A or LOS B during the AM and PM peak periods.

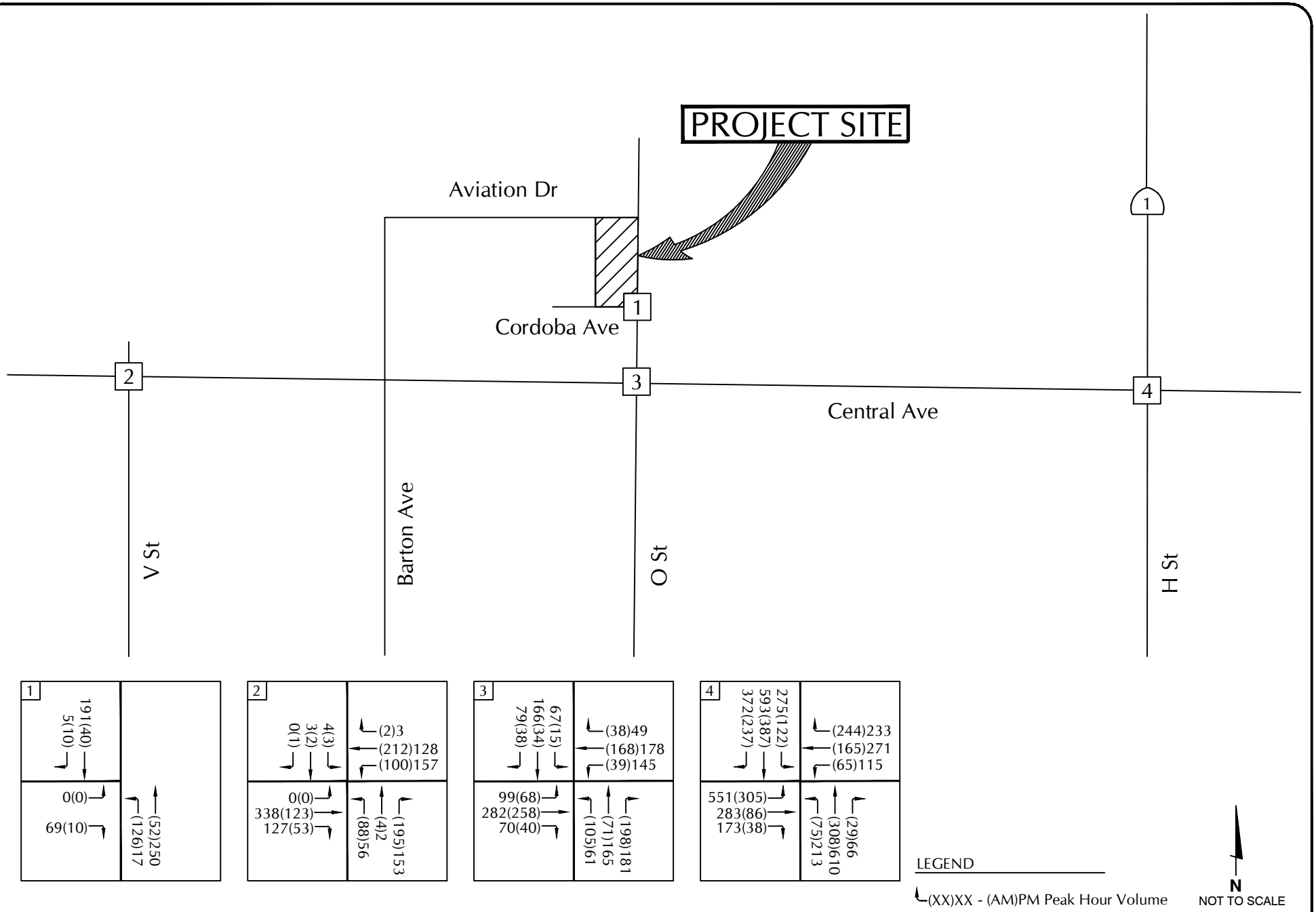
TRAFFIC STANDARDS

City of Lompoc General Plan Standards

As presented in the City of Lompoc General Plan, the City's traffic impact policy states: "The City shall maintain intersection traffic levels of service (LOS) at LOS C or better throughout the City, with the exception of intersections monitored in accordance with the Congestion Management Program (CMP) administered by the Santa Barbara County Association of Governments (SBCAG). CMP intersections shall maintain a LOS in accordance with the most recent CMP standards, when it can be demonstrated that all feasible mitigation measures have been applied to the project and LOS C, with said mitigation, cannot be achieved."

This traffic report includes level of service analyses for Existing, Existing + Project, Cumulative, and Cumulative + Project traffic conditions for evaluating the Project's consistency with the General Plan.

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



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EXISTING TRAFFIC VOLUMES

FIGURE 4

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City of Lompoc CEQA Thresholds

As a result of Senate Bill 743, level of service impact criteria are no longer applicable for CEQA analyses for development projects under the City's jurisdiction. Starting July 1, 2020, Senate Bill 743 requires CEQA analyses to evaluate a project's potential impacts based on Vehicle Miles Travelled (VMT). The Vehicle Miles Traveled section of this report includes the VMT impact analysis for CEQA review.

Caltrans Standards

As noted, H Street is also State Route 1 – which is a Caltrans facility. As a result of Senate Bill 743, Caltrans has adopted a new Transportation Impact Study Guide (TISG) to provide guidance to lead agencies, tribal governments, developers and consultants regarding Caltrans review of a land use project or plan's transportation analysis using a VMT metric. The TISG replaces the Guide for the Preparation of Traffic Impact Studies (Caltrans, 2002). When analyzing the impact of VMT on the State Highway System resulting from local land use projects, the focus will no longer be on traffic at intersections and roadways immediately around project sites. Instead, the focus will be on how projects are likely to influence the overall amount of automobile use. These changes follow both the CEQA Guidelines and the Governor's Office of Planning and Research's (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA.

PROJECT-SPECIFIC ANALYSIS

Project Trip Generation

Trip generation estimates were calculated for the Project using rates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual.[2] The ITE rates for Manufacturing uses (Land Use #140)) were used for the trip generation analysis. Table 2 presents trip generation estimates for the Project (a detailed worksheet is contained in the Technical Appendix for reference).

Table 2
Project Trip Generation

Land Use	Size	ADT		AM Peak Hour		PM Peak Hour	
		Rate	Trips	Rate	Trips (in/Out)	Rate	Trips (In/Out)
Manufacturing	68,739 SF	3.93	270	0.62	43 (33/10)	0.67	46 (14/32)

Notes: Rates are per 1,000 of building area.

[2] Trip Generation Manual, Institute of Transportation Engineers, 10th Edition, 2017.

As shown in Table 2, the Project is forecast to generate 270 average daily trips (ADT), with 43 trips occurring during the AM peak hour and 46 trips occurring during the PM peak hour.

Project Trip Distribution

Trip distribution percentages were developed for the Project based on existing traffic patterns in the area, consideration of the surrounding population centers, and the street network layout in the Project vicinity. The trip distribution pattern developed for the Project is presented in Table 3. The distribution pattern and the assignment of Project traffic to the study-area street network is shown on Figure 5. Existing + Project traffic volumes are illustrated on Figure 6.

Table 3
Project Trip Distribution

Origin/Destination	Direction	Distribution %
SR 1	North	15%
H Street	South	35%
O Street	South	15%
V Street	South	15%
Barton Street	South	10%
Central Avenue	East West	5% 5%
Total		**100%**

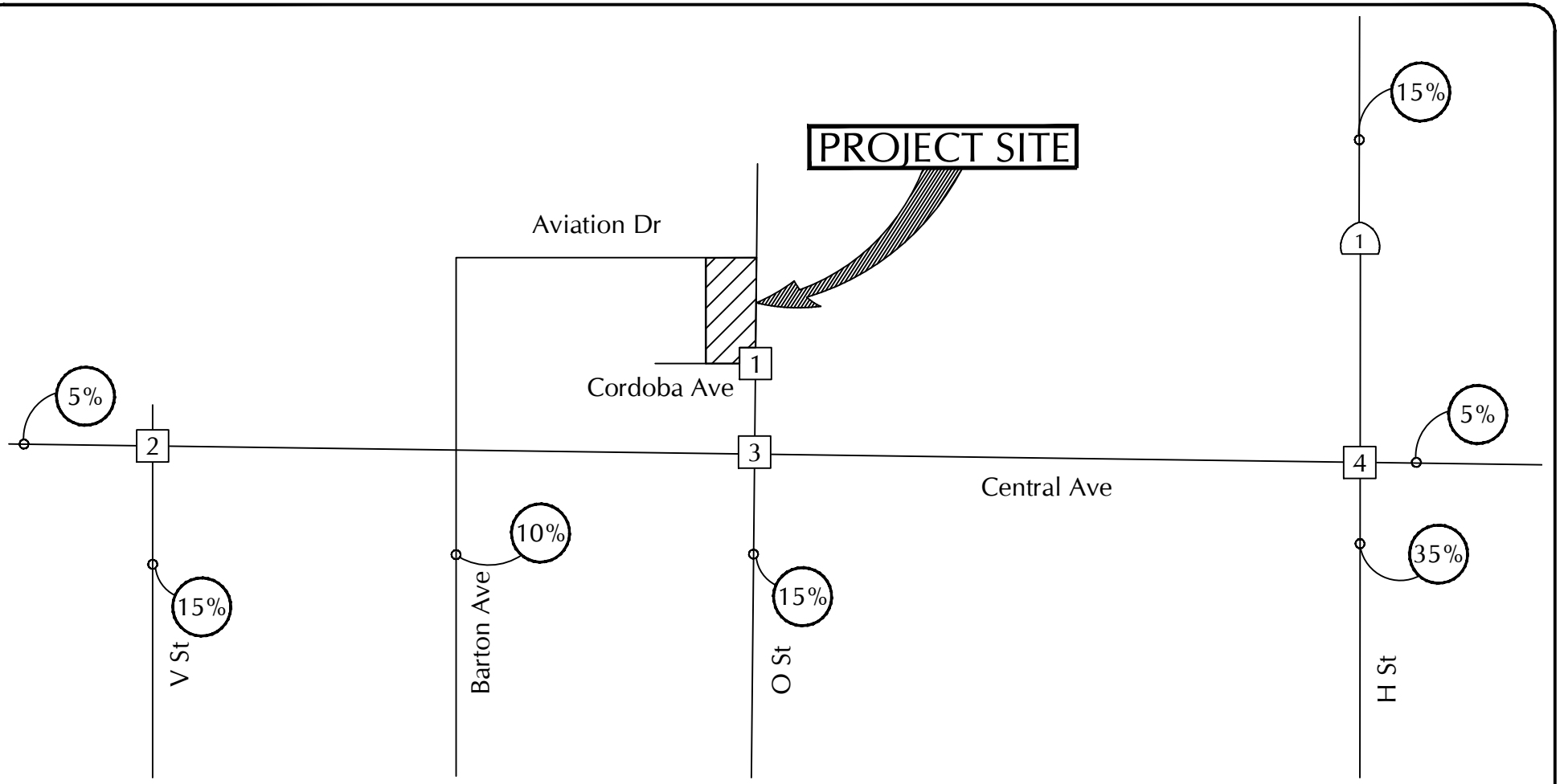
Existing + Project Levels of Service

Levels of service were calculated for the study-area intersections assuming the Existing + Project traffic volumes shown on Figure 6. Tables 4 and 5 compare the Existing and Existing + Project levels of service and identify whether the Project would exceed applicable standards.

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

Intersection	Delay/LOS(a)		Project Added Trips	Exceed Standard?
	Existing	Existing + Project		
Cordoba Avenue/O Street	7.6 Sec./LOS A	7.7 Sec./LOS A	43	NO
Central Avenue/V Street	13.2 Sec./LOS B	13.2 Sec./LOS B	7	NO
Central Avenue/O Street	14.8 Sec./LOS B	15.0 Sec./LOS B	43	NO
Central Avenue/H Street	27.1 Sec./LOS C	27.7 Sec./LOS C	25	NO

(a) LOS based on average seconds of delay per vehicle.



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PROJECT TRIP DISTRIBUTION AND ASSIGNMENTS

FIGURE 5

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EXISTING + PROJECT TRAFFIC VOLUMES

FIGURE 6

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

Intersection	Delay/LOS(a)		Project Added Trips	Exceed Standard?
	Existing	Existing + Project		
Cordoba Avenue/O Street	8.9 Sec./LOS A	8.9 Sec./LOS A	46	NO
Central Avenue/V Street	16.9 Sec./LOS B	17.0 Sec./LOS B	9	NO
Central Avenue/O Street	18.6 Sec./LOS B	19.0 Sec./LOS B	46	NO
Central Avenue/H Street	**41.4 Sec./LOS D**	**41.9 Sec./LOS D**	**26**	**YES**

(a) LOS based on average seconds of delay per vehicle.

Bolded values exceed adopted LOS standards

Table 4 shows that the study-area intersections are forecasts to operate at LOS C or better during the AM peak period, which meet the City's standards. Table 5 shows that the Central Avenue/H Street intersection is forecast to continue to operate at LOS D during the PM peak period, which exceeds the City of Lompoc's LOS C operating standard. The Project would add 26 trips to the intersection during the PM peak hour and increase the delay by 0.5 seconds. Improvements programmed by the City for this intersection are reviewed under Programmed Improvements section of this report.

CUMULATIVE ANALYSIS

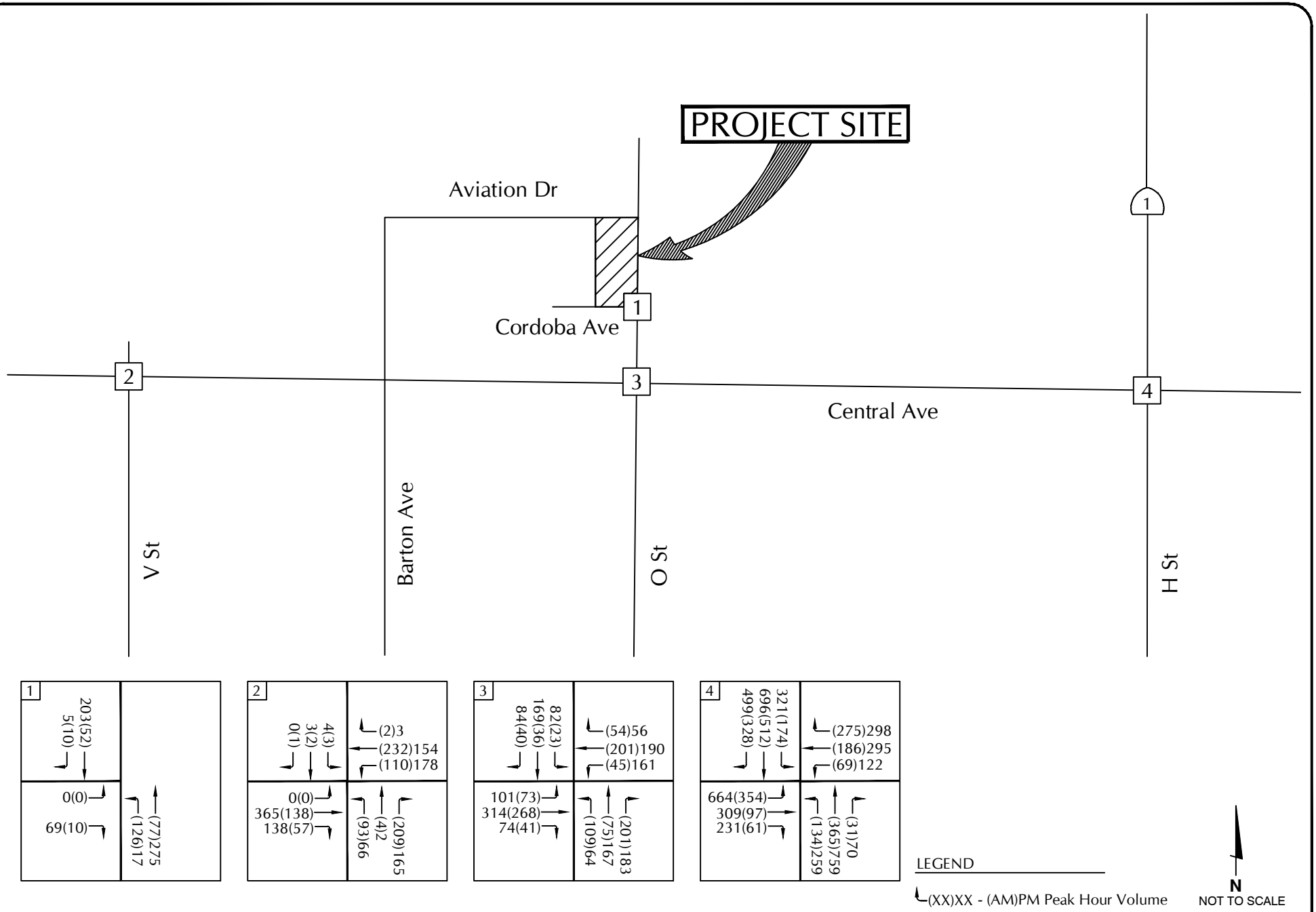
Cumulative Traffic Forecasts

Cumulative traffic forecasts were developed based on a list of approved and pending projects provided by City staff (copy included in the Technical Appendix). Figure 7 presents the Cumulative traffic volumes. Project traffic was then added to the Cumulative forecasts to develop the Cumulative + Project volumes, which are shown on Figure 8.

Cumulative Levels of Service

Levels of service were calculated for the study-area intersections assuming the Cumulative and Cumulative + Project traffic volumes shown on Figures 7 and 8. Tables 6 and 7 compare the Cumulative and Cumulative + Project levels of service and identify whether the Project would exceed applicable standards.

As shown in the tables, the Central Avenue/H Street intersection is forecast to operate at LOS D during the AM peak hour and LOS E during the PM peak hour with Cumulative and Cumulative + Project traffic – which exceeds the City's LOS C operating standard. Improvements that have been identified for the intersection by the City are reviewed in the Programed Improvements section of this report.



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CUMULATIVE TRAFFIC VOLUMES

FIGURE 7

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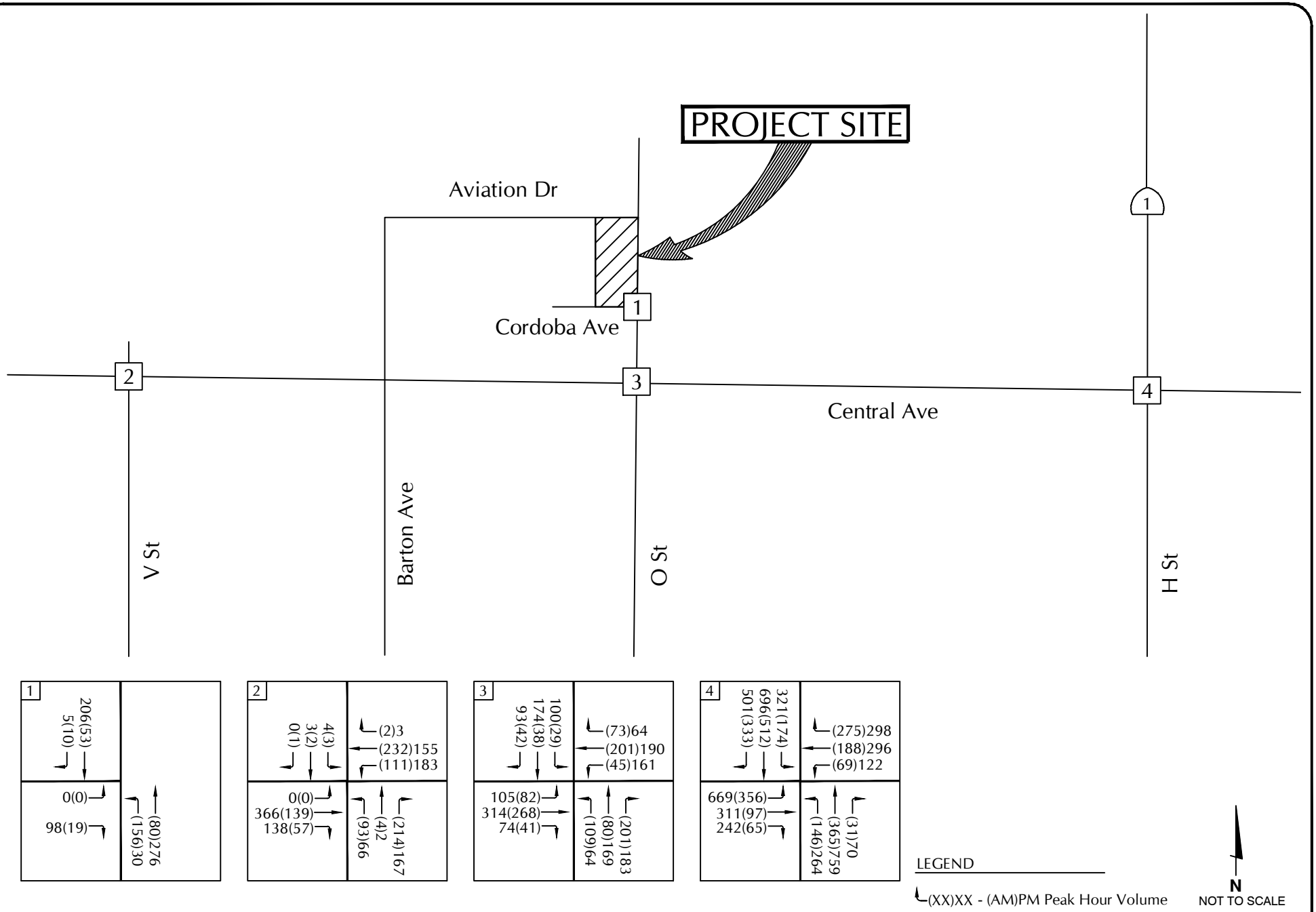

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CUMULATIVE + PROJECT TRAFFIC VOLUMES

FIGURE 8

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Table 6
Cumulative Levels of Service – AM Peak Hour

Intersection	Delay/LOS(a)		Project Added Trips	Exceed Standard?
	Cumulative	Cumulative + Project		
Cordoba Avenue/O Street	7.7 Sec./LOS A	7.7 Sec./LOS A	43	NO
Central Avenue/V Street	13.6 Sec./LOS B	13.6 Sec./LOS B	7	NO
Central Avenue/O Street	15.3 Sec./LOS C	15.6 Sec./LOS C	43	NO
Central Avenue/H Street	**41.3 Sec./LOS D**	**42.8 Sec./LOS D**	25	**YES**

(a) LOS based on average seconds of delay per vehicle.

