INITIAL STUDY/NEGATIVE DECLARATION
[Pursuant to Public Resources Code Section 21080(c) and California Code of Regulations, Title 14, Sections 15070-15071]

LEAD AGENCY: San Joaquin County Community Development Department

PROJECT APPLICANT: Datta Yoga Center/Tulasi C Tummala

PROJECT TITLE/FILE NUMBER(S): PA-2100238 (UP)

PROJECT DESCRIPTION: This project is a Conditional Use Permit application for a Religious Assembly to be developed in 2 phases over 5 years. Phase 1 includes the construction of a 5,000 square foot temple/assembly hall for up to 250 people, and a 3,000 square foot priest quarters dwelling unit. Phase 2 includes the construction of a 12,000 square foot temple building, and a 7,000 square foot addition to the Phase 1 assembly hall building. Phase 2 proposes an attendance increase to 750 people. The project proposes new on-site well and septic, and an on-site retention pond. The project site is not under a Williamson Act contract. (Use Types: Assembly-Religious)

The project site is located on the north side of West Bethany Road, 1,045 feet west of South Naglee Road, north of Tracy.

ASSESSOR PARCEL NO.: 212-020-07

ACRES: 21.79-acres

GENERAL PLAN: A/G

ZONING: AG-40

POTENTIAL POPULATION, NUMBER OF DWELLING UNITS, OR SQUARE FOOTAGE OF USE(S):
A religious assembly with an attendance of 750 people containing 27,000 square feet at full buildout.

SURROUNDING LAND USES:

NORTH: Agriculture with scattered residences
SOUTH: Agricultural with scattered residences/City of Tracy
EAST: Agricultural with scattered residences/City of Tracy
WEST: Agricultural with scattered residences

REFERENCES AND SOURCES FOR DETERMINING ENVIRONMENTAL IMPACTS:

Original source materials and maps on file in the Community Development Department including: all County and City general plans and community plans; assessor parcel books; various local and FEMA flood zone maps; service district maps; maps of geologic instability; maps and reports on endangered species such as the Natural Diversity Data Base; noise contour maps; specific roadway plans; maps and/or records of archeological/historic resources; soil reports and maps; etc.

Many of these original source materials have been collected from other public agencies or from previously prepared EIR's and other technical studies. Additional standard sources, which should be specifically cited below, include on-site visits by staff, note staff knowledge or experience; and independent environmental studies submitted to the County as part of the project application (San Joaquin Valley Air Pollution Control District Air Impact Assessment dated September 30, 2022, Traffic Impact Study by Willdan Engineering Dated January 17, 2023, Delta Stewardship Council Covered Actions Checklist). Copies of these reports can be found by contacting the Community Development Department.

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

No.

GENERAL CONSIDERATIONS:

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

   ☐ Yes ☒ No

   Nature of concern(s): Enter concern(s).

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

   ☒ Yes ☐ No

   Agency name(s): **Air Pollution Control District**

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

   ☒ Yes ☐ No

   City: **Tracy**

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology / Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology / Water Quality	☐ Land Use / Planning	☐ Mineral Resources
☐ Noise	☐ Population / Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities / Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency) On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature: Giuseppe Sanfilippo
Associate Planner

4-4-2023
Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question; and

   b) the mitigation measure identified, if any, to reduce the impact to less than significance.

Issues:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
I. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:					
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐	☐
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publically accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐	☐

Impact Discussion:

a-d) This project is a Conditional Use Permit application for a Religious Assembly to be developed in 2 phases over 5 years. Phase 1 includes the construction of a 5,000 square foot temple/assembly hall for up to 250 people, and a 3,000 square foot priest quarters dwelling unit. Phase 2 includes the construction of a 12,000 square foot temple building, and a 7,000 square foot addition to the Phase 1 assembly hall building Phase 2 proposes an attendance increase to 750 people. At full buildout, the facility will contain 27,000 square feet of building space.