Bolded values exceed adopted LOS standards.

Table 7
Cumulative Levels of Service – PM Peak Hour

Intersection	Delay/LOS(a)		Project Added Trips	Exceed Standard?
	Cumulative	Cumulative + Project		
Cordoba Avenue/O Street	9.0 Sec./LOS A	9.0 Sec./LOS A	46	NO
Central Avenue/V Street	17.3 Sec./LOS B	17.5 Sec./LOS B	9	NO
Central Avenue/O Street	20.0 Sec./LOS C	20.6 Sec./LOS C	46	NO
Central Avenue/H Street	**72.2 Sec./LOS E**	**73.4 Sec./LOS E**	**26**	**YES**

(a) LOS based on average seconds of delay per vehicle.

Bolded values exceed adopted LOS standards.

SITE ACCESS

Site access is proposed via 2 new driveways on Aviation Drive and 2 new driveways on Cordoba Avenue (see Figure 2 – Project Site Plan). Aviation Drive is flat and straight adjacent to the site access driveways, which provides adequate sight distances for turning to/from the site. The driveways on Aviation Drive would be mostly used by trucks to access the loading areas on the north side of the building. Volumes on Aviation Drive are fairly low (less than 1,000 ADT) and these driveways are forecast to operate in the LOS A range.

Cordoba Avenue is also flat and straight adjacent to the site access driveways, which provides adequate sight distances for turning to/from the site. Volumes on Cordoba Avenue are low (less than 1,000 ADT) and these driveways are forecast to operate in the LOS A range. The easterly driveway on Cordoba Avenue, which would provide access to the Project's employee parking lot, is located in close proximity to O Street (about 50 feet west of O Street). As noted, both Cordoba Avenue and O Street are flat and straight – which provides good inter-visibility between vehicles turning from O Street and vehicles

entering/exiting the Cordoba Avenue driveway. Further, the speed of vehicles turning from O Street and to/from the Project driveway would be relatively low (25 MPH or lower). Based on review of the proposed conditions and traffic demands, the location of the Project's easterly driveways on Cordoba Avenue and is not expected to create operational issues.

PROGRAMMED IMPROVEMENTS

H Street/Central Avenue. The traffic analysis found that the H Street/Central Avenue intersection currently operates at LOS D during the PM peak hour and is forecast degrade to LOS E with Cumulative traffic. The City has developed an improvement plan for the intersection, which includes installing dual left-turn lanes on the northbound and southbound approaches at the intersection. Table 8 shows the Existing + Project and Cumulative + Project levels of service for the intersection assuming the planned improvement.

Table 8
H Street/Central Avenue – Mitigated Levels of Service

Intersection	PM Peak Hour Delay / LOS	
	Existing + Project	Cumulative + Project
H St/Central Ave	34.2 Sec./LOS C	39.2 Sec./LOS D

The Project's contribution to the programmed improvement was calculated using Caltrans' fair-share contribution formula provided in their traffic study guidelines.[3] The Caltrans' fair-share formula is:

$$\frac{\text{Project Trips}}{\text{Cumulative + Project Volume - Existing Volume}}$$

The Project's fair-share percent contribution to the planned improvement would be 3.3% based on entering volumes during the PM peak hour period (worksheet contained in Technical Appendix).

VEHCILE MILES TRAVELED (CEQA IMPACTS)

Per the State's Natural Resource Agency Updated Guidelines for the Implementation of the CEQA adopted in 2018, VMT has been designated as the most appropriate measure of transportation impacts. "Vehicle miles traveled" refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. For land use projects, vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. The City of Lompoc has not adopted VMT thresholds of significance or analysis

[3] Guide for the Preparation of Traffic Impact Studies, Caltrans, December 2002.

methodologies at this time. Santa Barbara County has published the Transportation Analysis Updates in Santa Barbara County which provide VMT thresholds for the County.[4]

CEQA Guidelines. The California Governor's Office of Planning and Research (OPR) published a technical advisory that includes recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures.[5] The recommended VMT impact threshold for employment centers such as offices and manufacturing facilities is as follows:

> "Recommended threshold for office projects: A proposed project exceeding a level of 15 percent below existing regional VMT per employee may indicate a significant transportation impact.
>
> Office projects that would generate vehicle travel exceeding 15 percent below existing VMT per employee for the region may indicate a significant transportation impact. In cases where the region is substantially larger than the geography over which most workers would be expected to live, it might be appropriate to refer to a smaller geography, such as the county, that includes the area over which nearly all workers would be expected to live. Office VMT screening maps can be developed using tour-based data, considering either total employee VMT or employee work tour VMT. Similarly, tour-based analysis of office project VMT could consider either total employee VMT or employee work tour VMT. Where tour-based information is unavailable for threshold determination, project assessment, or assessment of mitigation, home-based work trip VMT should be used throughout all steps of the analysis to maintain an "apples-to-apples" comparison."

It is anticipated that the majority of the employees working at the Project site would reside in the City of Lompoc and the adjacent community of Vandenberg Village, as these areas contain a significant percentage of the affordable housing in the region. The average home-to-work travel distances between the Project site and the primary housing areas in Lompoc and Vandenburg Village range from 2 to 4 miles, which equates to 4 to 8 VMT/employee per day.

The CalEEMod air quality model was also run for to determine the forecast trip lengths for the Project's employees. The model indicated that the one-way employee commute length for the Project is 6.6 miles (data attached), which equates to 13.2 VMT/employee per day assuming all employees drove in single occupant vehicles.

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[4] Transportation Analysis Updates in Santa Barbara County, County of Santa Barbara, Fehr & Peers, July 2020.

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

The Project would generate lower VMT per employee levels than County-wide averages. The County's Transportation Analysis Updates indicate that the current County-wide average is 15.9 VMT per employee. The Project's estimated VMT of 8.0 to 13.2 VMT/employee is 17% to 49% less than the County average. Based on this analysis, the Project's VMT generation would be less than significant as it does not exceed a level of 15 percent below existing regional VMT per employee. Table 9 summarizes the VMT data.

Table 9
Project VMT & Comparison to County Average

Project VMT Estimate	County Average VMT	Percent Less Than Average
8.0–13.2 VMT/ Employee	15.9 VMT/Employee	17%-49%

VMT REDUCTION STRATEGIES

The VMT analysis completed for the Project assumed that all employees would drive single occupant vehicles to the Project site. Based on observations conducted at similar agricultural production facilities in the Lompoc and Santa Maria regions, it is anticipated that a significant portion of the Project's employees would carpool to the site or would share rides with other workers in the area. It is estimated that approximately 25% of the site employees would carpool or use alternative transportation to commute to the to the site. This would reduce the estimated Project VMT to 9.9 VMT/employee (based on CalEEMod data) which would be well below the County average of 15.9 VMT/employee.

■ ■ ■

REFERENCES AND PERSONS CONTACTED

Associated Transportation Engineers

Scott A. Schell, Principal Transportation Planner
Dan Dawson, Senior Transportation Planner
Jiho Ha, Transportation Engineer I

References

Guide for the Preparation of Traffic Impact Studies, Caltrans, December 2002.

Highway Capacity Manual, Transportation Research Board, 2016.

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

Transportation Analysis Updates in Santa Barbara County, County of Santa Barbara, Fehr & Peers, July 2020.

Trip Generation Manual, Institute of Transportation Engineers, 10th Edition, 2017.

TECHNICAL APPENDIX

CONTENTS:

LEVEL OF SERVICE DEFINITIONS

Signalized Intersection Level of Service Definitions

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

(a) Average control delay per vehicle in seconds.

Unsignalized Intersection Level of Service Definitions

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

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

1 Highway Capacity Manual, National Research Board, 2010

TRAFFIC COUNTS

Day Type

1: Weekday (Tu-Th)

TURNING MOVEMENT COUNTS

Day Part	Cordoba west leg						O Street south leg			O Street north leg			Total
	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	
00: All Day (12am-12am)	74	-	549	-	-	-	591	2,713	-	-	2,290	290	6,507
01: 12am (12am-1am)	-	-	3	-	-	-	2	25	-	-	29	-	59
06: 5am (5am-6am)	-	-	-	-	-	-	35	10	-	-	25	-	70
07: 6am (6am-7am)	-	-	-	-	-	-	65	34	-	-	24	-	123
10: 9am (9am-10am)	-	-	6	-	-	-	35	114	-	-	75	12	242
11: 10am (10am-11am)	-	-	20	-	-	-	24	147	-	-	97	-	288
14: 1pm (1pm-2pm)	7	-	25	-	-	-	35	170	-	-	156	14	407
15: 2pm (2pm-3pm)	-	-	49	-	-	-	13	197	-	-	137	19	415
16: 3pm (3pm-4pm)	15	-	77	-	-	-	12	226	-	-	196	16	542
17: 4pm (4pm-5pm)	-	-	99	-	-	-	-	245	-	-	172	20	536
18: 5pm (5pm-6pm)	-	-	69	-	-	-	-	250	-	-	191	17	527
19: 6pm (6pm-7pm)	-	-	20	-	-	-	4	255	-	-	222	7	508
20: 7pm (7pm-8pm)	-	-	14	-	-	-	5	218	-	-	227	7	471
22: 9pm (9pm-10pm)	-	-	4	-	-	-	2	124	-	-	113	-	243
02: 1am (1am-2am)	-	-	2	-	-	-	-	1	-	-	12	-	15
03: 2am (2am-3am)	-	-	-	-	-	-	5	6	-	-	6	-	17
04: 3am (3am-4am)	-	-	2	-	-	-	17	10	-	-	4	-	33
05: 4am (4am-5am)	-	-	-	-	-	-	15	19	-	-	7	-	41
08: 7am (7am-8am)	-	-	10	-	-	-	126	52	-	-	40	27	255
09: 8am (8am-9am)	-	-	7	-	-	-	122	90	-	-	59	-	278
12: 11am (11am-12noon)	-	-	72	-	-	-	27	163	-	-	114	35	411
13: 12pm (12noon-1pm)	-	-	81	-	-	-	40	185	-	-	92	43	441
21: 8pm (8pm-9pm)	-	-	8	-	-	-	7	143	-	-	170	-	328
23: 10pm (10pm-11pm)	-	-	2	-	-	-	11	66	-	-	78	3	160
24: 11pm (11pm-12am)	-	-	5	-	-	-	4	39	-	-	48	-	96

TURNING MOVEMENT PERCENTAGE

Day Part	Cordoba west leg						O Street south leg			O Street north leg		
	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right
00: All Day (12am-12am)	12%	0%	88%	-	-	-	18%	82%	0%	0%	89%	11%
01: 12am (12am-1am)	0%	0%	100%	-	-	-	7%	93%	0%	0%	100%	0%
06: 5am (5am-6am)	-	-	-	-	-	-	78%	22%	0%	0%	100%	0%
07: 6am (6am-7am)	-	-	-	-	-	-	66%	34%	0%	0%	100%	0%
10: 9am (9am-10am)	0%	0%	100%	-	-	-	23%	77%	0%	0%	86%	14%
11: 10am (10am-11am)	0%	0%	100%	-	-	-	14%	86%	0%	0%	100%	0%
14: 1pm (1pm-2pm)	22%	0%	78%	-	-	-	17%	83%	0%	0%	92%	8%
15: 2pm (2pm-3pm)	0%	0%	100%	-	-	-	6%	94%	0%	0%	88%	12%
16: 3pm (3pm-4pm)	16%	0%	84%	-	-	-	5%	95%	0%	0%	92%	8%
17: 4pm (4pm-5pm)	0%	0%	100%	-	-	-	0%	100%	0%	0%	90%	10%
18: 5pm (5pm-6pm)	0%	0%	100%	-	-	-	0%	100%	0%	0%	92%	8%
19: 6pm (6pm-7pm)	0%	0%	100%	-	-	-	2%	98%	0%	0%	97%	3%
20: 7pm (7pm-8pm)	0%	0%	100%	-	-	-	2%	98%	0%	0%	97%	3%
22: 9pm (9pm-10pm)	0%	0%	100%	-	-	-	2%	98%	0%	0%	100%	0%
02: 1am (1am-2am)	0%	0%	100%	-	-	-	0%	100%	0%	0%	100%	0%
03: 2am (2am-3am)	-	-	-	-	-	-	45%	55%	0%	0%	100%	0%
04: 3am (3am-4am)	0%	0%	100%	-	-	-	63%	37%	0%	0%	100%	0%
05: 4am (4am-5am)	-	-	-	-	-	-	44%	56%	0%	0%	100%	0%
08: 7am (7am-8am)	0%	0%	100%	-	-	-	71%	29%	0%	0%	60%	40%
09: 8am (8am-9am)	0%	0%	100%	-	-	-	58%	42%	0%	0%	100%	0%
12: 11am (11am-12noon)	0%	0%	100%	-	-	-	14%	86%	0%	0%	77%	23%
13: 12pm (12noon-1pm)	0%	0%	100%	-	-	-	18%	82%	0%	0%	68%	32%
21: 8pm (8pm-9pm)	0%	0%	100%	-	-	-	5%	95%	0%	0%	100%	0%
23: 10pm (10pm-11pm)	0%	0%	100%	-	-	-	14%	86%	0%	0%	96%	4%
24: 11pm (11pm-12am)	0%	0%	100%	-	-	-	9%	91%	0%	0%	100%	0%

↑ North

Out	In	Total
52	67	119
O Street north leg		

27	40	-
Right	Thru	Left
↙	↓	↘

Out	153	Cordoba west leg
In	10	
Total	163	

-	Left	↖
-	Thru	↑
10	Right	↗

↗	Right	-
←	Thru	-
↙	Left	-

	-	Total
	-	In
	-	Out

↖	↑	↗
Left	Thru	Right
126	52	-

O Street south leg		
50	178	228
Out	In	Total

Day Type:

1: Weekday (Tu-Th)

Start Time

08: 7am (7am-8am)

End Time

08: 7am (7am-8am)

↑ North

Out	In	Total
250	208	458
O Street north leg		

Day Type:

1: Weekday (Tu-Th)

Start Time

18: 5pm (5pm-6pm)

End Time

18: 5pm (5pm-6pm)

17	191	-
Right	Thru	Left
↙	↓	↘

Out	17	Cordoba west leg
In	69	
Total	86	

-	Left	↗
-	Thru	→
69	Right	↘

↗	Right	-
←	Thru	-
↙	Left	-

	-	Total
	-	In
	-	Out

↖	↑	↗
Left	Thru	Right
-	250	-

O Street south leg		
260	250	510
Out	In	Total

Prepared by National Data & Surveying Services

V St & W Central Ave

Peak Hour Turning Movement Count

ID: 20-02004-001
City: Lompoc

Day: Thursday
Date: 02/27/2020

PEAK HOURS
AM: 07:15 AM - 08:15 AM
NOON: NONE
PM: 04:00 PM - 05:00 PM

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

V St — SOUTHBOUND

AM	1	2	3	0	6	AM
NOON	0	0	0	0	0	NOON
PM	0	3	4	0	5	PM
	0.5	0.5	1	0		

W Central Ave — EASTBOUND

AM	NOON	PM	
301	0	184	
0	0	0	0
0	0	0	1
123	0	338	2
53	0	127	0
AM	NOON	PM	

CONTROL

Signalized

TEV	783 AM	0 NOON	971 PM
PHF	0.89		0.94

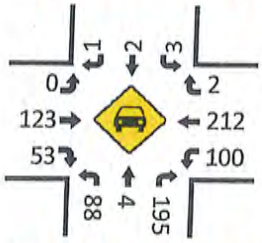
W Central Ave — WESTBOUND

	PM	NOON	AM
0	3	0	2
1	128	0	212
1	157	0	100
0	0	0	0
	495	0	321
	PM	NOON	AM

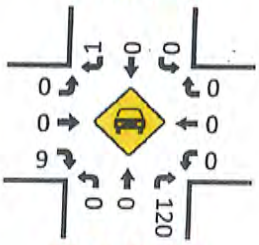
V St — NORTHBOUND

	0	1	0.5	0.5		
PM	287	0	56	2	153	PM
NOON	0	0	0	0	0	NOON
AM	155	0	88	4	195	AM

Total Vehicles (AM)



RTOR (AM)



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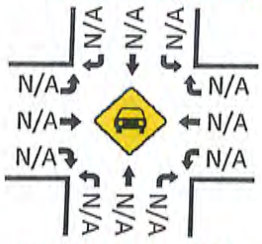

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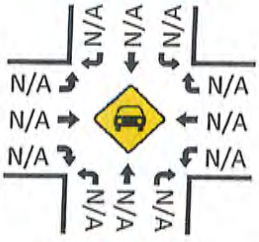
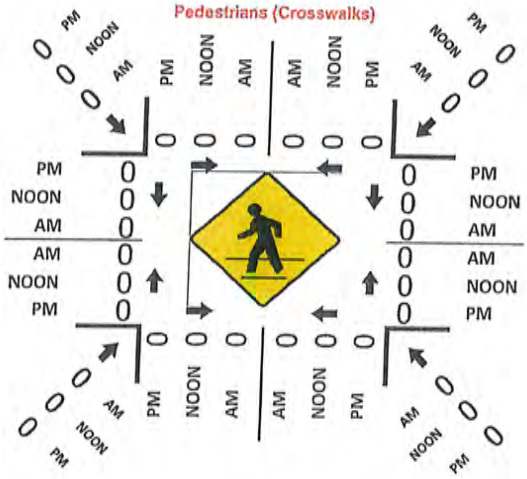
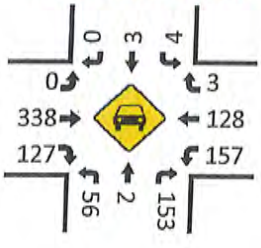


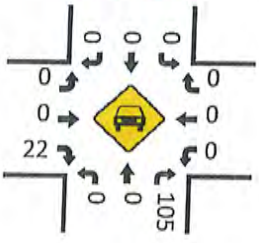
Pedestrians (Crosswalks)



Total Vehicles (PM)



RTOR (PM)



Day Type

1: Weekday (Tu-Th)

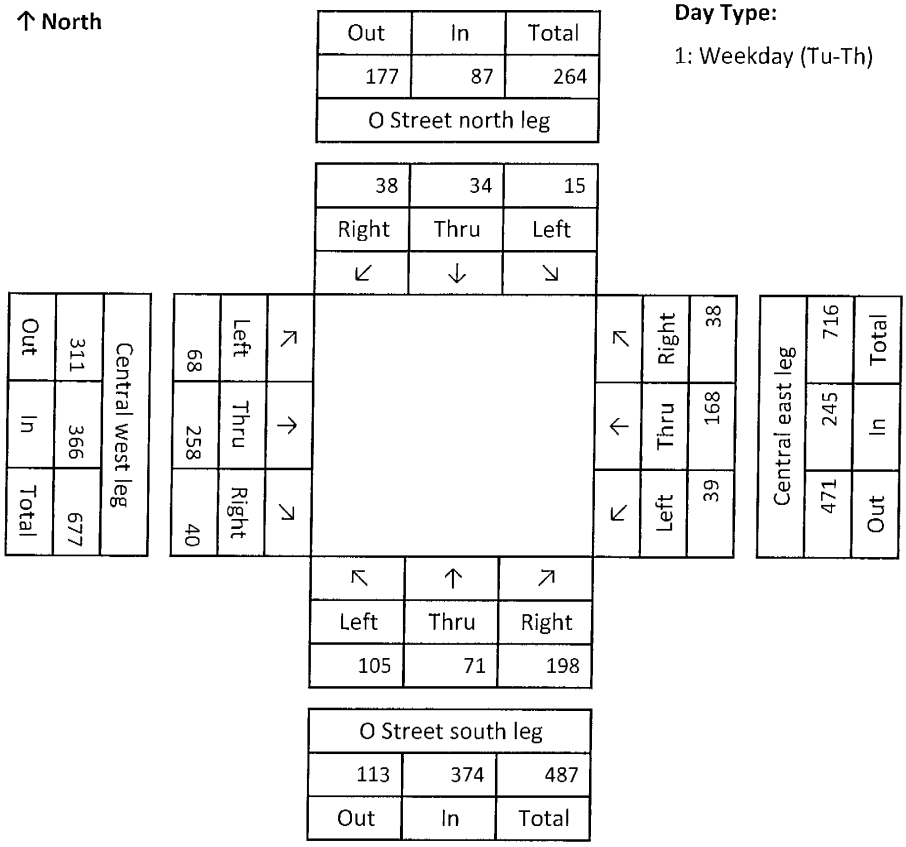
TURNING MOVEMENT COUNTS

Day Part	Central west leg			Central east leg			O Street south leg			O Street north leg			Total
	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	
00: All Day (12am-12am)	1,011	2,399	655	1,339	2,243	864	750	2,054	1,895	841	1,695	933	16,679
01: 12am (12am-1am)	6	5	1	8	10	10	2	11	6	12	24	3	98
02: 1am (1am-2am)	2	3	4	7	5	5	2	2	5	3	11	3	52
03: 2am (2am-3am)	4	3	1	2	6	9	4	5	2	3	7	-	46
04: 3am (3am-4am)	6	8	-	1	8	10	3	13	1	4	2	-	56
05: 4am (4am-5am)	3	10	3	5	10	28	6	15	9	2	6	2	99
06: 5am (5am-6am)	12	24	2	4	44	18	15	15	30	7	6	14	191
07: 6am (6am-7am)	26	64	8	12	98	15	62	55	76	11	6	12	445
08: 7am (7am-8am)	68	258	40	39	168	38	105	71	198	15	34	38	1,072
09: 8am (8am-9am)	65	144	19	52	89	58	56	71	105	24	42	17	742
10: 9am (9am-10am)	38	108	20	37	74	45	28	83	69	25	47	36	610
11: 10am (10am-11am)	42	129	30	48	108	49	29	115	95	37	73	38	793
12: 11am (11am-12noon)	53	170	45	68	111	43	34	124	98	49	105	40	940
13: 12pm (12noon-1pm)	70	140	46	104	151	53	65	149	131	59	98	52	1,118
14: 1pm (1pm-2pm)	57	156	35	78	156	39	35	162	111	55	112	62	1,058
15: 2pm (2pm-3pm)	62	153	35	108	165	65	37	138	115	47	103	64	1,092
16: 3pm (3pm-4pm)	87	243	72	93	159	67	58	159	140	82	134	90	1,384
17: 4pm (4pm-5pm)	95	236	103	114	163	63	55	160	129	76	136	109	1,439
18: 5pm (5pm-6pm)	99	182	70	145	178	49	61	165	181	67	166	79	1,442
19: 6pm (6pm-7pm)	86	136	44	115	162	54	41	151	133	76	148	78	1,224
20: 7pm (7pm-8pm)	49	98	25	107	123	46	30	145	104	70	150	64	1,011
21: 8pm (8pm-9pm)	39	72	22	89	99	42	25	91	59	54	112	53	757
22: 9pm (9pm-10pm)	23	37	14	53	83	32	17	70	49	35	73	36	522
23: 10pm (10pm-11pm)	10	15	12	34	32	22	6	45	26	21	55	27	305
24: 11pm (11pm-12am)	12	10	1	16	23	16	2	25	15	17	41	11	189

TURNING MOVEMENT PERCENTAGE

Day Part	Central west leg			Central east leg			O Street south leg			O Street north leg		
	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right
00: All Day (12am-12am)	25%	59%	16%	30%	50%	19%	16%	44%	40%	24%	49%	27%
01: 12am (12am-1am)	50%	42%	8%	29%	36%	36%	11%	58%	32%	31%	62%	8%
02: 1am (1am-2am)	22%	33%	44%	41%	29%	29%	22%	22%	56%	18%	65%	18%
03: 2am (2am-3am)	50%	38%	13%	12%	35%	53%	36%	45%	18%	30%	70%	0%
04: 3am (3am-4am)	43%	57%	0%	5%	42%	53%	18%	76%	6%	67%	33%	0%
05: 4am (4am-5am)	19%	63%	19%	12%	23%	65%	20%	50%	30%	20%	60%	20%
06: 5am (5am-6am)	32%	63%	5%	6%	67%	27%	25%	25%	50%	26%	22%	52%
07: 6am (6am-7am)	27%	65%	8%	10%	78%	12%	32%	28%	39%	38%	21%	41%
08: 7am (7am-8am)	19%	70%	11%	16%	69%	16%	28%	19%	53%	17%	39%	44%
09: 8am (8am-9am)	29%	63%	8%	26%	45%	29%	24%	31%	45%	29%	51%	20%
10: 9am (9am-10am)	23%	65%	12%	24%	47%	29%	16%	46%	38%	23%	44%	33%
11: 10am (10am-11am)	21%	64%	15%	23%	53%	24%	12%	48%	40%	25%	49%	26%
12: 11am (11am-12noon)	20%	63%	17%	31%	50%	19%	13%	48%	38%	25%	54%	21%
13: 12pm (12noon-1pm)	27%	55%	18%	34%	49%	17%	19%	43%	38%	28%	47%	25%
14: 1pm (1pm-2pm)	23%	63%	14%	29%	57%	14%	11%	53%	36%	24%	49%	27%
15: 2pm (2pm-3pm)	25%	61%	14%	32%	49%	19%	13%	48%	40%	22%	48%	30%
16: 3pm (3pm-4pm)	22%	60%	18%	29%	50%	21%	16%	45%	39%	27%	44%	29%
17: 4pm (4pm-5pm)	22%	54%	24%	34%	48%	19%	16%	47%	38%	24%	42%	34%
18: 5pm (5pm-6pm)	28%	52%	20%	39%	48%	13%	15%	41%	44%	21%	53%	25%
19: 6pm (6pm-7pm)	32%	51%	17%	35%	49%	16%	13%	46%	41%	25%	49%	26%
20: 7pm (7pm-8pm)	28%	57%	15%	39%	45%	17%	11%	52%	37%	25%	53%	23%
21: 8pm (8pm-9pm)	29%	54%	17%	39%	43%	18%	14%	52%	34%	25%	51%	24%
22: 9pm (9pm-10pm)	31%	50%	19%	32%	49%	19%	13%	51%	36%	24%	51%	25%
23: 10pm (10pm-11pm)	27%	41%	32%	39%	36%	25%	8%	58%	34%	20%	53%	26%
24: 11pm (11pm-12am)	52%	43%	4%	29%	42%	29%	5%	60%	36%	25%	59%	16%

↑ North



Day Type:

1: Weekday (Tu-Th)

Start Time

08: 7am (7am-8am)

End Time

08: 7am (7am-8am)

↑ North

Out	In	Total
313	312	625
O Street north leg		

79	166	67
Right	Thru	Left
↙	↓	↘

Out	318
In	351
Total	669
Central west leg	

99	Left	↖
182	Thru	↑
70	Right	↗

↗	Right	49
↑	Thru	178
↖	Left	145

Central east leg	802	Total
	372	In
	430	Out

↖	↑	↗
Left	Thru	Right
61	165	181

O Street south leg		
381	407	788
Out	In	Total

Day Type:

1: Weekday (Tu-Th)

Start Time

18: 5pm (5pm-6pm)

End Time

18: 5pm (5pm-6pm)

Prepared by National Data & Surveying Services

SR 1 & Central Ave

Peak Hour Turning Movement Count

ID: 19-02091-006
City: Lompoc

Day: Tuesday
Date: 11/26/2019

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

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

SR 1 — SOUTHBOUND

AM	237	387	120	2	858	AM
NOON	0	0	0	0	0	NOON
PM	372	593	263	12	1397	PM

EASTBOUND — Central Ave

AM	NOON	PM	
470	0	854	⇦
1	0	9	↰ 0
304	0	542	↑ 0
86	0	283	→ 0
38	0	173	↳ 0
AM	NOON	PM	

WESTBOUND — Central Ave

PM	NOON	AM	
233	0	244	0 ↱
271	0	165	0 ←
115	0	65	0 ↲
0	0	0	0 ↲
612	0	235	⇨
PM	NOON	AM	

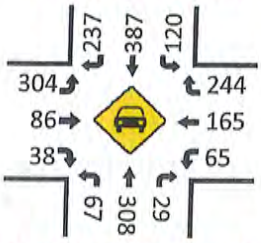
CONTROL: Signalized

TEV	2061 AM	0 NOON	3755 PM
PHF	0.89		0.97

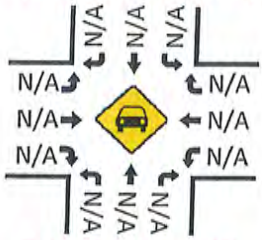
NORTHBOUND — SR 1

PM	892	11	202	610	66	PM
NOON	0	0	0	0	0	NOON
AM	498	8	67	308	29	AM

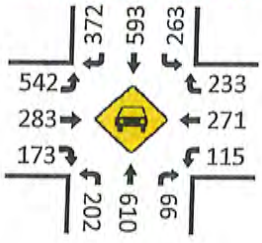
Total Vehicles (AM)



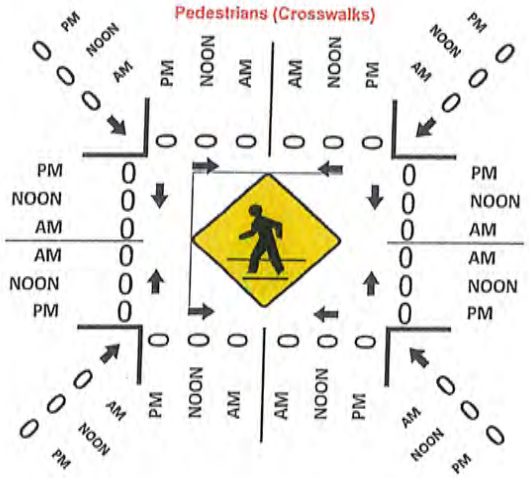
Total Vehicles (Noon)



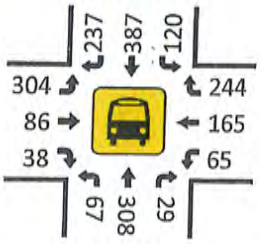
Total Vehicles (PM)



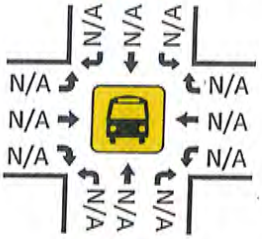
Pedestrians (Crosswalks)



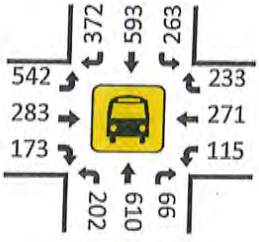
(AM)



(NOON)



(PM)



PROJECT TRIP GENERATION

Associated Transportation Engineers
Trip Generation Worksheet

MUSTANG CANNABIS FACILITY

Use	Size	ADT		AM PEAK HOUR						PM PEAK HOUR					
		Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
Manufacturing	68,739 SF	3.93	270	0.62	43	77%	33	23%	10	0.67	46	31%	14	69%	32

CUMULATIVE PROJECT INFORMATION

City of LOMPOC

Community Development Department – Planning Division

DATE: September 2020

FROM: Brian Halvorson, Planning Manager

TO: Jim Throop, City Manager

SUBJECT: Master Project List

Residential Projects							
Project Name / No. / Location / Contact / Project Planner	**Status**	**Description**	**Notes**	**Map No.**	**Building Permit**	**Grading Permit**	**Stormwater Permit**
Burton Ranch (Jensen) **DR 07-02, LOM 567** Contact: Donald M. Jensen (805) 654-6977 dj@jdscivil.com Planner: Brian Halvorson (805) 875-8228 b_halvorson@ci.lompoc.ca.us	PC approved 5/14/08 PC approved time extension for map until 5/14/21 CC approved time extension for the Specific Plan Development Agreement until 5/31/24 **Active**	55 residential units (49 SFR, 2 Tri-plexes)	Amendment to Specific Plan received 6/26/20 Incomplete 7/23/20	20.			Predates stormwater requirements. SWPPP reqd. PCRs will apply if proposal is modified.
Burton Ranch (Martin) Tentative Tract Map **LOM 571** APN's: 097-250-013 & -040 Jon Martin (805) 962-8299 jmartin@m3multifamily.com Planner: Brian Halvorson (805) 875-8228 b_halvorson@ci.lompoc.ca.us	PC approved 7/13/16 PC approved map time extension request to 7/13/20 CC approved time extension request for	64 SFR units & 1 Apartment Lot	Amendment to Specific Plan received 6/26/20 Incomplete 7/23/20	15.			

	the Specific Plan Development Agreement to 5/31/24 **Active**						
Burton Ranch (Towbes) **DR 07-01, LOM 570** Contact: The Towbes Group (805) 962-2121 Planner: Brian Halvorson (805) 875-8228 b_halvorson@ci.lompoc.ca.us	PC approved 5/14/08 PC approved time extension for map until 5/14/21 CC approved time extension for the Specific Plan Development Agreement to 5/31/24 **Active**	210 residential units	Amendment to Specific Plan received 6/26/20 Incomplete 7/23/20	21.		Grading plans in plan check	Predates stormwater requirements. SWPPP reqd. PCRs will apply if proposal is modified.
River Terrace / Coastal Vision **DR 04-03, EIR 04-01, LOM 533** Laurel Avenue and Twelfth Street APN: 099-141-021 Contact: Marco Vujicic (818) 991-6629 marcovujicic@yahoo.com Planner: Brian Halvorson (805) 875-8228 b_halvorson@ci.lompoc.ca.us	PC approved 7/25/05 CC approved 8/16/05 Map time extension to 8/16/26 DA CC approved 11/15/16 and effective to 11/15/36 **Inactive**	308 residential dwelling units (62 single-family, 65 townhome units, and 181 attached condominium units), approx. 17,650 sq. ft. commercial, 9,100 sq.ft. community recreation center	Pre-Application meetings held on 3/31/20 & 5/19/20 Submittal of amendments anticipated in August/2020	18.		Phase 1 grading plans in plan check	
River Terrace / Williams Homes **DR 20-09, LOM 625** Laurel Avenue and Twelfth Street APN: 099-141-021 Contact: Mike Badner (805) 914-9350 mbadner@williamshome.com Planner: Greg Stones (805) 875-8273 g_stones@ci.lompoc.ca.us	Submitted 8/20/20 **Active**	258 residential dwelling units (107 detached single family, 76 duplexes, 75 townhomes)	Incomplete 9/18/20	18.			

Summit View Homes 44 new residential units **DR 12-04, LOM 594, Annex No 78, GP 12-01, ZC 12-01** Northeast corner of Harris Grade Rd & Purisima Rd Contact: Pat McCarthy (805) 485-4646 pat@gomccarthy.com Planner: Greg Stones (805) 875-8273 g_stones@ci.lompoc.ca.us	LAFCO approved 1/7/16 PC approved 6/29/16 CC approved 7/19/16 DA CC approved 7/19/16 and effective to 7/19/36 **Active**	44 SFR residential development	Map time extension approved to 2036 CC review of CFD 10/16/18, 11/20/18 & 12/4/18 Model homes are complete. Various inspections are being conducted.	14.	B2018-0270 Appr: 10/2/19 B2019-0712 Appl: 8/26/19 Issued: 11/15/19 B2019-0713 Appl: 8/26/19 Issued: 11/15/19 B2019-0774 Issued: 11/15/19 B2019-0775 Issued: 11/15/19 B2019-0779 Issued: 11/15/19 B2019-0780 Issued: 11/15/19 B2019-0781 Appl: 9/20/19 Corr: 10/21/19 Appl: 12/17/19 Appr: 2/5/20	GRA2018-0002 Appr: 6/25/19 Issued: 7/2/19 GRA2019-0001 (Rough Grading) Appl: 1/22/19 Issued: 1/30/19	Will be subject to PCRs and SWPPP. SW2018-0003 Appl: 1/23/19 Appr: 1/29/19 Issued: 7/3/19
Mosaic Walk 1038 West Ocean Avenue **LOM 554, DR 05-29, ZC 05-03** Marshall Ochylski (805) 544-4546 mochylski@slolegal.com Planner: Greg Stones (805) 875-8273 g_stones@ci.lompoc.ca.us	PC approved 7/10/06 CC approved 8/1/06 Map time extension to 07/10/20 DA CC approved 10/18/16 and effective to 10/18/36 **Inactive**	13 unit Single Family Residential units		16.			
HACSB **15-unit Affordable Housing** **CUP 18-04** 1401 East Cypress Avenue Contact: Tom Tomasello (805) 963-8283 actomasello@rrmdesign.com	PC hearing 2/27/19 PC hearing 6/12/19 PC hearing 8/14/19 PC hearing	Proposed 15 affordable one-bedroom apartments with parking and		48.	B2019-1068 Appl: 12/30/19 Corr: 1/29/20 Appl: 7/1/20 Corr: 7/23/20		

Planner: Greg Stones (805) 875-8277 g_stones@ci.lompoc.ca.us	9/25/19 PC approved 10/9/19 **Active**	landscaping					
Single Family addition & Detached Two-Story Office Building **DR 20-04** 115 North F Contact: Jerome White (805) 450-1100 jer.white@sbcglobal.net Planner: Greg Stones (805) 875-8273 g_stones@ci.lompoc.ca.us	Submitted 3/5/20 Complete 5/14/20 Director approved 6/3/20 **Active**	Construct a 347 square foot room addition to an existing single family residence, a car carport, and a 600 square foot two-story detached office/storage building		74.	B2019-0841 Appl: 10/3/19 Corr: 10/23/19		
Residential Duplex **DR 20-02** 227 South J Contact: Joey White (805) 757-0132 whiteelectric1@gmail.com Planner: Greg Stones (805) 875-8273 g_stones@ci.lompoc.ca.us	Submitted 2/13/20 PC approved 4/22/20 **Active**	2,867 square foot residential duplex		67.	B2019-0616 Appl: 7/30/19 Corr: 8/21/19 Appl: 1/29/20 Corr: 2/26/20 Appl: 4/20/20 Corr: 5/20/20 Appl: 5/20/20 Issued:5/20/20		
Single-Family & Duplex **DR 20-03** 200 North F Contact: Steve Reese (805) 736-8117 sr@reesearchitect.com Planner: Greg Stones (805) 875-8273 g_stones@ci.lompoc.ca.us	Submitted 2/14/20 PC approved 4/22/20 **Active**	Construct a 1,894 square foot residential duplex and a 1,906 square foot single-family dwelling		68.	B2020-0499 Appl: 8/19/20	GRA2020-0009 Appl: 8/21/20	
Castillo de Rosas **DR 19-04, LOM 616** 109 South Third Street Contact: Ted Price (949) 752-2010 tedp@LGSarchitects.com Planner: Greg Stones (805) 875-8227 g_stones@ci.lompoc.ca.us	Submitted 6/10/19 Incomplete 8/8/19 Resub 9/17/19 Complete 10/2/19 DRB 10/15/19 PC approved 11/13/19 CC approved	Proposed 24 residential condos		57.	B2019-1059 Appl: 12/19/19 Corr: 1/28/20 Appl: 3/24/20 Corr: 4/23/20 Appl: 6/26/20 Corr: 7/13/20		

	12/17/19 Map effective to 11/13/21 **Active**						
Coastal Meadows 42 unit residential project, new construction **DR 05-39, LOM 557** North V Street Contact: Marco Vujicic (818) 991-6629 marcovujicic@yahoo.com Planner: Greg Stones (805) 875-8273 g_stones@ci.lompoc.ca.us	PC approved Map 6/12/06 CC approved 7/18/06 Map time extension approved by PC to 6/12/20 DR extension to 6/12/2008 **Inactive**	40 town homes, 467 sq. ft. recreation room/clubhouse, swimming pool and tot lot including parking and landscaping	Presentation to Planning Commission 10/14/20	23.			Predates SW requirements. SWPPP reqd. PCRs will apply if proposal is modified.
Bailey Avenue Sphere of Influence Adjustment & Annexation **Annex 76** APN's: 093-070-065, 093-111-007, 008, 009, 010, 011, 012. Contact(s): Jack Bodger (805) 735-8888 Lee Moore (310) 394-3379 Planner: Brian Halvorson (805) 875-8228 b_halvorson@ci.lompoc.ca.us	CC reviewed annexation request 7/18/17 **Active**	Two non-contiguous single family residential subdivisions with open space agricultural buffer areas and potential business park uses	County Meetings 1/16/18, 6/25/18 & 10/1/18 LAFCO application submitted 7/26/18 County Planning Memo received 9/28/18 Response to County 8/26/19 Final County Meeting on 10/24/19 Draft MOA routed to County 12-6-19. Response received on 12-19-19 not supporting proposal. Survey documentation sent to LAFCO/County Surveyor 2/25/20 Corrections received from the County Surveyor on 6/3/20 Resubmittal to County Surveyor on 7/7/20	29.			

La Purisima Court **DR 20-07 & LOM 624** 930 North V Street Contact: Eric Vasquez (805) 275-1711 erikvasquez@gmail.com Planner: Greg Stones (805) 875-8273 g_stones@ci.lompoc.ca.us	Submitted 6/11/20 Incomplete 7/10/20 **Active**	Subdivide a lot into 11 parcels of which 10 will be developed with single family homes with detached ADU's		73.			