The project site is not located along a designated scenic route pursuant to 2035 General Plan Figure 12-2, and the surrounding area is a mixture of residential and agricultural uses. The proposed building will be subject to all applicable Development Title requirements regarding setbacks and building heights. As a result, the proposed project is not anticipated to have an impact on aesthetics.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
II. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. -- Would the project:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	☐	☐	☒	☐	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☒	☐	☐
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☒	☐	☐
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☒	☐	☐
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☒	☐	☐

Impact Discussion:

a-e) This project is a Conditional Use Permit application for a Religious Assembly to be developed in 2 phases over 5 years. Phase 1 includes the construction of a 5,000 square foot temple/assembly hall for up to 250 people, and a 3,000 square foot priest quarters dwelling unit. Phase 2 includes the construction of a 12,000 square foot temple building, and a 7,000 square foot addition to the Phase 1 assembly hall building. Phase 2 proposes an attendance increase to 750 people. At full buildout, the facility will contain 27,000 square feet of building space. A religious assembly is classified under the Assembly-Religious use type and may be a conditionally permitted use in the AG-40 (General Agriculture, 40-acre minimum) zone with an approved Conditional Use Permit application. The project site is not under Williamson Act contract. The closest parcels with farming activity are immediately adjacent to the east and west of the project site. The project proposes no paving or landscaping within 50 feet of the east, west, or north property lines, and no building construction within 100 feet of any property line. As a result, no agricultural activities on adjacent parcels will be impacted. No forest or timberland exists in the area. Therefore, the proposed application will have no impact on agriculture and forestry resources.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐	☐
d) Result in substantial emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐	☐

Impact Discussion:

a-d) This project is a Conditional Use Permit application for a Religious Assembly to be developed in 2 phases over 5 years. Phase 1 includes the construction of a 5,000 square foot temple/assembly hall for up to 250 people, and a 3,000 square foot priest quarters dwelling unit. Phase 2 includes the construction of a 12,000 square foot temple building, and a 7,000 square foot addition to the Phase 1 assembly hall building Phase 2 proposes an attendance increase to 750 people. At full buildout, the facility will contain 27,000 square feet of building space. On November 24, 2021, the SJVAPCD provided written notice that an Air Impact Assessment (AIA) would be required for the project. On September 30, 2022, the SJVAPCD issued the final AIA approval for the project. The SJVAPCD determined that the construction and operation for the project will be less than two-tons of NOx per year, and two tons PM10 per year. The SJVAPCD provided the following mitigation measures:

- For each project phase, within 30-days of issuance of the first certificate of occupancy, if applicable, submit to the District a summary report of the construction start, and end dates, and the date of issuance of the first certificate of occupancy. Otherwise, submit to the District a summary report of the construction start and end dates within 30 days of the end of each phase of construction.
- For each project phase, all records shall be maintained on site during construction and for a period of ten years
  following either the end of construction or the issuance of the first certificate of occupancy, whichever is later. Records shall be made available for District inspection upon request.
- For each project phase, maintain records of (1) the construction start and end dates and (2) the date of issuance of the first certificate of occupancy, if applicable.
- Improve Walkability to and from site.
- Improve Destination Accessibility within 4-miles of site.
- Improve Pedestrial Network.

In addition to these measures, the project will be required to file a Dust Control Plan prior to commencing any earth moving activities and obtain an Authority to Construct and Permit to Operate prior to the installation of equipment that controls or may emit air contaminants. As a result, air impacts are anticipated to be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
IV. BIOLOGICAL RESOURCES: Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒	☐
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒	☐