Commercial Projects

Project Name / No. / Location / Contact / Project Planner	Status	Description	Notes	Map No.	Building Permit	Grading Permit	Stormwater Permit
The Compound Martial Arts & Fitness Center **CUP 17-02** 432 Commerce Court Alexander Ur 805-403-8925 ALB745@yahoo.com Planner: Greg Stones (805) 875-8277 g_stones@ci.lompoc.ca.us	PC approved 6/14/17 **Inactive**	7,740 sq. ft. martial arts and fitness center in an existing multi-tenant industrial building	Building staff will contact applicant to remind them to pick up the C of O. Per Fire Dept they need to add water closet.	12.	B2017-0522 Appl: 11/30/17 Appr: 12/14/17 Issued: 5/2/18 Finaled: 7/27/18		
Cold Coast Brewing Co. **MUP 19-02** 118 West Ocean Ave. Contact: J. Paul Newton (805) 881-8001 paul@situationarts.com Planner: Greg Stones (805) 801-0453 g_stones@ci.lompoc.ca.us	Submitted 11/4/19 Complete 12/4/19 Staff approved 12/19/19 **Inactive**	Operate a brewery, tasting room, on-site sales and consumption of alcoholic beverages, and regular community events and classes within an existing building		64.			
Del's Burgers **MUP 18-02** 107 North V Street Jerome White (805) 450-1100 jer.white@sbcglobal.net Planner: Greg Stones (805) 875-8227 g_stones@ci.lompoc.ca.us	DRB approved 8/1/18 **Active**	Restaurant with on-site alcohol sales and consumption	Under construction – tenant improvement Various inspections are being conducted.	45.	B2018-0327 Appr: 11/6/18 Issued: 2/4/19		
Community Health Center **GP 17-02, ZC 17-02, DR 17-02, LOM 690** 1300 West Ocean Avenue Pam Ricci (805) 543-1794 paricci@rrmdesign.com Planner: Greg Stones (805) 875-8273 g_stones@ci.lompoc.ca.us	PC approved 2/14/18 CC review 3/20/18 (GP/ZC) CC approved 2nd review 11/20/18	28,000 sq. ft. medical health care center with parking and landscaping	Payment for City Services Agreement signed 10/31/18 Ground breaking ceremony 3/1/19 Under construction Various inspections are	31.	B2017-0692 Appr: 12/20/18 Issued: 1/24/19	GRA2017-0009 Appr: 12/19/18 Issued: 1/24/19	

	Active		being conducted.				
CLH Retail Solutions Dispensary **CUP 19-01** 321 North Second Street (situs: 311 North Second Street) Contact: Liz Rogan (805) 708-3509 lizrogan@gmail.com Planner: Greg Stones (805) 875-8227 g_stones@ci.lompoc.ca.us	PC approved 4/10/19 **Active**	Proposed dispensary in the Industrial zone	COA signed by applicant 4/22/19 Under construction Various inspections are being conducted.	53.	B2019-0434 Appr: 9/11/19 Issued: 9/11/19		
Burger King Remodel **DR 17-08** 1153 North H Street Wayne Burke (818) 203-8342 wburke@cfm.com Planner: Greg Stones (805) 875-8277 g_stones@ci.lompoc.ca.us	PC approved 2/14/18 Time extension for architecture extended to 2/14/21 **Inactive**	Remodel the exterior of an existing Burger King restaurant	Applicant notified of approved building permit and to pay required fees prior to issuance 2/12/19. This permit has expired.	35.	B2018-0070 Appl: 1/25/19 Appr: 2/8/19 Expired: 2/12/19		
Flower City Ballroom/Event Center **MUP 20-01** 110 West Ocean Contact: Dennis Balsamo (805) 431-0354 bjbalsamo@balsamolaw.com Planner: Brian Halvorson (805) 875-8228 b_halvorson@ci.lompoc.ca.us	Submitted 2/14/20 Complete 3/10/20 Director approved 6/5/20 **Active**	New event center in an existing building	Revised plans received 4/24/20	69.			
Cannabis Dispensary **CUP 19-06** 1551 East Laurel Contact: Joseph Martin (714) 231-4435 joe@crestwest.com Planner: Greg Stones (805) 875-8273 g_stones@ci.lompoc.ca.us	Submitted 9/11/19 Complete 10/10/19 PC approved 12/11/19 **Active**	Cannabis dispensary		60.	B2020-0264 Appl: 4/21/20 Corr: 5/29/20 Appl: 8/21/20 Corr: 8/24/20		

Confidential Biotherapy Delivery **CUP 19-02** 405 North N Street Contact: Eric Hughes (925) 683-7679 eric@hughescons.com Planner: Greg Stones (805) 875-8277 g_stones@ci.lompoc.ca.us	Submitted 5/23/19 Incomplete 6/20/19 Resub 9/19/19 Complete 10/9/19 PC approved 11/13/19 **Active**	Proposed cannabis dispensary in the industrial zone	Various inspections are being conducted	52.	B2020-0146 Appl: 3/4/20 Corr: 4/28/20 Appl: 5/27/20 Corr: 6/15/20 Issued: 7/8/20		
The Human Bean **DR 19-07** 401 North H Street Contact: Pamela Jardini (805) 594-1960 planningsolutions@charter.com Planner: Greg Stones (805) 875-8273 g_stones@ci.lompoc.ca.us	Submitted 10/29/19 Incomplete 11/27/19 Resubmitted 4/15/20 Complete 5/4/20 DRB 9/15/20 **Active**	Drive through coffee shop with walk-up window. Waiting for revised plan set.	Planning Commission 10/14/20	62.			
Stiizy Dispensary **CUP 19-07** 1641 West Central Ave. Contact: Brian Mitchell (818) 371-0066 brian@shrynegroup.com Planner: Greg Stones (805) 875-8273 g_stones@ci.lompoc.ca.us	Submitted 11/12/19 Incomplete 12/11/19 Resubmitted 1/28/20 PC approved 5/13/20 **Active**	Cannabis dispensary		63.	B2019-0961 Appl: 11/12/19 Corr: 12/3/19 Appl: 3/23/20 Corr: 4/6/20 Appl:8/21/20 Corr:8/26/20		
Dutch Bros Drive Through Coffee **DR 20-08** 812 North H Street Contact: Braden Bernards (508) 228-2100 Braden.bernards@cvpre.com Planner: Sara Farrell/Greg Stones (805) 875-8273 g_stones@ci.lompoc.ca.us	Submitted 8/5/20 **Active**	Drive through coffee shop	Traffic study under review	75.			

Industrial Projects

Project Name / No. / Location / Contact / Project Planner	Status	Description	Notes	Map No.	Building Permit	Grading Permit	Stormwater Permit
Warehouse **DR 16-01** 1016 West Aviation Drive Contact: Steve Zotovich / Kathy Dankin (949) 271-1775 szotovich@peregrinerp.com Planner: Greg Stones (805) 875-8273 g_stones@ci.lompoc.ca.us	PC approved 6/15/16 **Active**	31,119 sq. ft. building for wine production and storage	TCO 10/4/20	13.	B2019-0479 Appl: 6/10/19 Corr: 6/28/19 Appl: 11/14/19 Corr: 11/14/19 Corr: 12/17/19 Appl: 2/20/10 Issued: 2/21/20	GRA2019-0005 Appl: 7/11/19 Corr: 7/24/19 Appl:11/26/19 Corr: 11/27/19 Issued: 1/8/20	
Santa Rita Hills Development **LOM 582** – Time Extension 300 North Twelfth Contact: Steve Zotovich (949) 271-1775 szotovich@peregrinerp.com Planner: Greg Stones (805) 875-8273 g_stones@ci.lompoc.ca.us	CC approved 7/7/9 PC approved time extension to 7/7/21 **Inactive**	Subdivide 9.4 acres to create 4 parcels		24.			
Central Coast Business Park **DR 13-14, EIR 14-01, SP 14-01, LOM 599** 1401 West Central Avenue Contact: John A. Smith (805) 466-5660 john@tataglia-engineering.com Planner: Greg Stones (805) 875-8273 g_stones@ci.lompoc.ca.us	PC approved 9/9/15 CC approved 10/20/15 PC approved 2nd map time extension 10/20/18 PC approved 3rd map time extension 10/9/19 PC approved 4th map time extension 10/20/20 **Inactive**	Subdivide an existing 40 acre parcel of land into 12 parcels and development of up to 581,635 square feet of industrial and warehouse space		25.			SWPPP will be mod. PCR's apply

Johnson Industrial Building **DR 18-09** 204 & 208 East Laurel Avenue Contact: Steven Reese (805) 736-8117 sr@reesearchitect.com Planner: Greg Stones (805) 875-8227 g_stones@ci.lompoc.ca.us	PC approved 3/13/19 **Inactive**	Proposed office and wine storage with parking and landscaping		50.	B2020-0385 Appl: 6/30/20 Corr: 8/18/20		
Campbell Cooling Expansion **DR 19-08, LOM 620** 1501 North L Contact: Hawkins Engineering (831)761-7400 rachel@hawkinsengineering.net Planner: Greg Stones (805) 875-8273 g_stones@ci.lompoc.ca.us	Submitted 12/13/19 Incomplete 1/13/20 Complete 2/6/20 DRB 3/17/20 Approved 4/8/20 **Active**	Proposal for a 33,670 square foot addition and 2,000 square foot addition to an existing foot vegetable and berry cooling warehouse and office building, and a Lot Line Adjustment		65.	B2020-0395 Appl: 6/30/20 Corr: 8/11/20	Grading plan submitted on 4/23/20	
Organic Liberty Lompoc Cannabis Indoor Cultivation **DR 20-01** 1025/1035 West Central Contact: Mathew Primm (858) 245-3277 matt@olibery.com Planner: Greg Stones (805) 875-8273 g_stones@ci.lompoc.ca.us	Submitted 1/6/20 Incomplete 2/6/20 **Active**	Construction for an approximately 109,000 sq. ft. building for cannabis administration, manufacturing , processing, storage, storage, and distribution facility	Traffic Study currently being conducted, and will need environmental review and analysis through Rincon	66.			
Wine Storage Warehouse **DR 16-06** 440 Commerce Court Contact: Michelle Rodriguez (909) 827-2520 al@ameriantraffiproducts.com Planner: Greg Stones (805) 875-8277 g_stones@ci.lompoc.ca.us	PC approved 1/11/17 **Active**	13,906 sq. ft. wine warehouse including storage and production for up to three tenants	Under construction Various inspections are being conducted	11.	B2017-0433 Appr: 4/24/18 Issued: 5/22/18 B2019-0299 Appl: 4/5/19 Corr: 4/17/19 Appl: 10/7/19 Corr: 10/28/19 Appl: 11/15/19 Corr: 11/18/19 Appl: 3/11/20 Corr: 3/31/20	GRA2017-0006 Appr: 5/1/18 Issued: 5/22/18	

Santa Rita Hills Wine Center **DR 12-01 / CUP 12-01** **CUP 12-02** 300 North Twelfth Street Contact: Steve Zotovich (949) 271-1775 szotovich@peregrinerp.com Planner: Greg Stones (805) 875-8273 b_halvorson@ci.lompoc.ca.us	PC approved 3/14/12 **Inactive**	76,560 sq. ft. project including warehousing, wine tasting and office in 4 buildings	Phase 1 for the wine storage and production facility of the Santa Rita Wine Center is complete. Tenant improvements for current wineries have been finalized. The applications for Phases 2-4, which include a resort hotel-spa and retail buildings, will be submitted for review at a later date.	3.		GRA2013-0003 Appl: 3/4/13 Appr: 4/17/13 Issued: 4/22/13 Finaled: 12/11/13	*Phase I PCR infiltration area
Campbell Box Warehouse **DR 20-05** 1608 North O Contact: Bob Campbell (805)736-5451 Planner: Sara Farrell/Greg Stones (805) 875-8273 g_stones@ci.lompoc.ca.us	Submitted 4/1/20 Incomplete 4/30/20 Resubmitted 5/13/20 Incomplete 5/20/20 Complete 5/21/20 DRB 6/9/20 PC 7/8/20 **Active**	Proposed new 20,000 sq.ft. warehouse to support existing cooling operation		70.			
Mustang Lompoc **Cannabis Indoor Cultivation** **DR 20-06** 1501 North O Contact: Gary Madjedi (805) 473-2731 gmadjedi@gwmarchitect.com Planner: Greg Stones (805) 875-8273 g_stones@ci.lompoc.ca.us	Submitted 4/16/20 Incomplete 5/14/20 **Active**	Construction for an approximately 69,700 sq. ft. building for cannabis administration, growing, processing/manufacturing, storage, and distribution facility	Environmental Review in process	72.			

Crocker's Lockers Mini-Storage **DR 19-05, CUP 19-04** 224 North A Street & 812 East Chestnut Avenue Contact: Ed Boersma (925) 314-0770 ed@cubixcc.com Planner: Greg Stones (805) 875-8273 g_stones@ci.lompoc.ca.us	Submitted 8/7/19 Incomplete 9/5/19 Resubmitted 12/19/19 Complete 1/22/20 DRB 2/11/20 PC Approved 4/8/20 **Active**	Self-storage facility encompassing six structures totaling 107,730 square feet (with 837 storage units)		58.	B2020-0369 Appl: 6/24/20 Corr: 8/18/20		
11 Industrial Parcels **GP 15-01, ZC 15-01** 091-225-001, 089-231-011, 089-213-027, 025, 089-221-014, 011, 010, 009, 008, 005, 021. Planner: Brian Halvorson (805) 875-8228 b_halvorson@ci.lompoc.ca.us	PC 1st review 3/11/15 PC recommend approval 4/8/15 CC approved 6 parcels for change on 6/16/15, return 2 parcels to PC **Inactive**	Proposed General Plan Amendment and Zone Change for 11 parcels	Site visit with owners 07/25/18 *Only the property owner of 415 West Laurel Ave has agreed to return to PC for the GP amendment and ZC. The property owner of 921 W. Laurel is not interested in changing the zoning to industrial.	30.			

Mixed Use and Other Projects

Project Name / No. / Location / Contact / Project Planner	Status	Description	Notes	Map No.	Building Permit	Grading Permit	Stormwater Permit
Lompoc Record Mixed Use **CUP 18-01** 115 North H Street Ron Alex (805) 220-1776 ralex2765@aol.com Planner: Greg Stones (805) 875-8273 g_stones@ci.lompoc.ca.us	PC approved 5/9/18 Extension to 5/9/2020 Extension to 5/1/2021 **Inactive**	Residential and commercial development within an existing building including a third floor development	Time extension for CUP approved until 5/9/20	36.			
233 Mixed Use Development **DR 19-03** 233 North H Street Contact: Thomas Reay Omni Design Group, Inc. (805) 544-9700 treay@adgclo.com Planner: Greg Stones (805) 875-8273 g_stones@ci.lompoc.ca.us	Submitted 6/12/19 Incomplete 7/11/19 Resubmitted 8/7/19 DRB 9/12/19 PC approved 10/9/19 **Active**	Proposed three-story mixed use with commercial offices for the first & second floors, and 6 residential units on the third floor		51.	B2020-0283 Appl: 5/4/20 Appl: 8/14/20	Grading plan (GRA 2020-0002) submitted on 1/22/20	
City Transit Yard **DR 15-13, LOM 601** 320 North D Street Christos Stoyos (805) 875-8230 c_stoyos@ci.lompoc.ca.us Planner: Greg Stones (805) 875-8273 g_stones@ci.lompoc.ca.us	PC approved 6/14/17 Map time extension to 6/14/21 DR time extension approved to 6/14/21 **Active**	14,888 sq. ft. Transit Operation and Fleet Maintenance Facility consisting of 4 buildings with parking and landscaping		22.			
Metro PCS Monopole **CUP 18-02** 916 North I Street Contact: Alyoshka Romero (909) 855-6916 Aly.romero@rlsusa.com Planner: Greg Stones (805) 875-8277 g_stones@ci.lompoc.ca.us	Submitted 6/29/18 Incomplete 7/26/18 Resubmitted 11/28/18 Incomplete 1/29/19 Resubmitted 6/17/19 Incomplete 7/17/19	Replace existing cell tower with 65' high monopole		44.			

	Resubmitted 7/21/20 Incomplete 8/18/20 **Active**						
Verizon Small Wireless Facility **DR 19-06** 201 West College Avenue Contact: Kristina Demolli (916) 600-9610 Planner: Brian Halvorson (805) 875-8228 b_halvorson@ci.lompoc.ca.us	Submitted 10/2/19 Incomplete 10/31/19 Complete 12/12/19 Approved 1/16/20 **Active**	Proposed Verizon cell site on an existing utility pole in the right-of-way		61.	B2020-0060 Appl: 1/23/20 Corr: 4/14/20 Appl: 5/14/20 Appr: 5/26/20 Issued:7/8/20		
Sprint Collocation **DR 19-01** 416 North Eighth Street Contact: John Merritt (805) 771-0126 merrittEMC@att.net Planner: Greg Stones (805) 875-8277 g_stones@ci.lompoc.ca.us	DRB approved 4/19/19 **Inactive**	Collocate six (6) new panel antennas on an existing 65' mono-pine at a centerline elevation of 40 feet		47.			
AT&T Cell Site **CUP 18-05** 1621 North H Street Contact: Jerry Ambrose (805) 367-7407 jambrose@wireless01.com Planner: Greg Stones (805) 875-8227 g_stones@ci.lompoc.ca.us	PC approved 8/14/19 **Active**	Proposed wireless communications facility for AT&T at the Lompoc Valley Inn & Suites		49.	B2019-0860 Appl: 10/11/19 Corr:11/12/19 Appl: 2/24/20 Corr: 3/5/20 Appl:3/27/20 Corr: 4/6/20		
Ryon Park – Verizon WCF **CUP 14-06** 1050 West Cypress Avenue Contact: Melissa Samarin (562) 458-1944 melissa.samarin@sequoia-ds.com Planner: Greg Stones (805) 875-8273 g_stones@ci.lompoc.ca.us	PC approved 3/11/15 **Inactive**	72 ft. high light pole with 6 new antennas, an equipment shelter, and generator	Contacted applicant on 1/4/18 requesting update on status of the performance agreement and radio frequency radiation report Attempted contact on 2/7/18 to request	4.	B2016-0062 Appl: 2/3/16 Appr: 7/25/16 Issued: 7/25/16 Finaled: 3/3/17		

			outstanding items, email was undeliverable and a voicemail was left				
Verizon Cell Site (in the Right-of-Way) **DR 19-02** 321 West North Avenue Contact: Kristina Demolli (916) 600-9610 kristina.dmeolli@sacw.com Planner: Greg Stones (805) 875-8227 g_stones@ci.lompoc.ca.us	Staff approved 7/18/19 **Active**	Proposed Verizon cell site in the right-of-way	Under construction	54.	B2019-0600 Appr: 11/25/19 Issued: 11/25/19 Finaled: 6/4/20		
Lot Merger **LOM 619** 203 North N Street Contact: Jack Boysen (805) 680-7495 jackboysen@gmail.com Planner: Brian Halvorson (805) 875-8228 b_halvorson@ci.lompoc.ca.us	Submitted 10/24/19 Incomplete 11/22/19 DRB/SRB approved 7/2/20 **Active**			Not on map			
Lot Merger **LOM 618** 125 South L Street Contact: Leaha Magee (805) 594-1960 leahs@mbslandsurveys.com Planner: Greg Stones (805) 875-8273 g_stones@ci.lompoc.ca.us	Submitted 10/7/19 Incomplete 11/19/19 Resubmitted 12/3/19 DRB/SRB approved 2/27/20 **Active**			Not on map			
Lot Line Adjustment **LOM 623** 1321 & 1325 East Hickory Contact: Jon McKellar (805) 680-1895 jon@jonmckellar.com Planner: Greg Stones (805) 875-8273 g_stones@ci.lompoc.ca.us	Submitted 6/9/20 PC hearing on 8/12/20 PC hearing on 9/9/20 **Active** PC Approved 9/9/20			Not on map			

Amendment of Historic Structures and Places **DR 18-08** Planner: Stacy Lawson (805) 875-8275 s_lawsonl@ci.lompoc.ca.us	Staff presentation provided at PC meeting on 6/12/19 **Inactive**	Historic structures and places identified in Table 4 of the Cultural Resources	Study will be verified and amended in accordance with the National Register of the Historic Places and California Historic Resources List	Not on map			

Pre-Conceptual / Pre-Applications

Project Name / No. / Location / Contact / Project Planner	Status	Description	Notes	**Map No.**			
Revised River Terrace **PRE 20-02**	Pre-App Meetings 3/31/20 5/19/20 **Active**	144 single family homes, 58 duplexes, 2 commercial sites at 1701 East Laurel Avenue		N/A			
Revised Mosaic Walk **PRE 20-01**	Dept comments routed to applicant on 3/19/20 **Inactive**	36 market rate apartments at 1038 West Ocean Avenue		N/A			

Planning Grants

Project Name / No. / Location / Contact / Project Planner	Status	Description	Notes	Map No.			
SB 1 – Sustainable Communities Grant from Caltrans: Streetscape Multi-Modal Improvement Plan	In process	A complete streets plan to improve the streetscape and quality of key connections for a variety of transportation modes along Highway 1 and 246.	Held kick-off meeting with Caltrans Oct/19 Selected consultant 2/20 Consultant Kick-off meeting on 5/4/20 Stakeholder List complete 9/17/20	N/A			

Other Planning Projects

Project Name / No. / Location / Contact / Project Planner	Status	Description	Notes	Map No.			
Update to Environmental Review Guidelines (Implementation of Senate Bill 743)	In process	Adoption of thresholds for Vehicle Miles Traveled (for determining transportation impacts in CEQA review of projects)	RFP out for BID 7/15/20	N/A			
Review of Pedestrian and Bicycle Master Plan	Approved by Council 6/3/20	An Active Transportation Plan that is required in order to qualify for pedestrian and bicycle funding and prioritize projects	Project Lead: Public Works PC presentation 5/13/20	N/A			
Update to Accessory Dwelling Unit ordinance	In process	Amendments need to be consistent with new State Laws effective January 1, 2020		N/A			
Zoning Code Amendment Cannabis Regulations	In process	Per Council request February 18, 2020, amend cannabis	In conjunction with City	N/A			

		regulations to allow cannabis distribution in the Planned Commercial District (PCD) and allow cannabis Festival Events in parks	Attorney's Office				
Planning Commission Initiated Zoning Code Text Amendments	In process **Active**	Draft Amendments presented to PC 7/8/20 & 9/9/20 PC 10/14/20 Text amendments related to restaurant uses serving alcohol in the CC zone, streamlining permit requirements for sidewalk and mobile vendors, revisions to architectural design/site development review procedures and flexibility in permitting requirements for small housing projects (6 or less units), revised height requirements for permanent outdoor storage in the I and BP zones, bicycle parking exemptions for multi-family housing projects (4 or less units), revision to the residential street side yard setback fence height, edits to outdated or incorrect terminology and code references, minor amendments to the City's Architectural Review Guidelines for consistency with said Zoning Code Text amendments related to architectural design/site development review, and minor revisions to sign standards related to temporary signs.					
2030 General Plan Amendments	Under Staff Review **Active**	Various amendments based on Ad Hoc Committee and Circulation Element changes needed based on approval of an updated Bike/Pedestrian Plan	City Council presentation 9/1/20				

Status of Projects:

40 Active Projects
16 Inactive Projects

Inquiries – No Applications Received

- None

Lompoc Valley Projects Adjacent to City – Santa Barbara County Jurisdiction

Development Review Projects

Project Description	Status
Clubhouse Estates Tract Map 52 residential lots, APN: 097-371-008	Under construction
Stoker Development Plan 14 residential lots, APN: 097-730-021	Approved
Sepulveda Building Material Mining APN: 083-060-009 & -015, 083-070-010 & -018	In process
Pence Ranch Winery (Tier II) APN: 099-220-013	Approved
Santa Rosa Road Winery (Tier II) APN: 083-170-015	In process
Spear Winery (Tier II) 19,775 square feet commercial space, APN:099-210-058	In process
Hilt Winery (Tier III) 54,263 square feet commercial space, APN: 083-070-023	Under construction
Peake Ranch Winery (Tier II) 17,300 square feet commercial space, APN: 083-170-015	In process

https://www.countyofsb.org/plndev/projects/cumulativelist.sbc
https://www.countyofsb.org/uploadedFiles/plndev/Content/Projects/CrystalReportViewer1.pdf (updated December 2018)
Note: The projects for Santa Barbara County are not included on the map.

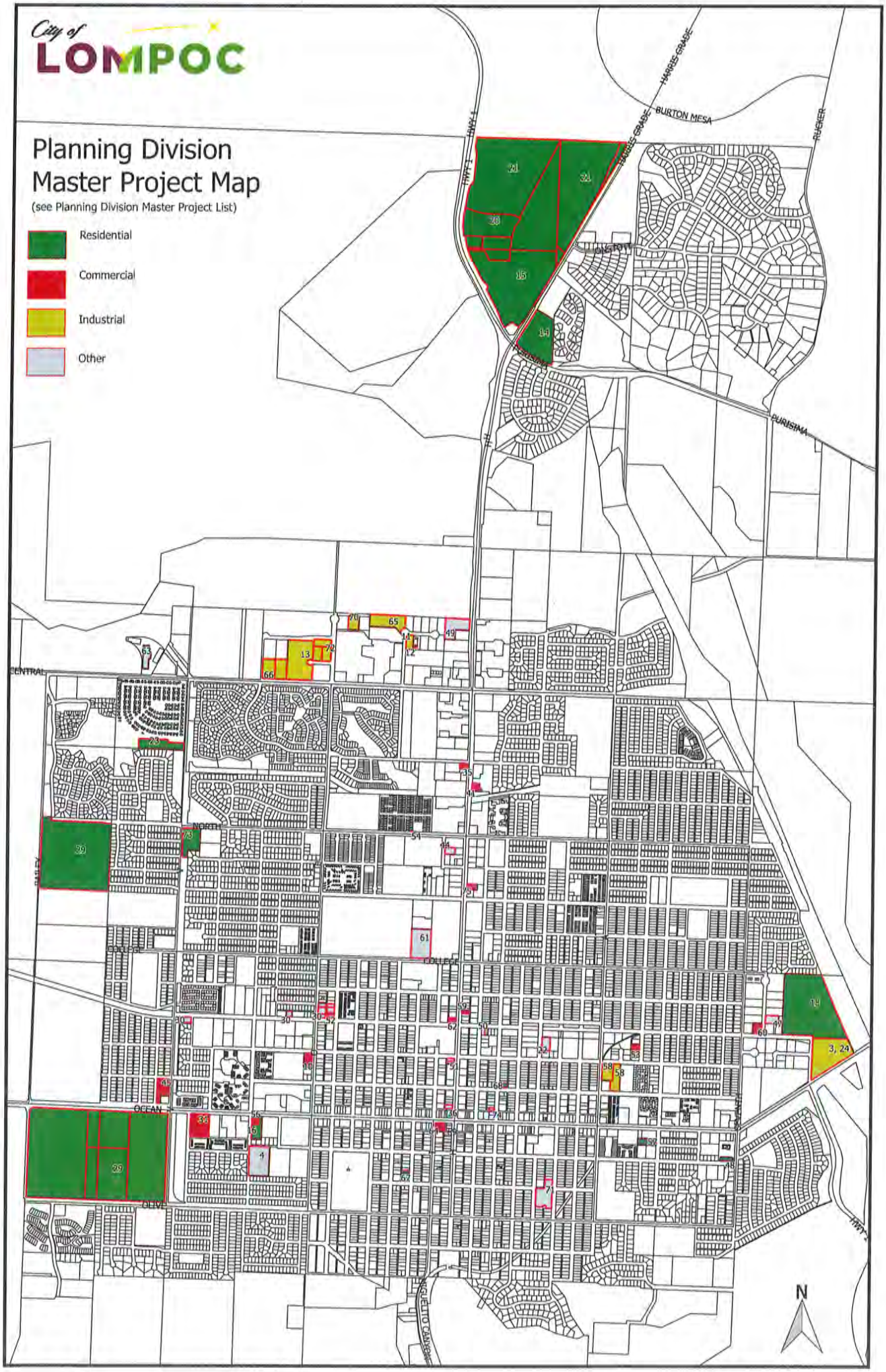
Energy, Minerals and Compliance Projects

Project Description	Status

https://www.countyofsb.org/plndev/projects/energy/Strauss.sbc
Note: The projects for Santa Barbara County are not included on the map.

Accessory Dwelling Units (ADU) Applications in 2020

Total Number of Applications: 10
Building permit(s) finaled: 0
Building permit(s) issued: 0
Building permit(s) in plan check: 10
Building permit(s) expired: 0


City of LOMPOC
Planning Division
Master Project Map
(see Planning Division Master Project List)
Residential
Commercial
Industrial
Other
HARRIS GRADE
BURTON MESA
RUCKER
HWY 1
PURISIMA
CENTRAL
NORTH
COLLEGE
OCEAN
OLIVE
N

LEVEL OF SERVICE CALCULATION WORKSHEETS

Reference 1 – O Street/Cordoba Avenue
Reference 2 – Central Avenue/V Street
Reference 3 – Central Avenue/O Street
Reference 4 – Central Avenue/H Street

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	126	52	40	10
Future Vol, veh/h	0	10	126	52	40	10
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	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	11	137	57	43	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	352	27	54	0	-	0
Stage 1	49	-	-	-	-	-
Stage 2	303	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	619	1042	1549	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	723	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	565	1042	1549	-	-	-
Mov Cap-2 Maneuver	565	-	-	-	-	-
Stage 1	882	-	-	-	-	-
Stage 2	723	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	5.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1549	-	1042	-	-
HCM Lane V/C Ratio	0.088	-	0.01	-	-
HCM Control Delay (s)	7.5	-	8.5	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.3	-	0	-	-

AWD = 7.6 SEC = LOS A

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	19	156	55	41	10
Future Vol, veh/h	0	19	156	55	41	10
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	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	21	170	60	45	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	421	28	56	0	-	0
Stage 1	51	-	-	-	-	-
Stage 2	370	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	561	1041	1547	-	-	-
Stage 1	965	-	-	-	-	-
Stage 2	669	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	499	1041	1547	-	-	-
Mov Cap-2 Maneuver	499	-	-	-	-	-
Stage 1	859	-	-	-	-	-
Stage 2	669	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	5.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1547	-	1041	-	-
HCM Lane V/C Ratio	0.11	-	0.02	-	-
HCM Control Delay (s)	7.6	-	8.5	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.4	-	0.1	-	-

AWD = 7.7 SEC = LOS A

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	126	77	52	10
Future Vol, veh/h	0	10	126	77	52	10
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	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	11	137	84	57	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	379	34	68	0	-	0
Stage 1	63	-	-	-	-	-
Stage 2	316	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	596	1032	1531	-	-	-
Stage 1	952	-	-	-	-	-
Stage 2	712	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	543	1032	1531	-	-	-
Mov Cap-2 Maneuver	543	-	-	-	-	-
Stage 1	867	-	-	-	-	-
Stage 2	712	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	4.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1531	-	1032	-	-
HCM Lane V/C Ratio	0.089	-	0.011	-	-
HCM Control Delay (s)	7.6	-	8.5	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.3	-	0	-	-

AWD = 7.7 SEC = LOS A

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	19	156	80	53	10
Future Vol, veh/h	0	19	156	80	53	10
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	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	21	170	87	58	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	448	35	69	0	-	0
Stage 1	64	-	-	-	-	-
Stage 2	384	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	539	1030	1530	-	-	-
Stage 1	951	-	-	-	-	-
Stage 2	658	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	479	1030	1530	-	-	-
Mov Cap-2 Maneuver	479	-	-	-	-	-
Stage 1	845	-	-	-	-	-
Stage 2	658	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	5.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1530	-	1030	-	-
HCM Lane V/C Ratio	0.111	-	0.02	-	-
HCM Control Delay (s)	7.6	-	8.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.4	-	0.1	-	-