Impact Discussion:

a-f) This project is a Conditional Use Permit application for a Religious Assembly to be developed in 2 phases over 5 years. Phase 1 includes the construction of a 5,000 square foot temple/assembly hall for up to 250 people, and a 3,000 square foot priest quarters dwelling unit. Phase 2 includes the construction of a 12,000 square foot temple building, and a 7,000 square foot addition to the Phase 1 assembly hall building. Phase 2 proposes an attendance increase to 750 people. At full buildout, the facility will contain 27,000 square feet of building space. The Natural Diversity Database list the Swainson's hawk (Buteo Swainsoni), Great Valley Oak Riparian Woodland, Mason's lilaeopsis, burrowing owl (Athene cunicularia), and the San Joaquin kit fox (Vulpes Macrotis mutica) as rare, threatened, or endangered species in the project vicinity. The San Joaquin Council of Governments (SJCOG) has determined that the project is subject to the San Joaquin Multi-Species Habitat Conservation and Open Space Plan (SJMSCP), and the applicant has confirmed that they will participate. As a result, participation in the SJMSCP, and will be included in the conditions of project approval for this proposal, and participation will be required prior to issuance of any building permits. Pursuant to the *Final EIR/EIS for San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP),* dated November 15, 2000, and certified by SJCOG on December 7, 2000, participation in the SJMSCP is expected to reduce impacts to biological resources resulting from the proposed project to a less-than-significant level.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
V. CULTURAL RESOURCES. Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource pursuant to§ 15064.5?	☐	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐	☐

Impact Discussion:

a-c) This project is a Conditional Use Permit application for a Religious Assembly to be developed in 2 phases over 5 years. Phase 1 includes the construction of a 5,000 square foot temple/assembly hall for up to 250 people, and a 3,000 square foot priest quarters dwelling unit. Phase 2 includes the construction of a 12,000 square foot temple building, and a 7,000 square foot addition to the Phase 1 assembly hall building. Phase 2 proposes an attendance increase to 750 people. At full buildout, the facility will contain 27,000 square feet of building space. No impact on cultural resources is anticipated. Should human remains be discovered during any ground disturbing activities, all work shall stop immediately in the vicinity (e.g. 100 feet) of the finds until they can be verified. The County coroner shall be immediately contacted in accordance with Health and Safety Code section 7050.5(b). Protocol and requirements outlined in Health and Safety Code sections 7050.5(b) and 7050.5(c) as well as Public Resources Code section 5097.98 shall be followed.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
VI. ENERGY. Would the project:					
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?	☐	☐	☒	☐	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐	☐

Impact Discussion:

a,b) This project is a Conditional Use Permit application for a Religious Assembly to be developed in 2 phases over 5 years. Phase 1 includes the construction of a 5,000 square foot temple/assembly hall for up to 250 people, and a 3,000 square foot priest quarters dwelling unit. Phase 2 includes the construction of a 12,000 square foot temple building, and a 7,000 square foot addition to the Phase 1 assembly hall building. Phase 2 proposes an attendance increase to 750 people. At full buildout, the facility will contain 27,000 square feet of building space. The California Energy Code (also titled The Energy Efficiency Standards for Residential and Non-residential Buildings) was created by the California Building Standards Commission in response to a legislative mandate to reduce California's energy consumption. The code's purpose is to advance the state's energy policy, develop renewable energy sources and prepare for energy emergencies. These standards are updated periodically by the California Energy Commission. The code includes energy conservation standards applicable to most buildings throughout California. These requirements will be applicable to any development at the time of building permit. This will ensure that any impacts to the environment due to wasteful, inefficient, or unnecessary consumption of energy will be reduced to less than significant and help to prevent any conflict with state or local plans for energy efficiency and renewable energy.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
VII. GEOLOGY AND SOILS. Would the project:					
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☒	☐	☐
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐	☐
iv) Landslides?	☐	☐	☒	☐	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐	☐
d) Be located on expansive soil and create direct or indirect risks to life or property?	☐	☐	☒	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☒	☐	☐
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒	☐

Impact Discussion:

(a-f) This project is a Conditional Use Permit application for a Religious Assembly to be developed in 2 phases over 5 years. Phase 1 includes the construction of a 5,000 square foot temple/assembly hall for up to 250 people, and a 3,000 square foot priest quarters dwelling unit. Phase 2 includes the construction of a 12,000 square foot temple building, and a 7,000 square foot addition to the Phase 1 assembly hall building. Phase 2 proposes an attendance increase to 750 people. At full buildout, the facility will contain 27,000 square feet of building space.