AWD = 7.7 SEC = LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	123	53	100	212	2	88	4	195	3	2	1
Future Volume (veh/h)	0	123	53	100	212	2	88	4	195	3	2	1
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	138	60	112	238	2	99	4	219	3	2	1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	4	302	125	156	593	5	825	13	720	607	542	271
Arrive On Green	0.00	0.12	0.12	0.09	0.32	0.32	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	1781	2448	1016	1781	1852	16	1414	29	1561	1158	1176	588
Grp Volume(v), veh/h	0	98	100	112	0	240	99	0	223	3	0	3
Grp Sat Flow(s),veh/h/ln	1781	1777	1687	1781	0	1868	1414	0	1589	1158	0	1764
Q Serve(g_s), s	0.0	2.1	2.3	2.5	0.0	4.1	1.7	0.0	3.6	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	2.1	2.3	2.5	0.0	4.1	1.7	0.0	3.6	3.7	0.0	0.0
Prop In Lane	1.00		0.60	1.00		0.01	1.00		0.98	1.00		0.33
Lane Grp Cap(c), veh/h	4	219	208	156	0	598	825	0	733	607	0	814
V/C Ratio(X)	0.00	0.45	0.48	0.72	0.00	0.40	0.12	0.00	0.30	0.00	0.00	0.00
Avail Cap(c_a), veh/h	216	776	737	411	0	1020	825	0	733	607	0	814
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)	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	16.8	16.8	18.3	0.0	10.9	6.5	0.0	7.0	8.1	0.0	6.0
Incr Delay (d2), s/veh	0.0	1.4	1.7	6.0	0.0	0.4	0.3	0.0	1.1	0.0	0.0	0.0
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	0.0	0.8	0.9	1.2	0.0	1.4	0.4	0.0	1.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.2	18.5	24.3	0.0	11.4	6.7	0.0	8.0	8.1	0.0	6.0
LnGrp LOS	A	B	B	C	A	B	A	A	A	A	A	A
Approach Vol, veh/h		198			352			322			6	
Approach Delay, s/veh		18.4			15.5			7.6			7.1	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	23.5	8.1	9.6	23.5	0.0	17.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	19.0	9.5	18.0	19.0	5.0	22.5
Max Q Clear Time (g_c+I1), s	5.6	4.5	4.3	5.7	0.0	6.1
Green Ext Time (p_c), s	1.4	0.1	0.9	0.0	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	13.2
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	124	53	101	212	2	88	4	200	3	2	1
Future Volume (veh/h)	0	124	53	101	212	2	88	4	200	3	2	1
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	139	60	113	238	2	99	4	225	3	2	1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	4	304	125	157	594	5	825	13	720	601	542	271
Arrive On Green	0.00	0.12	0.12	0.09	0.32	0.32	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	1781	2453	1012	1781	1852	16	1414	28	1562	1152	1176	588
Grp Volume(v), veh/h	0	99	100	113	0	240	99	0	229	3	0	3
Grp Sat Flow(s),veh/h/ln	1781	1777	1688	1781	0	1868	1414	0	1589	1152	0	1764
Q Serve(g_s), s	0.0	2.1	2.3	2.5	0.0	4.1	1.7	0.0	3.7	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	2.1	2.3	2.5	0.0	4.1	1.7	0.0	3.7	3.8	0.0	0.0
Prop In Lane	1.00		0.60	1.00		0.01	1.00		0.98	1.00		0.33
Lane Grp Cap(c), veh/h	4	220	209	157	0	599	825	0	732	601	0	813
V/C Ratio(X)	0.00	0.45	0.48	0.72	0.00	0.40	0.12	0.00	0.31	0.00	0.00	0.00
Avail Cap(c_a), veh/h	216	776	737	410	0	1019	825	0	732	601	0	813
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)	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	16.8	16.8	18.3	0.0	10.9	6.5	0.0	7.0	8.2	0.0	6.0
Incr Delay (d2), s/veh	0.0	1.4	1.7	6.1	0.0	0.4	0.3	0.0	1.1	0.0	0.0	0.0
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	0.0	0.8	0.9	1.2	0.0	1.4	0.4	0.0	1.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.2	18.5	24.4	0.0	11.3	6.8	0.0	8.1	8.2	0.0	6.0
LnGrp LOS	A	B	B	C	A	B	A	A	A	A	A	A
Approach Vol, veh/h		199			353			328			6	
Approach Delay, s/veh		18.4			15.5			7.7			7.1	
Approach LOS		B			B			A			A	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.5	8.1	9.6		23.5	0.0	17.7				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		19.0	9.5	18.0		19.0	5.0	22.5				
Max Q Clear Time (g_c+I1), s		5.7	4.5	4.3		5.8	0.0	6.1				
Green Ext Time (p_c), s		1.4	0.1	0.9		0.0	0.0	1.2				
Intersection Summary												
HCM 6th Ctrl Delay			13.2									
HCM 6th LOS			B									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	138	57	110	232	2	93	4	209	3	2	1
Future Volume (veh/h)	0	138	57	110	232	2	93	4	209	3	2	1
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	155	64	124	261	2	104	4	235	3	2	1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	4	326	129	163	614	5	812	12	707	579	532	266
Arrive On Green	0.00	0.13	0.13	0.09	0.33	0.33	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	1781	2485	985	1781	1854	14	1414	27	1563	1141	1176	588
Grp Volume(v), veh/h	0	109	110	124	0	263	104	0	239	3	0	3
Grp Sat Flow(s),veh/h/ln	1781	1777	1693	1781	0	1868	1414	0	1589	1141	0	1764
Q Serve(g_s), s	0.0	2.4	2.5	2.8	0.0	4.6	1.8	0.0	4.0	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	2.4	2.5	2.8	0.0	4.6	1.8	0.0	4.0	4.1	0.0	0.0
Prop In Lane	1.00		0.58	1.00		0.01	1.00		0.98	1.00		0.33
Lane Grp Cap(c), veh/h	4	233	222	163	0	618	812	0	719	579	0	798
V/C Ratio(X)	0.00	0.47	0.50	0.76	0.00	0.43	0.13	0.00	0.33	0.01	0.00	0.00
Avail Cap(c_a), veh/h	214	770	733	416	0	1020	812	0	719	579	0	798
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)	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	16.7	16.8	18.4	0.0	10.8	6.7	0.0	7.3	8.7	0.0	6.2
Incr Delay (d2), s/veh	0.0	1.5	1.7	7.1	0.0	0.5	0.3	0.0	1.2	0.0	0.0	0.0
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	0.0	0.9	0.9	1.3	0.0	1.6	0.5	0.0	1.2	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.2	18.5	25.5	0.0	11.3	7.1	0.0	8.6	8.7	0.0	6.3
LnGrp LOS	A	B	B	C	A	B	A	A	A	A	A	A
Approach Vol, veh/h		219			387			343			6	
Approach Delay, s/veh		18.3			15.8			8.1			7.5	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	23.3	8.3	9.9	23.3	0.0	18.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.8	9.7	18.0	18.8	5.0	22.7
Max Q Clear Time (g_c+I1), s	6.0	4.8	4.5	6.1	0.0	6.6
Green Ext Time (p_c), s	1.5	0.1	1.0	0.0	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	13.6
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	139	57	111	232	2	93	4	214	3	2	1
Future Volume (veh/h)	0	139	57	111	232	2	93	4	214	3	2	1
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	156	64	125	261	2	104	4	240	3	2	1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	4	328	129	164	616	5	810	12	705	573	530	265
Arrive On Green	0.00	0.13	0.13	0.09	0.33	0.33	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	1781	2490	980	1781	1854	14	1414	26	1563	1136	1176	588
Grp Volume(v), veh/h	0	109	111	125	0	263	104	0	244	3	0	3
Grp Sat Flow(s),veh/h/ln	1781	1777	1694	1781	0	1868	1414	0	1589	1136	0	1764
Q Serve(g_s), s	0.0	2.4	2.5	2.8	0.0	4.5	1.8	0.0	4.1	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	2.4	2.5	2.8	0.0	4.5	1.9	0.0	4.1	4.2	0.0	0.0
Prop In Lane	1.00		0.58	1.00		0.01	1.00		0.98	1.00		0.33
Lane Grp Cap(c), veh/h	4	234	223	164	0	620	810	0	716	573	0	796
V/C Ratio(X)	0.00	0.47	0.50	0.76	0.00	0.42	0.13	0.00	0.34	0.01	0.00	0.00
Avail Cap(c_a), veh/h	215	771	735	421	0	1027	810	0	716	573	0	796
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)	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	16.7	16.7	18.4	0.0	10.8	6.8	0.0	7.4	8.8	0.0	6.3
Incr Delay (d2), s/veh	0.0	1.5	1.7	7.2	0.0	0.5	0.3	0.0	1.3	0.0	0.0	0.0
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	0.0	0.9	0.9	1.3	0.0	1.5	0.5	0.0	1.2	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.1	18.4	25.5	0.0	11.2	7.1	0.0	8.7	8.8	0.0	6.3
LnGrp LOS	A	B	B	C	A	B	A	A	A	A	A	A
Approach Vol, veh/h		220			388			348			6	
Approach Delay, s/veh		18.3			15.8			8.2			7.5	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	23.2	8.3	10.0	23.2	0.0	18.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.7	9.8	18.0	18.7	5.0	22.8
Max Q Clear Time (g_c+I1), s	6.1	4.8	4.5	6.2	0.0	6.5
Green Ext Time (p_c), s	1.5	0.1	1.0	0.0	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	13.6
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	258	40	39	168	38	105	71	198	15	34	38
Future Volume (veh/h)	68	258	40	39	168	38	105	71	198	15	34	38
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	280	43	42	183	41	114	77	215	16	37	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	131	568	86	86	458	100	172	415	352	37	259	231
Arrive On Green	0.07	0.18	0.18	0.05	0.16	0.16	0.10	0.22	0.22	0.02	0.15	0.15
Sat Flow, veh/h	1781	3093	470	1781	2898	635	1781	1870	1585	1781	1777	1585
Grp Volume(v), veh/h	74	159	164	42	111	113	114	77	215	16	37	41
Grp Sat Flow(s),veh/h/ln	1781	1777	1786	1781	1777	1756	1781	1870	1585	1781	1777	1585
Q Serve(g_s), s	1.4	2.8	2.8	0.8	1.9	2.0	2.1	1.1	4.2	0.3	0.6	0.8
Cycle Q Clear(g_c), s	1.4	2.8	2.8	0.8	1.9	2.0	2.1	1.1	4.2	0.3	0.6	0.8
Prop In Lane	1.00		0.26	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	131	326	328	86	281	278	172	415	352	37	259	231
V/C Ratio(X)	0.56	0.49	0.50	0.49	0.39	0.41	0.66	0.19	0.61	0.44	0.14	0.18
Avail Cap(c_a), veh/h	260	934	939	260	934	923	286	1038	879	260	960	856
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.3	12.5	12.6	15.9	12.9	13.0	14.9	10.8	12.0	16.6	12.8	12.8
Incr Delay (d2), s/veh	3.7	1.1	1.2	4.3	0.9	1.0	4.3	0.2	1.7	7.9	0.2	0.4
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	0.6	1.0	1.0	0.4	0.7	0.7	0.9	0.4	1.3	0.2	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.1	13.7	13.7	20.2	13.8	13.9	19.2	11.0	13.7	24.5	13.0	13.2
LnGrp LOS	B	B	B	C	B	B	B	B	B	C	B	B
Approach Vol, veh/h		397			266			406			94	
Approach Delay, s/veh		14.7			14.9			14.8			15.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.2	12.1	6.1	10.8	7.8	9.5	7.0	9.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	19.0	5.0	18.0	5.5	18.5	5.0	18.0
Max Q Clear Time (g_c+I1), s	2.3	6.2	2.8	4.8	4.1	2.8	3.4	4.0
Green Ext Time (p_c), s	0.0	0.9	0.0	1.5	0.0	0.3	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	14.8
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	258	40	39	168	57	105	76	198	21	36	40
Future Volume (veh/h)	77	258	40	39	168	57	105	76	198	21	36	40
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	84	280	43	42	183	62	114	83	215	23	39	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	143	580	88	86	408	134	172	398	338	51	258	230
Arrive On Green	0.08	0.19	0.19	0.05	0.16	0.16	0.10	0.21	0.21	0.03	0.15	0.15
Sat Flow, veh/h	1781	3093	470	1781	2629	863	1781	1870	1585	1781	1777	1585
Grp Volume(v), veh/h	84	159	164	42	122	123	114	83	215	23	39	43
Grp Sat Flow(s),veh/h/ln	1781	1777	1786	1781	1777	1715	1781	1870	1585	1781	1777	1585
Q Serve(g_s), s	1.6	2.8	2.8	0.8	2.1	2.3	2.1	1.3	4.3	0.4	0.7	0.8
Cycle Q Clear(g_c), s	1.6	2.8	2.8	0.8	2.1	2.3	2.1	1.3	4.3	0.4	0.7	0.8
Prop In Lane	1.00		0.26	1.00		0.50	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	143	333	335	86	276	266	172	398	338	51	258	230
V/C Ratio(X)	0.59	0.48	0.49	0.49	0.44	0.46	0.66	0.21	0.64	0.45	0.15	0.19
Avail Cap(c_a), veh/h	259	929	934	259	929	897	285	1032	875	259	955	852
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.3	12.5	12.5	16.0	13.2	13.2	15.0	11.2	12.3	16.5	12.9	12.9
Incr Delay (d2), s/veh	3.8	1.1	1.1	4.3	1.1	1.3	4.3	0.3	2.0	6.1	0.3	0.4
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	0.7	1.0	1.0	0.4	0.8	0.8	0.9	0.4	1.3	0.2	0.2	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.1	13.6	13.6	20.3	14.3	14.5	19.4	11.4	14.3	22.5	13.1	13.3
LnGrp LOS	B	B	B	C	B	B	B	B	B	C	B	B
Approach Vol, veh/h		407			287			412			105	
Approach Delay, s/veh		14.7			15.3			15.1			15.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.5	11.8	6.2	11.0	7.8	9.5	7.3	9.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	19.0	5.0	18.0	5.5	18.5	5.0	18.0
Max Q Clear Time (g_c+I1), s	2.4	6.3	2.8	4.8	4.1	2.8	3.6	4.3
Green Ext Time (p_c), s	0.0	0.9	0.0	1.5	0.0	0.3	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	15.0
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	268	41	45	201	54	109	75	201	23	36	40
Future Volume (veh/h)	73	268	41	45	201	54	109	75	201	23	36	40
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	79	291	45	49	218	59	118	82	218	25	39	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	137	583	89	97	462	122	174	393	333	55	255	227
Arrive On Green	0.08	0.19	0.19	0.05	0.17	0.17	0.10	0.21	0.21	0.03	0.14	0.14
Sat Flow, veh/h	1781	3090	472	1781	2780	735	1781	1870	1585	1781	1777	1585
Grp Volume(v), veh/h	79	166	170	49	137	140	118	82	218	25	39	43
Grp Sat Flow(s),veh/h/ln	1781	1777	1785	1781	1777	1738	1781	1870	1585	1781	1777	1585
Q Serve(g_s), s	1.5	2.9	3.0	0.9	2.4	2.5	2.2	1.3	4.4	0.5	0.7	0.8
Cycle Q Clear(g_c), s	1.5	2.9	3.0	0.9	2.4	2.5	2.2	1.3	4.4	0.5	0.7	0.8
Prop In Lane	1.00		0.26	1.00		0.42	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	137	335	337	97	295	289	174	393	333	55	255	227
V/C Ratio(X)	0.58	0.50	0.50	0.51	0.47	0.48	0.68	0.21	0.65	0.46	0.15	0.19
Avail Cap(c_a), veh/h	255	917	921	255	917	897	281	1019	864	255	943	841
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.6	12.7	12.7	16.0	13.1	13.2	15.2	11.4	12.6	16.6	13.1	13.2
Incr Delay (d2), s/veh	3.8	1.1	1.2	4.1	1.1	1.3	4.6	0.3	2.2	5.8	0.3	0.4
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	0.6	1.0	1.0	0.4	0.9	0.9	1.0	0.4	1.4	0.3	0.2	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.4	13.8	13.9	20.1	14.3	14.4	19.8	11.6	14.8	22.4	13.4	13.6
LnGrp LOS	B	B	B	C	B	B	B	B	B	C	B	B
Approach Vol, veh/h		415			326			418			107	
Approach Delay, s/veh		14.9			15.2			15.6			15.5	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.6	11.8	6.4	11.1	7.9	9.5	7.2	10.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	19.0	5.0	18.0	5.5	18.5	5.0	18.0
Max Q Clear Time (g_c+I1), s	2.5	6.4	2.9	5.0	4.2	2.8	3.5	4.5
Green Ext Time (p_c), s	0.0	0.9	0.0	1.6	0.0	0.3	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	15.3
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	268	41	45	201	73	109	80	201	29	38	42
Future Volume (veh/h)	82	268	41	45	201	73	109	80	201	29	38	42
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	89	291	45	49	218	79	118	87	218	32	41	46
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	146	619	95	96	444	156	171	389	330	68	266	237
Arrive On Green	0.08	0.20	0.20	0.05	0.17	0.17	0.10	0.21	0.21	0.04	0.15	0.15
Sat Flow, veh/h	1781	3090	472	1781	2577	907	1781	1870	1585	1781	1777	1585
Grp Volume(v), veh/h	89	166	170	49	148	149	118	87	218	32	41	46
Grp Sat Flow(s),veh/h/ln	1781	1777	1785	1781	1777	1707	1781	1870	1585	1781	1777	1585
Q Serve(g_s), s	1.7	3.0	3.0	1.0	2.7	2.8	2.3	1.4	4.5	0.6	0.7	0.9
Cycle Q Clear(g_c), s	1.7	3.0	3.0	1.0	2.7	2.8	2.3	1.4	4.5	0.6	0.7	0.9
Prop In Lane	1.00		0.26	1.00		0.53	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	146	356	358	96	306	294	171	389	330	68	266	237
V/C Ratio(X)	0.61	0.47	0.48	0.51	0.48	0.51	0.69	0.22	0.66	0.47	0.15	0.19
Avail Cap(c_a), veh/h	247	888	892	247	888	853	272	966	819	267	913	814
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.0	12.7	12.7	16.6	13.5	13.5	15.8	11.8	13.1	17.0	13.3	13.4
Incr Delay (d2), s/veh	4.1	0.9	1.0	4.2	1.2	1.3	4.9	0.3	2.3	5.0	0.3	0.4
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	0.8	1.0	1.1	0.4	1.0	1.0	1.0	0.5	1.5	0.3	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.1	13.6	13.7	20.7	14.6	14.9	20.6	12.1	15.4	22.0	13.6	13.8
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		425			346			423			119	
Approach Delay, s/veh		15.0			15.6			16.2			15.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.9	12.0	6.4	11.7	8.0	9.9	7.4	10.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.4	18.6	5.0	18.0	5.5	18.5	5.0	18.0
Max Q Clear Time (g_c+I1), s	2.6	6.5	3.0	5.0	4.3	2.9	3.7	4.8
Green Ext Time (p_c), s	0.0	0.9	0.0	1.6	0.0	0.3	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	15.6
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	305	86	38	65	165	244	75	308	29	122	387	237
Future Volume (veh/h)	305	86	38	65	165	244	75	308	29	122	387	237
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	343	97	43	73	185	274	84	346	33	137	435	266
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	439	687	289	100	750	334	108	952	90	173	1161	518
Arrive On Green	0.13	0.28	0.28	0.06	0.21	0.21	0.06	0.29	0.29	0.10	0.33	0.33
Sat Flow, veh/h	3456	2439	1024	1781	3554	1585	1781	3280	311	1781	3554	1585
Grp Volume(v), veh/h	343	69	71	73	185	274	84	186	193	137	435	266
Grp Sat Flow(s),veh/h/ln	1728	1777	1686	1781	1777	1585	1781	1777	1814	1781	1777	1585
Q Serve(g_s), s	6.3	1.9	2.1	2.6	2.8	10.8	3.0	5.4	5.5	4.9	6.1	8.9
Cycle Q Clear(g_c), s	6.3	1.9	2.1	2.6	2.8	10.8	3.0	5.4	5.5	4.9	6.1	8.9
Prop In Lane	1.00		0.61	1.00		1.00	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	439	501	475	100	750	334	108	516	527	173	1161	518
V/C Ratio(X)	0.78	0.14	0.15	0.73	0.25	0.82	0.78	0.36	0.37	0.79	0.37	0.51
Avail Cap(c_a), veh/h	449	526	500	193	977	436	163	516	527	177	1161	518
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	17.6	17.6	30.4	21.5	24.6	30.3	18.4	18.5	28.9	16.9	17.8
Incr Delay (d2), s/veh	8.5	0.1	0.1	9.7	0.2	9.2	12.5	2.0	2.0	21.0	0.9	3.6
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	3.0	0.7	0.8	1.4	1.1	4.7	1.6	2.3	2.3	3.0	2.4	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.2	17.7	17.8	40.2	21.7	33.8	42.9	20.4	20.4	49.9	17.8	21.4
LnGrp LOS	D	B	B	D	C	C	D	C	C	D	B	C
Approach Vol, veh/h		483			532			463			838	
Approach Delay, s/veh		30.9			30.5			24.5			24.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	23.5	8.2	22.9	8.5	25.9	12.8	18.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.5	19.0	7.1	19.4	6.0	19.5	8.5	18.0
Max Q Clear Time (g_c+I1), s	6.9	7.5	4.6	4.1	5.0	10.9	8.3	12.8
Green Ext Time (p_c), s	0.0	1.5	0.0	0.6	0.0	2.4	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	27.1
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	307	86	42	65	167	244	87	308	29	122	387	242
Future Volume (veh/h)	307	86	42	65	167	244	87	308	29	122	387	242
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	345	97	47	73	188	274	98	346	33	137	435	272
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	440	669	306	100	750	334	125	951	90	173	1125	502
Arrive On Green	0.13	0.28	0.28	0.06	0.21	0.21	0.07	0.29	0.29	0.10	0.32	0.32
Sat Flow, veh/h	3456	2369	1083	1781	3554	1585	1781	3280	311	1781	3554	1585
Grp Volume(v), veh/h	345	71	73	73	188	274	98	186	193	137	435	272
Grp Sat Flow(s),veh/h/ln	1728	1777	1675	1781	1777	1585	1781	1777	1814	1781	1777	1585
Q Serve(g_s), s	6.3	2.0	2.1	2.6	2.9	10.8	3.5	5.5	5.5	4.9	6.2	9.3
Cycle Q Clear(g_c), s	6.3	2.0	2.1	2.6	2.9	10.8	3.5	5.5	5.5	4.9	6.2	9.3
Prop In Lane	1.00		0.65	1.00		1.00	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	440	502	473	100	750	334	125	515	526	173	1125	502
V/C Ratio(X)	0.78	0.14	0.15	0.73	0.25	0.82	0.78	0.36	0.37	0.79	0.39	0.54
Avail Cap(c_a), veh/h	448	526	496	193	976	435	149	515	526	177	1125	502
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	17.6	17.6	30.4	21.5	24.7	30.0	18.5	18.5	28.9	17.4	18.5
Incr Delay (d2), s/veh	8.7	0.1	0.1	9.8	0.2	9.2	19.6	2.0	2.0	21.1	1.0	4.2
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	3.0	0.8	0.8	1.4	1.2	4.6	2.1	2.3	2.4	3.0	2.4	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.4	17.7	17.8	40.2	21.7	33.8	49.6	20.4	20.4	50.0	18.4	22.6
LnGrp LOS	D	B	B	D	C	C	D	C	C	D	B	C
Approach Vol, veh/h		489			535			477			844	
Approach Delay, s/veh		30.9			30.5			26.4			24.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	23.5	8.2	23.0	9.1	25.2	12.9	18.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.5	19.0	7.1	19.4	5.5	20.0	8.5	18.0
Max Q Clear Time (g_c+I1), s	6.9	7.5	4.6	4.1	5.5	11.3	8.3	12.8
Green Ext Time (p_c), s	0.0	1.5	0.0	0.6	0.0	2.4	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	27.7
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	354	97	61	69	186	275	134	365	31	174	512	328
Future Volume (veh/h)	354	97	61	69	186	275	134	365	31	174	512	328
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	398	109	69	78	209	309	151	410	35	196	575	369
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	384	609	359	101	813	363	172	934	79	198	1054	470
Arrive On Green	0.11	0.28	0.28	0.06	0.23	0.23	0.10	0.28	0.28	0.11	0.30	0.30
Sat Flow, veh/h	3456	2150	1269	1781	3554	1585	1781	3315	282	1781	3554	1585
Grp Volume(v), veh/h	398	89	89	78	209	309	151	219	226	196	575	369
Grp Sat Flow(s),veh/h/ln	1728	1777	1642	1781	1777	1585	1781	1777	1820	1781	1777	1585
Q Serve(g_s), s	7.5	2.5	2.8	2.9	3.2	12.6	5.6	6.8	6.9	7.4	9.2	14.4
Cycle Q Clear(g_c), s	7.5	2.5	2.8	2.9	3.2	12.6	5.6	6.8	6.9	7.4	9.2	14.4
Prop In Lane	1.00		0.77	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	384	503	465	101	813	363	172	501	513	198	1054	470
V/C Ratio(X)	1.04	0.18	0.19	0.77	0.26	0.85	0.88	0.44	0.44	0.99	0.55	0.78
Avail Cap(c_a), veh/h	384	519	480	153	949	423	172	501	513	198	1054	470
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.0	18.2	18.3	31.4	21.3	24.9	30.1	19.8	19.9	29.9	19.9	21.7
Incr Delay (d2), s/veh	55.4	0.2	0.2	12.2	0.2	13.7	36.9	2.8	2.7	60.7	2.0	12.4
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	5.9	1.0	1.0	1.5	1.3	5.8	4.0	2.9	3.0	6.3	3.7	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	85.3	18.4	18.5	43.5	21.5	38.6	67.0	22.6	22.6	90.6	21.9	34.1
LnGrp LOS	F	B	B	D	C	D	E	C	C	F	C	C
Approach Vol, veh/h		576			596			596			1140	
Approach Delay, s/veh		64.7			33.2			33.8			37.7	
Approach LOS		E			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	23.5	8.3	23.6	11.0	24.5	12.0	19.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.5	19.0	5.8	19.7	6.5	20.0	7.5	18.0
Max Q Clear Time (g_c+I1), s	9.4	8.9	4.9	4.8	7.6	16.4	9.5	14.6
Green Ext Time (p_c), s	0.0	1.7	0.0	0.8	0.0	1.7	0.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	41.3
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	356	97	65	69	188	275	146	365	31	174	512	333
Future Volume (veh/h)	356	97	65	69	188	275	146	365	31	174	512	333
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	400	109	73	78	211	309	164	410	35	196	575	374
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	384	595	371	101	813	363	172	934	79	198	1054	470
Arrive On Green	0.11	0.28	0.28	0.06	0.23	0.23	0.10	0.28	0.28	0.11	0.30	0.30
Sat Flow, veh/h	3456	2103	1309	1781	3554	1585	1781	3315	282	1781	3554	1585
Grp Volume(v), veh/h	400	91	91	78	211	309	164	219	226	196	575	374
Grp Sat Flow(s),veh/h/ln	1728	1777	1635	1781	1777	1585	1781	1777	1820	1781	1777	1585
Q Serve(g_s), s	7.5	2.6	2.9	2.9	3.3	12.6	6.2	6.8	6.9	7.4	9.2	14.6
Cycle Q Clear(g_c), s	7.5	2.6	2.9	2.9	3.3	12.6	6.2	6.8	6.9	7.4	9.2	14.6
Prop In Lane	1.00		0.80	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	384	503	463	101	813	363	172	501	513	198	1054	470
V/C Ratio(X)	1.04	0.18	0.20	0.77	0.26	0.85	0.96	0.44	0.44	0.99	0.55	0.80
Avail Cap(c_a), veh/h	384	519	478	153	949	423	172	501	513	198	1054	470
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.0	18.3	18.3	31.4	21.3	24.9	30.3	19.8	19.9	29.9	19.9	21.8
Incr Delay (d2), s/veh	56.9	0.2	0.2	12.2	0.2	13.6	55.4	2.8	2.7	60.7	2.0	13.1
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	6.0	1.0	1.0	1.5	1.3	5.8	5.1	2.9	3.0	6.3	3.7	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.9	18.4	18.6	43.5	21.5	38.6	85.8	22.6	22.6	90.7	21.9	34.9
LnGrp LOS	F	B	B	D	C	D	F	C	C	F	C	C
Approach Vol, veh/h		582			598			609			1145	
Approach Delay, s/veh		65.5			33.2			39.6			37.9	
Approach LOS		E			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	23.5	8.3	23.6	11.0	24.5	12.0	19.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.5	19.0	5.8	19.7	6.5	20.0	7.5	18.0
Max Q Clear Time (g_c+I1), s	9.4	8.9	4.9	4.9	8.2	16.6	9.5	14.6
Green Ext Time (p_c), s	0.0	1.7	0.0	0.8	0.0	1.6	0.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	42.8
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	69	17	250	191	5
Future Vol, veh/h	0	69	17	250	191	5
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	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	75	18	272	208	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	383	107	213	0	-	0
Stage 1	211	-	-	-	-	-
Stage 2	172	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	592	926	1355	-	-	-
Stage 1	804	-	-	-	-	-
Stage 2	841	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	584	926	1355	-	-	-
Mov Cap-2 Maneuver	584	-	-	-	-	-
Stage 1	794	-	-	-	-	-
Stage 2	841	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1355	-	926	-	-
HCM Lane V/C Ratio	0.014	-	0.081	-	-
HCM Control Delay (s)	7.7	-	9.2	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

HCD = 8.9 SEC = LOS A

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	88	30	251	194	5
Future Vol, veh/h	0	88	30	251	194	5
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	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	96	33	273	211	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	417	108	216	0	-	0
Stage 1	214	-	-	-	-	-
Stage 2	203	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	564	925	1351	-	-	-
Stage 1	801	-	-	-	-	-
Stage 2	811	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	550	925	1351	-	-	-
Mov Cap-2 Maneuver	550	-	-	-	-	-
Stage 1	782	-	-	-	-	-
Stage 2	811	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1351	-	925	-	-
HCM Lane V/C Ratio	0.024	-	0.103	-	-
HCM Control Delay (s)	7.7	-	9.3	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

AWD = 8.9 SEC = LOS A

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	69	17	275	203	5
Future Vol, veh/h	0	69	17	275	203	5
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	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	75	18	299	221	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	410	113	226	0	-	0
Stage 1	224	-	-	-	-	-
Stage 2	186	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	570	918	1340	-	-	-
Stage 1	792	-	-	-	-	-
Stage 2	827	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	563	918	1340	-	-	-
Mov Cap-2 Maneuver	563	-	-	-	-	-
Stage 1	782	-	-	-	-	-
Stage 2	827	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1340	-	918	-	-
HCM Lane V/C Ratio	0.014	-	0.082	-	-
HCM Control Delay (s)	7.7	-	9.3	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

AWD = 9.0 SEC = LOS A

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	98	30	276	206	5
Future Vol, veh/h	0	98	30	276	206	5
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	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	107	33	300	224	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	443	115	229	0	-	0
Stage 1	227	-	-	-	-	-
Stage 2	216	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	543	916	1336	-	-	-
Stage 1	789	-	-	-	-	-
Stage 2	799	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	529	916	1336	-	-	-
Mov Cap-2 Maneuver	529	-	-	-	-	-
Stage 1	769	-	-	-	-	-
Stage 2	799	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	0.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1336	-	916	-	-
HCM Lane V/C Ratio	0.024	-	0.116	-	-
HCM Control Delay (s)	7.8	-	9.4	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