The Soil Survey of San Joaquin County classifies the soil on the parcel as *Egbert silty clay loam, 0 to 2 percent slopes;* and *Merritt silty clay loam, partially drained, 0 to 2 percent slopes.*

Egbert silty clay loam's permeability is slow and water capacity is high. This unit is suited to irrigated row and field crops. *Egbert silty clay loam* has a storie index rating of 58 and a land capability of IIw irrigated and IVW nonirrigated.

Merritt silty clay loam's permeability is slow and water capacity is high. This unit is suited to irrigated row and field crops. *Merritt silty clay loam* has a storie index rating of 68 and a land capability of IIw irrigated and IVw nonirrigated.

The project site contains expansive soil. At the time of future development, the Building Division will require a soils report to be submitted with a Building Permit application. The proposed project will not cause the risk of injury or death as a result of a rupture of a known earthquake fault, seismic activity, or landslides because there are no faults located near the project site, and the site is relatively flat. The proposed project will not result in substantial soil erosion or the loss of topsoil. The proposed project will not destroy a unique paleontological resource or site or unique geological feature. The proposed project is not located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. As a result, the impact to geology and soils is anticipated to be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
VIII. GREENHOUSE GAS EMISSIONS. Would the project: a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐	☐

Impact Discussion:

a-b) This project is a Conditional Use Permit application for a Religious Assembly to be developed in 2 phases over 5 years. Phase 1 includes the construction of a 5,000 square foot temple/assembly hall for up to 250 people, and a 3,000 square foot priest quarters dwelling unit. Phase 2 includes the construction of a 12,000 square foot temple building, and a 7,000 square foot addition to the Phase 1 assembly hall building. Phase 2 proposes an attendance increase to 750 people. At full buildout, the facility will contain 27,000 square feet of building space. Emissions (GHG) contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on earth. An individual project's GHG emissions are at a micro-scale level relative to global emissions and effects to global climate change; however, an individual project could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. As such, impacts related to emissions of GHG, are inherently considered cumulative impacts.

Implementation of the underlying project would cumulatively contribute to increases of GHG emissions. Estimated GHG emissions attributable to future development would be primarily associated with increases of carbon dioxide (CO_2) and, to a lesser extent, other GHG pollutants, such as methane (CH_4) and nitrous oxide (N_2O) associated with area sources, mobile sources or vehicles, utilities (electricity and natural gas), water usage, wastewater generation, and the generation of solid waste. The primary source of GHG emissions for the project would be mobile source emissions. The common unit of measurement for GHG is expressed in terms of annual metric tons of CO_2 equivalents ($MTCO_2e$/yr).

As noted previously, the underlying project will be subject to the rules and regulations of the SJVAPCD. The SJVAPCD has adopted the *Guidance for Valley Land- use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA* and the *District Policy – Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as the Lead Agency.**1*** The guidance and policy rely on the use of performance-based standards, otherwise known as Best Performance Standards (BPS) to assess significance of project specific GHG, on global climate change during the environmental review process, as required by CEQA. To be determined to have a less-than-significant individual and cumulative impact with regard to GHG, emissions, projects must include BPS sufficient to reduce GHG emissions by 29 percent when compared to Business As Usual (BAU) GHG emissions. Per the SJVAPCD, BAU is defined as projected emissions for the 2002-2004 baseline period. Projects which do not achieve a 29 percent reduction from BAU levels with BPS alone are required to quantify additional project-specific reductions demonstrating a combined reduction of 29 percent. Potential mitigation measures may include, but not limited to: on-site renewable energy (e.g. solar photovoltaic systems), electric vehicle charging stations, the use of alternative-fueled vehicles, exceeding Title 24 energy efficiency standards, the installation of energy-efficient lighting and control systems, the installation of energy-efficient mechanical systems, the installation of drought-tolerant landscaping, efficient irrigation systems, and the use of low-flow plumbing fixtures.