AWD = 9.0 sec = LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	338	127	157	128	3	56	2	153	4	3	0
Future Volume (veh/h)	0	338	127	157	128	3	56	2	153	4	3	0
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	360	135	167	136	3	60	2	163	4	3	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	4	553	204	216	790	17	684	7	592	524	706	0
Arrive On Green	0.00	0.22	0.22	0.12	0.43	0.43	0.38	0.38	0.38	0.38	0.38	0.00
Sat Flow, veh/h	1781	2540	938	1781	1823	40	1414	19	1569	1221	1870	0
Grp Volume(v), veh/h	0	250	245	167	0	139	60	0	165	4	3	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1702	1781	0	1863	1414	0	1588	1221	1870	0
Q Serve(g_s), s	0.0	6.1	6.3	4.3	0.0	2.2	1.3	0.0	3.4	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	6.1	6.3	4.3	0.0	2.2	1.4	0.0	3.4	3.5	0.0	0.0
Prop In Lane	1.00		0.55	1.00		0.02	1.00		0.99	1.00		0.00
Lane Grp Cap(c), veh/h	4	387	371	216	0	808	684	0	600	524	706	0
V/C Ratio(X)	0.00	0.65	0.66	0.77	0.00	0.17	0.09	0.00	0.28	0.01	0.00	0.00
Avail Cap(c_a), veh/h	187	671	643	392	0	919	684	0	600	524	706	0
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)	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	17.0	17.0	20.3	0.0	8.3	9.7	0.0	10.3	11.5	9.2	0.0
Incr Delay (d2), s/veh	0.0	1.8	2.0	5.8	0.0	0.1	0.3	0.0	1.1	0.0	0.0	0.0
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	0.0	2.4	2.3	2.0	0.0	0.7	0.4	0.0	1.2	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.8	19.0	26.1	0.0	8.4	9.9	0.0	11.4	11.6	9.3	0.0
LnGrp LOS	A	B	B	C	A	A	A	A	B	B	A	A
Approach Vol, veh/h		495			306			225			7	
Approach Delay, s/veh		18.9			18.1			11.0			10.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	22.5	10.3	14.9		22.5	0.0	25.2
Change Period (Y+Rc), s	4.5	4.5	4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	10.5	18.0		18.0	5.0	23.5
Max Q Clear Time (g_c+I1), s	5.4	6.3	8.3		5.5	0.0	4.2
Green Ext Time (p_c), s	0.9	0.2	2.1		0.0	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	16.9
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	339	127	162	129	3	56	2	155	4	3	0
Future Volume (veh/h)	0	339	127	162	129	3	56	2	155	4	3	0
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	361	135	172	137	3	60	2	165	4	3	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	4	554	204	222	795	17	680	7	590	519	703	0
Arrive On Green	0.00	0.22	0.22	0.12	0.44	0.44	0.38	0.38	0.38	0.38	0.38	0.00
Sat Flow, veh/h	1781	2542	936	1781	1823	40	1414	19	1569	1218	1870	0
Grp Volume(v), veh/h	0	251	245	172	0	140	60	0	167	4	3	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1702	1781	0	1863	1414	0	1588	1218	1870	0
Q Serve(g_s), s	0.0	6.2	6.3	4.5	0.0	2.2	1.3	0.0	3.5	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	6.2	6.3	4.5	0.0	2.2	1.4	0.0	3.5	3.6	0.0	0.0
Prop In Lane	1.00		0.55	1.00		0.02	1.00		0.99	1.00		0.00
Lane Grp Cap(c), veh/h	4	387	371	222	0	813	680	0	597	519	703	0
V/C Ratio(X)	0.00	0.65	0.66	0.78	0.00	0.17	0.09	0.00	0.28	0.01	0.00	0.00
Avail Cap(c_a), veh/h	186	668	640	391	0	914	680	0	597	519	703	0
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)	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	17.1	17.1	20.3	0.0	8.2	9.8	0.0	10.4	11.7	9.3	0.0
Incr Delay (d2), s/veh	0.0	1.8	2.0	5.7	0.0	0.1	0.3	0.0	1.2	0.0	0.0	0.0
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	0.0	2.4	2.4	2.0	0.0	0.7	0.4	0.0	1.2	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.9	19.2	26.0	0.0	8.3	10.0	0.0	11.6	11.7	9.4	0.0
LnGrp LOS	A	B	B	C	A	A	B	A	B	B	A	A
Approach Vol, veh/h		496			312			227			7	
Approach Delay, s/veh		19.0			18.1			11.2			10.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	22.5	10.5	14.9	22.5	0.0	25.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	10.5	18.0	18.0	5.0	23.5
Max Q Clear Time (g_c+I1), s	5.5	6.5	8.3	5.6	0.0	4.2
Green Ext Time (p_c), s	0.9	0.2	2.1	0.0	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	17.0
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	365	138	178	154	3	66	2	165	4	3	0
Future Volume (veh/h)	0	365	138	178	154	3	66	2	165	4	3	0
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	388	147	189	164	3	70	2	176	4	3	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	4	575	215	241	831	15	659	6	572	488	681	0
Arrive On Green	0.00	0.23	0.23	0.14	0.45	0.45	0.36	0.36	0.36	0.36	0.36	0.00
Sat Flow, veh/h	1781	2531	946	1781	1831	33	1414	18	1570	1206	1870	0
Grp Volume(v), veh/h	0	271	264	189	0	167	70	0	178	4	3	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1700	1781	0	1864	1414	0	1588	1206	1870	0
Q Serve(g_s), s	0.0	6.9	7.0	5.1	0.0	2.7	1.6	0.0	4.0	0.1	0.1	0.0
Cycle Q Clear(g_c), s	0.0	6.9	7.0	5.1	0.0	2.7	1.7	0.0	4.0	4.1	0.1	0.0
Prop In Lane	1.00		0.56	1.00		0.02	1.00		0.99	1.00		0.00
Lane Grp Cap(c), veh/h	4	404	386	241	0	846	659	0	578	488	681	0
V/C Ratio(X)	0.00	0.67	0.68	0.78	0.00	0.20	0.11	0.00	0.31	0.01	0.00	0.00
Avail Cap(c_a), veh/h	180	647	619	378	0	887	659	0	578	488	681	0
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)	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	17.4	17.5	20.7	0.0	8.1	10.5	0.0	11.2	12.7	10.0	0.0
Incr Delay (d2), s/veh	0.0	1.9	2.1	5.5	0.0	0.1	0.3	0.0	1.4	0.0	0.0	0.0
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	0.0	2.7	2.6	2.3	0.0	0.9	0.5	0.0	1.4	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	19.4	19.6	26.2	0.0	8.2	10.9	0.0	12.6	12.7	10.0	0.0
LnGrp LOS	A	B	B	C	A	A	B	A	B	B	B	A
Approach Vol, veh/h		535			356			248			7	
Approach Delay, s/veh		19.5			17.8			12.1			11.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	22.5	11.2	15.7	22.5	0.0	26.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	10.5	18.0	18.0	5.0	23.5
Max Q Clear Time (g_c+I1), s	6.0	7.1	9.0	6.1	0.0	4.7
Green Ext Time (p_c), s	1.0	0.2	2.2	0.0	0.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	17.3
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	366	138	183	155	3	66	2	167	4	3	0
Future Volume (veh/h)	0	366	138	183	155	3	66	2	167	4	3	0
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	389	147	195	165	3	70	2	178	4	3	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	4	575	214	248	836	15	655	6	569	483	677	0
Arrive On Green	0.00	0.23	0.23	0.14	0.46	0.46	0.36	0.36	0.36	0.36	0.36	0.00
Sat Flow, veh/h	1781	2532	945	1781	1831	33	1414	18	1570	1204	1870	0
Grp Volume(v), veh/h	0	271	265	195	0	168	70	0	180	4	3	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1700	1781	0	1864	1414	0	1588	1204	1870	0
Q Serve(g_s), s	0.0	6.9	7.1	5.3	0.0	2.7	1.7	0.0	4.1	0.1	0.1	0.0
Cycle Q Clear(g_c), s	0.0	6.9	7.1	5.3	0.0	2.7	1.7	0.0	4.1	4.2	0.1	0.0
Prop In Lane	1.00		0.56	1.00		0.02	1.00		0.99	1.00		0.00
Lane Grp Cap(c), veh/h	4	403	386	248	0	851	655	0	575	483	677	0
V/C Ratio(X)	0.00	0.67	0.69	0.79	0.00	0.20	0.11	0.00	0.31	0.01	0.00	0.00
Avail Cap(c_a), veh/h	179	644	616	376	0	882	655	0	575	483	677	0
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)	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	17.5	17.6	20.7	0.0	8.1	10.7	0.0	11.4	12.9	10.1	0.0
Incr Delay (d2), s/veh	0.0	2.0	2.2	6.1	0.0	0.1	0.3	0.0	1.4	0.0	0.0	0.0
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	0.0	2.7	2.7	2.4	0.0	0.9	0.5	0.0	1.4	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	19.5	19.7	26.8	0.0	8.2	11.0	0.0	12.8	12.9	10.1	0.0
LnGrp LOS	A	B	B	C	A	A	B	A	B	B	B	A
Approach Vol, veh/h		536			363			250			7	
Approach Delay, s/veh		19.6			18.2			12.3			11.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	22.5	11.4	15.8	22.5	0.0	27.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	18.0	10.5	18.0	18.0	5.0	23.5
Max Q Clear Time (g_c+I1), s	6.1	7.3	9.1	6.2	0.0	4.7
Green Ext Time (p_c), s	1.0	0.2	2.2	0.0	0.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	17.5
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	282	70	145	178	49	61	165	181	67	166	79
Future Volume (veh/h)	99	282	70	145	178	49	61	165	181	67	166	79
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	108	307	76	158	193	53	66	179	197	73	180	86
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	153	539	131	201	602	161	114	363	308	122	470	215
Arrive On Green	0.09	0.19	0.19	0.11	0.22	0.22	0.06	0.19	0.19	0.07	0.20	0.20
Sat Flow, veh/h	1781	2832	690	1781	2772	742	1781	1870	1585	1781	2368	1084
Grp Volume(v), veh/h	108	191	192	158	122	124	66	179	197	73	133	133
Grp Sat Flow(s),veh/h/ln	1781	1777	1746	1781	1777	1737	1781	1870	1585	1781	1777	1675
Q Serve(g_s), s	2.4	4.0	4.2	3.6	2.4	2.5	1.5	3.5	4.7	1.7	2.7	2.9
Cycle Q Clear(g_c), s	2.4	4.0	4.2	3.6	2.4	2.5	1.5	3.5	4.7	1.7	2.7	2.9
Prop In Lane	1.00		0.40	1.00		0.43	1.00		1.00	1.00		0.65
Lane Grp Cap(c), veh/h	153	338	332	201	386	377	114	363	308	122	353	333
V/C Ratio(X)	0.71	0.56	0.58	0.79	0.32	0.33	0.58	0.49	0.64	0.60	0.38	0.40
Avail Cap(c_a), veh/h	215	771	758	236	793	775	215	835	707	215	793	747
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.4	15.2	15.3	17.9	13.6	13.7	18.9	14.9	15.4	18.8	14.4	14.5
Incr Delay (d2), s/veh	6.0	1.5	1.6	13.9	0.5	0.5	4.5	1.0	2.2	4.6	0.7	0.8
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	1.1	1.5	1.5	2.0	0.9	0.9	0.7	1.4	1.6	0.8	1.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.4	16.7	16.9	31.8	14.1	14.2	23.4	15.9	17.6	23.4	15.1	15.2
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		491			404			442			339	
Approach Delay, s/veh		18.5			21.0			17.8			16.9	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	12.6	9.2	12.4	7.2	12.7	8.1	13.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	18.5	5.5	18.0	5.0	18.5	5.0	18.5
Max Q Clear Time (g_c+I1), s	3.7	6.7	5.6	6.2	3.5	4.9	4.4	4.5
Green Ext Time (p_c), s	0.0	1.3	0.0	1.7	0.0	1.2	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	18.6
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	282	70	145	178	57	61	167	181	85	171	88
Future Volume (veh/h)	103	282	70	145	178	57	61	167	181	85	171	88
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	112	307	76	158	193	62	66	182	197	92	186	96
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	154	535	130	201	573	179	114	361	306	139	478	236
Arrive On Green	0.09	0.19	0.19	0.11	0.22	0.22	0.06	0.19	0.19	0.08	0.21	0.21
Sat Flow, veh/h	1781	2832	690	1781	2666	832	1781	1870	1585	1781	2304	1138
Grp Volume(v), veh/h	112	191	192	158	127	128	66	182	197	92	142	140
Grp Sat Flow(s),veh/h/ln	1781	1777	1746	1781	1777	1721	1781	1870	1585	1781	1777	1665
Q Serve(g_s), s	2.6	4.1	4.2	3.6	2.5	2.7	1.5	3.7	4.8	2.1	2.9	3.1
Cycle Q Clear(g_c), s	2.6	4.1	4.2	3.6	2.5	2.7	1.5	3.7	4.8	2.1	2.9	3.1
Prop In Lane	1.00		0.40	1.00		0.48	1.00		1.00	1.00		0.68
Lane Grp Cap(c), veh/h	154	336	330	201	382	370	114	361	306	139	369	346
V/C Ratio(X)	0.73	0.57	0.58	0.79	0.33	0.35	0.58	0.50	0.64	0.66	0.38	0.41
Avail Cap(c_a), veh/h	215	759	745	232	775	751	211	821	695	211	780	731
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.8	15.5	15.6	18.2	14.0	14.0	19.2	15.2	15.7	18.9	14.4	14.5
Incr Delay (d2), s/veh	7.2	1.5	1.6	14.3	0.5	0.6	4.6	1.1	2.3	5.2	0.7	0.8
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	1.6	1.6	2.1	0.9	0.9	0.7	1.4	1.7	1.0	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.0	17.1	17.2	32.5	14.5	14.6	23.8	16.3	17.9	24.1	15.0	15.2
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		495			413			445			374	
Approach Delay, s/veh		19.1			21.4			18.1			17.3	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	12.6	9.3	12.5	7.2	13.3	8.2	13.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	18.5	5.5	18.0	5.0	18.5	5.1	18.4
Max Q Clear Time (g_c+I1), s	4.1	6.8	5.6	6.2	3.5	5.1	4.6	4.7
Green Ext Time (p_c), s	0.0	1.3	0.0	1.7	0.0	1.3	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	19.0
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	314	74	161	190	56	64	167	183	82	169	84
Future Volume (veh/h)	101	314	74	161	190	56	64	167	183	82	169	84
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	110	341	80	175	207	61	70	182	199	89	184	91
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	150	568	132	221	650	187	117	358	304	134	472	223
Arrive On Green	0.08	0.20	0.20	0.12	0.24	0.24	0.07	0.19	0.19	0.08	0.20	0.20
Sat Flow, veh/h	1781	2864	663	1781	2724	782	1781	1870	1585	1781	2339	1109
Grp Volume(v), veh/h	110	210	211	175	133	135	70	182	199	89	138	137
Grp Sat Flow(s),veh/h/ln	1781	1777	1751	1781	1777	1730	1781	1870	1585	1781	1777	1671
Q Serve(g_s), s	2.6	4.7	4.8	4.2	2.7	2.8	1.7	3.8	5.1	2.1	2.9	3.1
Cycle Q Clear(g_c), s	2.6	4.7	4.8	4.2	2.7	2.8	1.7	3.8	5.1	2.1	2.9	3.1
Prop In Lane	1.00		0.38	1.00		0.45	1.00		1.00	1.00		0.66
Lane Grp Cap(c), veh/h	150	353	347	221	424	413	117	358	304	134	358	337
V/C Ratio(X)	0.73	0.60	0.61	0.79	0.31	0.33	0.60	0.51	0.66	0.66	0.38	0.41
Avail Cap(c_a), veh/h	203	729	718	223	749	729	203	789	668	203	749	705
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.6	16.0	16.0	18.7	13.7	13.8	19.9	15.9	16.4	19.7	15.2	15.2
Incr Delay (d2), s/veh	8.7	1.6	1.7	17.2	0.4	0.5	4.9	1.1	2.4	5.5	0.7	0.8
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	1.3	1.8	1.8	2.6	1.0	1.0	0.8	1.5	1.8	1.0	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.3	17.6	17.7	35.8	14.2	14.3	24.8	17.0	18.8	25.2	15.8	16.0
LnGrp LOS	C	B	B	D	B	B	C	B	B	C	B	B
Approach Vol, veh/h		531			443			451			364	
Approach Delay, s/veh		19.9			22.7			19.0			18.2	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	12.9	10.0	13.2	7.4	13.3	8.2	15.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	18.5	5.5	18.0	5.0	18.5	5.0	18.5
Max Q Clear Time (g_c+I1), s	4.1	7.1	6.2	6.8	3.7	5.1	4.6	4.8
Green Ext Time (p_c), s	0.0	1.3	0.0	1.9	0.0	1.3	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	20.0
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	314	74	161	190	64	64	169	183	100	174	93
Future Volume (veh/h)	105	314	74	161	190	64	64	169	183	100	174	93
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	114	341	80	175	207	70	70	184	199	109	189	101
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	151	565	131	220	621	204	116	357	302	148	475	243
Arrive On Green	0.08	0.20	0.20	0.12	0.24	0.24	0.07	0.19	0.19	0.08	0.21	0.21
Sat Flow, veh/h	1781	2864	663	1781	2628	863	1781	1870	1585	1781	2275	1163
Grp Volume(v), veh/h	114	210	211	175	138	139	70	184	199	109	146	144
Grp Sat Flow(s),veh/h/ln	1781	1777	1751	1781	1777	1715	1781	1870	1585	1781	1777	1661
Q Serve(g_s), s	2.8	4.8	4.9	4.2	2.9	3.0	1.7	3.9	5.2	2.7	3.1	3.3
Cycle Q Clear(g_c), s	2.8	4.8	4.9	4.2	2.9	3.0	1.7	3.9	5.2	2.7	3.1	3.3
Prop In Lane	1.00		0.38	1.00		0.50	1.00		1.00	1.00		0.70
Lane Grp Cap(c), veh/h	151	351	345	220	419	405	116	357	302	148	371	347
V/C Ratio(X)	0.75	0.60	0.61	0.79	0.33	0.34	0.60	0.52	0.66	0.74	0.39	0.42
Avail Cap(c_a), veh/h	208	720	709	220	732	706	200	778	660	200	740	691
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.9	16.2	16.3	18.9	14.1	14.1	20.2	16.1	16.6	19.9	15.2	15.2
Incr Delay (d2), s/veh	9.7	1.6	1.8	17.9	0.5	0.5	5.0	1.2	2.4	8.9	0.7	0.8
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	1.4	1.8	1.9	2.6	1.0	1.0	0.8	1.6	1.8	1.3	1.2	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.6	17.9	18.0	36.8	14.5	14.6	25.2	17.3	19.1	28.8	15.8	16.0
LnGrp LOS	C	B	B	D	B	B	C	B	B	C	B	B
Approach Vol, veh/h		535			452			453			399	
Approach Delay, s/veh		20.4			23.2			19.3			19.5	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	13.0	10.0	13.3	7.4	13.8	8.3	15.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	18.5	5.5	18.0	5.0	18.5	5.2	18.3
Max Q Clear Time (g_c+I1), s	4.7	7.2	6.2	6.9	3.7	5.3	4.8	5.0
Green Ext Time (p_c), s	0.0	1.3	0.0	1.9	0.0	1.3	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	20.6
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	551	283	173	115	271	233	213	610	66	275	593	372
Future Volume (veh/h)	551	283	173	115	271	233	213	610	66	275	593	372
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	568	292	178	119	279	240	220	629	68	284	611	384
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	653	606	360	151	634	283	258	805	87	322	1012	451
Arrive On Green	0.19	0.28	0.28	0.08	0.18	0.18	0.14	0.25	0.25	0.18	0.28	0.28
Sat Flow, veh/h	3456	2146	1273	1781	3554	1585	1781	3235	349	1781	3554	1585
Grp Volume(v), veh/h	568	240	230	119	279	240	220	345	352	284	611	384
Grp Sat Flow(s),veh/h/ln	1728	1777	1641	1781	1777	1585	1781	1777	1807	1781	1777	1585
Q Serve(g_s), s	14.1	9.9	10.3	5.8	6.2	13.0	10.7	16.0	16.1	13.7	13.1	20.2
Cycle Q Clear(g_c), s	14.1	9.9	10.3	5.8	6.2	13.0	10.7	16.0	16.1	13.7	13.1	20.2
Prop In Lane	1.00		0.78	1.00		1.00	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	653	502	464	151	634	283	258	442	450	322	1012	451
V/C Ratio(X)	0.87	0.48	0.49	0.79	0.44	0.85	0.85	0.78	0.78	0.88	0.60	0.85
Avail Cap(c_a), veh/h	723	502	464	260	723	323	320	442	450	373	1012	451
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.8	26.3	26.5	39.7	32.4	35.2	36.9	31.0	31.0	35.3	27.3	29.9
Incr Delay (d2), s/veh	10.4	0.7	0.8	8.9	0.5	17.1	16.6	12.8	12.8	19.4	2.7	18.0
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	6.7	4.2	4.0	2.9	2.7	6.2	5.6	8.0	8.2	7.4	5.6	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.3	27.0	27.3	48.6	32.9	52.3	53.6	43.8	43.7	54.7	30.0	47.8
LnGrp LOS	D	C	C	D	C	D	D	D	D	D	C	D
Approach Vol, veh/h		1038			638			917			1279	
Approach Delay, s/veh		37.1			43.1			46.1			40.8	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.5	26.5	12.0	29.5	17.3	29.7	21.2	20.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	16.0	22.0	12.9	23.6	15.9	24.6	18.5	18.0
Max Q Clear Time (g_c+I1), s	15.7	18.1	7.8	12.3	12.7	22.2	16.1	15.0
Green Ext Time (p_c), s	0.2	1.5	0.1	2.2	0.2	1.3	0.6	0.8

Intersection Summary	
HCM 6th Ctrl Delay	41.4
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	556	285	184	115	272	233	218	610	66	275	593	374
Future Volume (veh/h)	556	285	184	115	272	233	218	610	66	275	593	374
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	573	294	190	119	280	240	225	629	68	284	611	386
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	656	594	373	151	634	283	263	803	87	321	1000	446
Arrive On Green	0.19	0.28	0.28	0.08	0.18	0.18	0.15	0.25	0.25	0.18	0.28	0.28
Sat Flow, veh/h	3456	2094	1316	1781	3554	1585	1781	3235	349	1781	3554	1585
Grp Volume(v), veh/h	573	248	236	119	280	240	225	345	352	284	611	386
Grp Sat Flow(s),veh/h/ln	1728	1777	1633	1781	1777	1585	1781	1777	1807	1781	1777	1585
Q Serve(g_s), s	14.3	10.3	10.7	5.8	6.2	13.0	10.9	16.1	16.1	13.8	13.2	20.5
Cycle Q Clear(g_c), s	14.3	10.3	10.7	5.8	6.2	13.0	10.9	16.1	16.1	13.8	13.2	20.5
Prop In Lane	1.00		0.81	1.00		1.00	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	656	504	463	151	634	283	263	441	449	321	1000	446
V/C Ratio(X)	0.87	0.49	0.51	0.79	0.44	0.85	0.86	0.78	0.78	0.88	0.61	0.87
Avail Cap(c_a), veh/h	721	504	463	259	722	322	324	441	449	372	1000	446
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.9	26.4	26.6	39.8	32.5	35.3	36.9	31.1	31.1	35.4	27.6	30.3
Incr Delay (d2), s/veh	10.8	0.7	0.9	8.9	0.5	17.2	17.0	12.9	12.9	19.5	2.8	19.6
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	6.8	4.4	4.2	2.9	2.7	6.3	5.8	8.1	8.2	7.4	5.7	10.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.6	27.2	27.5	48.7	33.0	52.5	53.9	44.0	44.0	54.9	30.4	49.9
LnGrp LOS	D	C	C	D	C	D	D	D	D	D	C	D
Approach Vol, veh/h		1057			639			922			1281	
Approach Delay, s/veh		37.2			43.2			46.4			41.7	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.5	26.5	12.0	29.6	17.6	29.4	21.3	20.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	16.5	22.0	12.9	23.6	16.1	24.4	18.5	18.0
Max Q Clear Time (g_c+I1), s	15.8	18.1	7.8	12.7	12.9	22.5	16.3	15.0
Green Ext Time (p_c), s	0.2	1.5	0.1	2.2	0.2	1.0	0.6	0.8

Intersection Summary	
HCM 6th Ctrl Delay	41.9
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	556	285	184	115	272	233	218	610	66	275	593	374
Future Volume (veh/h)	556	285	184	115	272	233	218	610	66	275	593	374
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	573	294	190	119	280	240	225	629	68	284	611	386
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	681	613	385	151	641	286	309	987	106	368	1144	510
Arrive On Green	0.20	0.29	0.29	0.08	0.18	0.18	0.09	0.30	0.30	0.11	0.32	0.32
Sat Flow, veh/h	3456	2094	1316	1781	3554	1585	3456	3235	349	3456	3554	1585
Grp Volume(v), veh/h	573	248	236	119	280	240	225	345	352	284	611	386
Grp Sat Flow(s),veh/h/ln	1728	1777	1633	1781	1777	1585	1728	1777	1807	1728	1777	1585
Q Serve(g_s), s	13.6	9.8	10.2	5.6	6.0	12.5	5.4	14.3	14.3	6.8	12.0	18.6
Cycle Q Clear(g_c), s	13.6	9.8	10.2	5.6	6.0	12.5	5.4	14.3	14.3	6.8	12.0	18.6
Prop In Lane	1.00		0.81	1.00		1.00	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	681	520	478	151	641	286	309	542	551	368	1144	510
V/C Ratio(X)	0.84	0.48	0.49	0.79	0.44	0.84	0.73	0.64	0.64	0.77	0.53	0.76
Avail Cap(c_a), veh/h	871	554	510	270	750	335	450	542	551	466	1144	510
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.9	24.8	24.9	38.3	31.1	33.7	37.8	25.6	25.6	37.1	23.7	25.9
Incr Delay (d2), s/veh	6.0	0.7	0.8	8.7	0.5	15.1	3.3	5.6	5.6	6.1	1.8	10.0
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	6.1	4.1	3.9	2.8	2.6	5.9	2.3	6.5	6.6	3.1	5.0	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.9	25.5	25.7	46.9	31.5	48.8	41.1	31.2	31.2	43.2	25.5	35.9
LnGrp LOS	D	C	C	D	C	D	D	C	C	D	C	D
Approach Vol, veh/h		1057			639			922			1281	
Approach Delay, s/veh		32.8			40.9			33.6			32.5	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.6	30.5	11.7	29.4	12.1	32.0	21.3	19.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	15	26.0	12.9	26.6	11.1	26.4	21.5	18.0
Max Q Clear Time (g_c+I1), s	8.8	16.3	7.6	12.2	7.4	20.6	15.6	14.5
Green Ext Time (p_c), s	0.3	2.8	0.1	2.6	0.2	2.6	1.2	0.9

Intersection Summary	
HCM 6th Ctrl Delay	34.2
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	664	309	231	122	295	298	259	759	70	321	696	499
Future Volume (veh/h)	664	309	231	122	295	298	259	759	70	321	696	499
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	685	319	238	126	304	307	267	782	72	331	718	514
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	673	580	423	157	673	300	287	796	73	328	943	420
Arrive On Green	0.19	0.30	0.30	0.09	0.19	0.19	0.16	0.24	0.24	0.18	0.27	0.27
Sat Flow, veh/h	3456	1961	1429	1781	3554	1585	1781	3290	303	1781	3554	1585
Grp Volume(v), veh/h	685	288	269	126	304	307	267	422	432	331	718	514
Grp Sat Flow(s),veh/h/ln	1728	1777	1613	1781	1777	1585	1781	1777	1816	1781	1777	1585
Q Serve(g_s), s	18.5	13.0	13.4	6.6	7.2	18.0	14.1	22.4	22.5	17.5	17.7	25.2
Cycle Q Clear(g_c), s	18.5	13.0	13.4	6.6	7.2	18.0	14.1	22.4	22.5	17.5	17.7	25.2
Prop In Lane	1.00		0.89	1.00		1.00	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	673	526	477	157	673	300	287	430	440	328	943	420
V/C Ratio(X)	1.02	0.55	0.56	0.80	0.45	1.02	0.93	0.98	0.98	1.01	0.76	1.22
Avail Cap(c_a), veh/h	673	526	477	249	673	300	287	430	440	328	943	420
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.3	28.1	28.3	42.5	34.1	38.5	39.3	35.8	35.8	38.7	32.1	34.9
Incr Delay (d2), s/veh	39.3	1.2	1.5	9.3	0.5	57.7	35.3	39.1	38.7	51.9	5.8	119.8
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	11.3	5.6	5.3	3.3	3.1	11.7	8.7	13.9	14.2	12.0	8.0	23.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.5	29.3	29.8	51.8	34.6	96.2	74.6	74.8	74.5	90.7	37.9	154.7
LnGrp LOS	F	C	C	D	C	F	E	E	E	F	D	F
Approach Vol, veh/h		1242			737			1121			1563	
Approach Delay, s/veh		56.0			63.2			74.6			87.5	
Approach LOS		E			E			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	27.5	12.9	32.6	19.8	29.7	23.0	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	17.5	23.0	13.3	23.2	15.3	25.2	18.5	18.0
Max Q Clear Time (g_c+I1), s	19.5	24.5	8.6	15.4	16.1	27.2	20.5	20.0
Green Ext Time (p_c), s	0.0	0.0	0.1	2.1	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	72.2
HCM 6th LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	669	311	242	122	296	298	264	759	70	321	696	501
Future Volume (veh/h)	669	311	242	122	296	298	264	759	70	321	696	501
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	690	321	249	126	305	307	272	782	72	331	718	516
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	673	569	432	157	673	300	293	796	73	328	931	415
Arrive On Green	0.19	0.30	0.30	0.09	0.19	0.19	0.16	0.24	0.24	0.18	0.26	0.26
Sat Flow, veh/h	3456	1925	1460	1781	3554	1585	1781	3290	303	1781	3554	1585
Grp Volume(v), veh/h	690	296	274	126	305	307	272	422	432	331	718	516
Grp Sat Flow(s),veh/h/ln	1728	1777	1608	1781	1777	1585	1781	1777	1816	1781	1777	1585
Q Serve(g_s), s	18.5	13.4	13.8	6.6	7.2	18.0	14.3	22.4	22.5	17.5	17.7	24.9
Cycle Q Clear(g_c), s	18.5	13.4	13.8	6.6	7.2	18.0	14.3	22.4	22.5	17.5	17.7	24.9
Prop In Lane	1.00		0.91	1.00		1.00	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	673	526	476	157	673	300	293	430	440	328	931	415
V/C Ratio(X)	1.03	0.56	0.58	0.80	0.45	1.02	0.93	0.98	0.98	1.01	0.77	1.24
Avail Cap(c_a), veh/h	673	526	476	249	673	300	293	430	440	328	931	415
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.3	28.3	28.4	42.5	34.1	38.5	39.2	35.8	35.8	38.7	32.4	35.0
Incr Delay (d2), s/veh	41.3	1.4	1.7	9.3	0.5	57.7	34.6	39.1	38.7	51.9	6.1	127.9
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	11.5	5.8	5.4	3.3	3.1	11.7	8.8	13.9	14.2	12.0	8.1	24.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.5	29.6	30.1	51.8	34.6	96.2	73.8	74.8	74.5	90.7	38.5	162.9
LnGrp LOS	F	C	C	D	C	F	E	E	E	F	D	F
Approach Vol, veh/h		1260			738			1126			1565	
Approach Delay, s/veh		57.1			63.2			74.4			90.6	
Approach LOS		E			E			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	27.5	12.9	32.6	20.1	29.4	23.0	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	17.5	23.0	13.3	23.2	15.6	24.9	18.5	18.0
Max Q Clear Time (g_c+I1), s	19.5	24.5	8.6	15.8	16.3	26.9	20.5	20.0
Green Ext Time (p_c), s	0.0	0.0	0.1	2.1	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	73.4
HCM 6th LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	669	311	242	122	296	298	264	759	70	321	696	501
Future Volume (veh/h)	669	311	242	122	296	298	264	759	70	321	696	501
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	690	321	249	126	305	204	272	782	72	331	718	310
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	778	566	429	158	559	250	345	1018	94	401	1157	516
Arrive On Green	0.23	0.29	0.29	0.09	0.16	0.16	0.10	0.31	0.31	0.12	0.33	0.33
Sat Flow, veh/h	3456	1925	1460	1781	3554	1585	3456	3290	303	3456	3554	1585
Grp Volume(v), veh/h	690	296	274	126	305	204	272	422	432	331	718	310
Grp Sat Flow(s),veh/h/ln	1728	1777	1608	1781	1777	1585	1728	1777	1816	1728	1777	1585
Q Serve(g_s), s	18.1	13.2	13.6	6.5	7.4	11.7	7.2	20.2	20.2	8.8	16.0	15.4
Cycle Q Clear(g_c), s	18.1	13.2	13.6	6.5	7.4	11.7	7.2	20.2	20.2	8.8	16.0	15.4
Prop In Lane	1.00		0.91	1.00		1.00	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	778	522	472	158	559	250	345	550	562	401	1157	516
V/C Ratio(X)	0.89	0.57	0.58	0.80	0.55	0.82	0.79	0.77	0.77	0.83	0.62	0.60
Avail Cap(c_a), veh/h	866	522	472	277	682	304	395	550	562	424	1157	516
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.2	28.0	28.2	41.9	36.4	38.2	41.2	29.3	29.3	40.5	26.7	26.5
Incr Delay (d2), s/veh	10.3	1.4	1.8	8.8	0.8	13.4	9.2	9.9	9.7	12.1	2.5	5.1
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	8.6	5.7	5.4	3.2	3.2	5.4	3.4	9.6	9.8	4.3	6.8	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.4	29.5	30.0	50.7	37.2	51.6	50.4	39.2	39.0	52.6	29.2	31.6
LnGrp LOS	D	C	C	D	D	D	D	D	D	D	C	C
Approach Vol, veh/h		1260			635			1126			1359	
Approach Delay, s/veh		38.3			44.5			41.9			35.5	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.4	33.5	12.8	32.0	13.8	35.0	25.6	19.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	11.5	29.0	14.6	26.9	10.7	29.8	23.5	18.0
Max Q Clear Time (g_c+I1), s	10.8	22.2	8.5	15.6	9.2	18.0	20.1	13.7
Green Ext Time (p_c), s	0.1	2.8	0.1	2.8	0.1	4.5	1.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	39.2
HCM 6th LOS	D

H STREET/CENTRAL AVENUE FAIR-SHARE CALCULATION WORKSHEET

Fair Share Calculation

Mustang Cannabis Project

Intersection: H Street/Central Avenue

Time Period: PM Peak Hour

Cumulative + Project Entering Volume	=	4549
Existing Volume	=	3755
Net New Volume	=	794
Project Added Volume	=	26
Project Percent Share(a)	=	3.3%

(a) Project Percent Share = 26 Trips / 794 Trips.

Appendix F

Tribal Consultation

City of LOMPOC

January 20, 2021

Barbareñno /Ventureñno Band of Mission Indians
Julie Tumamait-Stenslie, Chairperson
365 North Poli Ave
Ojai, California 93023

RE: Assembly Bill 52 Consultation, Mustang Lompoc Investors LLC Cannabis Growing and Processing Facility Project, City of Lompoc, California

Dear Chairperson Tumamait-Stenslie:

The City of Lompoc (City) is preparing an Initial Study – Mitigated Negative Declaration for the proposed Mustang Lompoc Investors LLC Cannabis Growing and Processing Facility Project located at 1501 North O Street and 801/805 Cordoba Avenue Lompoc, Santa Barbara County, California. The proposed project consists of the construction of a 68,126 gross square foot (GSF) pre-engineered metal building facility to be used for the cultivation, harvesting, and processing of cannabis. The project will also include landscaping, a bio-retention facility, and 61 parking spaces. The project involves 2,725 cubic yards of cut and 1,585 cubic yards of fill for a net export of 1,140 cubic yards of soil. The proposed project is subject to the California Environmental Quality Act.

The proposed project must comply with California Public Resources Code § 21080.3.1 (Assembly Bill [AB] 52 of 2014), which requires local governments to conduct meaningful consultation with California Native American tribes that have requested to be notified by lead agencies of proposed projects in the geographic area with which the tribe is traditionally and culturally affiliated.

The input of the Barbareñno /Ventureñno Band of Mission Indians is important to the City's planning process. Under AB 52, you have 30 days from receipt of this letter to respond in writing if you wish you consult on the proposed project. If you require any additional information or have any questions, please contact me at 805-875-8273 or via e-mail at g_stones@ci.lompoc.ca.us. Thank you for your assistance.

Sincerely,

Greg Stones
Principal Planner
City of Lompoc

Enclosure: Project Location Map

City of LOMPOC

January 20, 2021

Barbareño/Ventureño Band of Mission Indians
Patrick Tumamait
992 El Camino Corto
Ojai, California 93023

RE: Assembly Bill 52 Consultation, Mustang Lompoc Investors LLC Cannabis Growing and Processing Facility Project, City of Lompoc, California

Dear Mr. Tumamait:

The City of Lompoc (City) is preparing an Initial Study – Mitigated Negative Declaration for the proposed Mustang Lompoc Investors LLC Cannabis Growing and Processing Facility Project located at 1501 North O Street and 801/805 Cordoba Avenue Lompoc, Santa Barbara County, California. The proposed project consists of the construction of a 68,126 gross square foot (GSF) pre-engineered metal building facility to be used for the cultivation, harvesting, and processing of cannabis. The project will also include landscaping, a bio-retention facility, and 61 parking spaces. The project involves 2,725 cubic yards of cut and 1,585 cubic yards of fill for a net export of 1,140 cubic yards of soil. The proposed project is subject to the California Environmental Quality Act.

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Sincerely,

Greg Stones
Principal Planner
City of Lompoc

Enclosure: Project Location Map

City of LOMPOC

January 20, 2021

Barbareño/Ventureño Band of Mission Indians
Raudel Banuelos
331 Mira Flores
Camarillo, California 93012

RE: Assembly Bill 52 Consultation, Mustang Lompoc Investors LLC Cannabis Growing and Processing Facility Project, City of Lompoc, California

Dear Mr. Banuelos:

The City of Lompoc (City) is preparing an Initial Study – Mitigated Negative Declaration for the proposed Mustang Lompoc Investors LLC Cannabis Growing and Processing Facility Project located at 1501 North O Street and 801/805 Cordoba Avenue Lompoc, Santa Barbara County, California. The proposed project consists of the construction of a 68,126 gross square foot (GSF) pre-engineered metal building facility to be used for the cultivation, harvesting, and processing of cannabis. The project will also include landscaping, a bio-retention facility, and 61 parking spaces. The project involves 2,725 cubic yards of cut and 1,585 cubic yards of fill for a net export of 1,140 cubic yards of soil. The proposed project is subject to the California Environmental Quality Act.

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The input of the Barbareñno /Ventureñno Band of Mission Indians is important to the City's planning process. Under AB 52, you have 30 days from receipt of this letter to respond in writing if you wish you consult on the proposed project. If you require any additional information or have any questions, please contact me at 805-875-8273 or via e-mail at g_stones@ci.lompoc.ca.us. Thank you for your assistance.

Sincerely,

Greg Stones
Principal Planner
City of Lompoc

Enclosure: Project Location Map

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City of LOMPOC

January 20, 2021

Barbareño/Ventureño Band of Mission Indians
Eleanor Arrellanes
P. O. Box 5687
Ventura, California 93005

RE: Assembly Bill 52 Consultation, Mustang Lompoc Investors LLC Cannabis Growing and Processing Facility Project, City of Lompoc, California

Dear Ms. Arrellanes:

The City of Lompoc (City) is preparing an Initial Study – Mitigated Negative Declaration for the proposed Mustang Lompoc Investors LLC Cannabis Growing and Processing Facility Project located at 1501 North O Street and 801/805 Cordoba Avenue Lompoc, Santa Barbara County, California. The proposed project consists of the construction of a 68,126 gross square foot (GSF) pre-engineered metal building facility to be used for the cultivation, harvesting, and processing of cannabis. The project will also include landscaping, a bio-retention facility, and 61 parking spaces. The project involves 2,725 cubic yards of cut and 1,585 cubic yards of fill for a net export of 1,140 cubic yards of soil. The proposed project is subject to the California Environmental Quality Act.

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The input of the Barbareñno /Ventureñno Band of Mission Indians is important to the City's planning process. Under AB 52, you have 30 days from receipt of this letter to respond in writing if you wish you consult on the proposed project. If you require any additional information or have any questions, please contact me at 805-875-8273 or via e-mail at g_stones@ci.lompoc.ca.us. Thank you for your assistance.

Sincerely,

Greg Stones
Principal Planner
City of Lompoc

Enclosure: Project Location Map

City of LOMPOC

January 20, 2021

Chumash Council of Bakersfield
Julio Quair, Chairperson
729 Texas Street
Bakersfield, California 93307

RE: Assembly Bill 52 Consultation, Mustang Lompoc Investors LLC Cannabis Growing and Processing Facility Project, City of Lompoc, California

Dear Chairperson Quair:

The City of Lompoc (City) is preparing an Initial Study – Mitigated Negative Declaration for the proposed Mustang Lompoc Investors LLC Cannabis Growing and Processing Facility Project located at 1501 North O Street and 801/805 Cordoba Avenue Lompoc, Santa Barbara County, California. The proposed project consists of the construction of a 68,126 gross square foot (GSF) pre-engineered metal building facility to be used for the cultivation, harvesting, and processing of cannabis. The project will also include landscaping, a bio-retention facility, and 61 parking spaces. The project involves 2,725 cubic yards of cut and 1,585 cubic yards of fill for a net export of 1,140 cubic yards of soil. The proposed project is subject to the California Environmental Quality Act.

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The input of the Chumash Council of Bakersfield is important to the City's planning process. Under AB 52, you have 30 days from receipt of this letter to respond in writing if you wish you consult on the proposed project. If you require any additional information or have any questions, please contact me at 805-875-8273 or via e-mail at g_stones@ci.lompoc.ca.us. Thank you for your assistance.

Sincerely,

GS

Greg Stones
Principal Planner
City of Lompoc

Enclosure: Project Location Map

100 CIVIC CENTER PLAZA, LOMPOC, CA 93436
PHONE: 805-736-1261 FAX: 805-736-5347

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City of LOMPOC

January 20, 2021

Coastal Band of the Chumash Nation
Mariza Sullivan, Chairperson
P. O. Box 4464
Santa Barbara, California 93140

RE: Assembly Bill 52 Consultation, Mustang Lompoc Investors LLC Cannabis Growing and Processing Facility Project, City of Lompoc, California

Dear Chairperson Sullivan:

The City of Lompoc (City) is preparing an Initial Study – Mitigated Negative Declaration for the proposed Mustang Lompoc Investors LLC Cannabis Growing and Processing Facility Project located at 1501 North O Street and 801/805 Cordoba Avenue Lompoc, Santa Barbara County, California. The proposed project consists of the construction of a 68,126 gross square foot (GSF) pre-engineered metal building facility to be used for the cultivation, harvesting, and processing of cannabis. The project will also include landscaping, a bio-retention facility, and 61 parking spaces. The project involves 2,725 cubic yards of cut and 1,585 cubic yards of fill for a net export of 1,140 cubic yards of soil. The proposed project is subject to the California Environmental Quality Act.

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The input of the Coastal Band of the Chumash Nation is important to the City's planning process. Under AB 52, you have 30 days from receipt of this letter to respond in writing if you wish you consult on the proposed project. If you require any additional information or have any questions, please contact me at 805-875-8273 or via e-mail at g_stones@ci.lompoc.ca.us. Thank you for your assistance.

Sincerely,

Greg Stones
Principal Planner
City of Lompoc

Enclosure: Project Location Map

City of LOMPOC

January 20, 2021

Northern Chumash Tribal Council
Fred Collins, Spokesperson
P.O. Box 6533
Los Osos, California 93412

RE: Assembly Bill 52 Consultation, Mustang Lompoc Investors LLC Cannabis Growing and Processing Facility Project, City of Lompoc, California

Dear Mr. Collins:

The City of Lompoc (City) is preparing an Initial Study – Mitigated Negative Declaration for the proposed Mustang Lompoc Investors LLC Cannabis Growing and Processing Facility Project located at 1501 North O Street and 801/805 Cordoba Avenue Lompoc, Santa Barbara County, California. The proposed project consists of the construction of a 68,126 gross square foot (GSF) pre-engineered metal building facility to be used for the cultivation, harvesting, and processing of cannabis. The project will also include landscaping, a bio-retention facility, and 61 parking spaces. The project involves 2,725 cubic yards of cut and 1,585 cubic yards of fill for a net export of 1,140 cubic yards of soil. The proposed project is subject to the California Environmental Quality Act.

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The input of the Northern Chumash Tribal Council is important to the City's planning process. Under AB 52, you have 30 days from receipt of this letter to respond in writing if you wish you consult on the proposed project. If you require any additional information or have any questions, please contact me at 805-875-8273 or via e-mail at g_stones@ci.lompoc.ca.us. Thank you for your assistance.

Sincerely,

Greg Stones
Principal Planner
City of Lompoc

Enclosure: Project Location Map

City of LOMPOC

January 20, 2021

San Luis Obispo County Chumash Council
Mark Vigil, Chief
1030 Ritchie Road
Grover Beach, California 93433

RE: Assembly Bill 52 Consultation, Mustang Lompoc Investors LLC Cannabis Growing and Processing Facility Project, City of Lompoc, California

Dear Chief Vigil:

The City of Lompoc (City) is preparing an Initial Study – Mitigated Negative Declaration for the proposed Mustang Lompoc Investors LLC Cannabis Growing and Processing Facility Project located at 1501 North O Street and 801/805 Cordoba Avenue Lompoc, Santa Barbara County, California. The proposed project consists of the construction of a 68,126 gross square foot (GSF) pre-engineered metal building facility to be used for the cultivation, harvesting, and processing of cannabis. The project will also include landscaping, a bio-retention facility, and 61 parking spaces. The project involves 2,725 cubic yards of cut and 1,585 cubic yards of fill for a net export of 1,140 cubic yards of soil. The proposed project is subject to the California Environmental Quality Act.

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The input of the San Luis Obispo County Chumash Council is important to the City's planning process. Under AB 52, you have 30 days from receipt of this letter to respond in writing if you wish you consult on the proposed project. If you require any additional information or have any questions, please contact me at 805-875-8273 or via e-mail at g_stones@ci.lompoc.ca.us. Thank you for your assistance.

Sincerely,

Greg Stones
Principal Planner
City of Lompoc

Enclosure: Project Location Map

City of LOMPOC

January 20, 2021

Santa Ynez Band of Chumash Indians
Freddie Romero, Chairperson
P.O. Box 517
Santa Ynez, California 93460

RE: Assembly Bill 52 Consultation, Mustang Lompoc Investors LLC Cannabis Growing and Processing Facility Project, City of Lompoc, California

Dear Chairperson Romero:

The City of Lompoc (City) is preparing an Initial Study – Mitigated Negative Declaration for the proposed Mustang Lompoc Investors LLC Cannabis Growing and Processing Facility Project located at 1501 North O Street and 801/805 Cordoba Avenue Lompoc, Santa Barbara County, California. The proposed project consists of the construction of a 68,126 gross square foot (GSF) pre-engineered metal building facility to be used for the cultivation, harvesting, and processing of cannabis. The project will also include landscaping, a bio-retention facility, and 61 parking spaces. The project involves 2,725 cubic yards of cut and 1,585 cubic yards of fill for a net export of 1,140 cubic yards of soil. The proposed project is subject to the California Environmental Quality Act.

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The input of the Santa Ynez Band of Chumash Indians is important to the City's planning process. Under AB 52, you have 30 days from receipt of this letter to respond in writing if you wish you consult on the proposed project. If you require any additional information or have any questions, please contact me at 805-875-8273 or via e-mail at g_stones@ci.lompoc.ca.us. Thank you for your assistance.

Sincerely,

Greg Stones
Principal Planner
City of Lompoc

Enclosure: Project Location Map