It should be noted that neither the SJVAPCD nor the County provide project-level thresholds for construction-related GHG emissions. Construction GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change. As a result, impacts related to GHG emissions are anticipated to be less than significant and not in conflict with any plans, policies, or regulations.

1 San Joaquin Valley Air Pollution Control District. *Guidance for Valley Land-use Agencies in Addressing GHG*

Emission Impacts for New Projects under CEQA. December 17, 2009.San Joaquin Valley Air Pollution Control District. *District Policy Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as the Lead Agency*. December 17, 2009.

IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐	☐

Impact Discussion:

a-g) This project is a Conditional Use Permit application for a Religious Assembly to be developed in 2 phases over 5 years. Phase 1 includes the construction of a 5,000 square foot temple/assembly hall for up to 250 people, and a 3,000 square foot priest quarters dwelling unit. Phase 2 includes the construction of a 12,000 square foot temple building, and a 7,000 square foot addition to the Phase 1 assembly hall building. Phase 2 proposes an attendance increase to 750 people. At full buildout, the facility will contain 27,000 square feet of building space. The project site is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would not create a significant hazard to the public or the environment.

The project would not result in, create or induce hazards and associated risks to the public. Construction activities for the project typically involve the use of toxic or hazardous materials such as paint, fuels, and solvents. Construction activities would be subject to federal, state, and local laws and requirements designed to minimize and avoid potential health and safety risks associated with hazardous materials The proposed application would not result in, create, or induce hazards and associated risks to the public as no significant impacts are anticipated related to the transport, use, or storage of hazardous materials during construction activities. Additionally, the site is not located within an Airport Land Use Plan (ALUP) or within 2-miles of an

existing airport. The project site does not physically interfere with an emergency evacuation plan or affect wildlands. Therefore, the project's impacts are less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
X. HYDROLOGY AND WATER QUALITY. Would the project:					
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☒	☐	☐	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☒	☐	☐	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☒	☐	☐	☐
i) result in substantial erosion or siltation on- or off-site;	☐	☒	☐	☐	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☒	☐	☐	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☒	☐	☐	☐
iv) impede or redirect flood flows?	☐	☒	☐	☐	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐	☐

Impact Discussion:

a-e) This project is a Conditional Use Permit application for a Religious Assembly to be developed in 2 phases over 5 years. Phase 1 includes the construction of a 5,000 square foot temple/assembly hall for up to 250 people, and a 3,000 square foot priest quarters dwelling unit. Phase 2 includes the construction of a 12,000 square foot temple building, and a 7,000 square foot addition to the Phase 1 assembly hall building. Phase 2 proposes an attendance increase to 750 people. A referral was sent to the Department of Public Works Flood Control Division for comments. At the time of future development, all new construction and the substantial improvement of any structure in the area of special flood hazard shall be elevated a minimum of 13-feet or flood-proofed in accordance to San Joaquin County Development Title Section 9-1605.12(a),(b), and (c).

The project site is located approximately 0.5 miles southeast of Old River. Additionally, the project site falls within the boundaries of Naglee-Burk Irrigation District. The project is designed so that all water will remain on-site. Therefore, no impacts are anticipated to Old River or the Naglee-Burk Irrigation District facilities.

The project will not substantially decrease groundwater supplies or interfere substantially with groundwater recharge, substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; create or contribute runoff water which would

exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or impede or redirect flood flows. Additionally, the proposed project would not risk release of pollutants in flood hazard, tsunami, or seiche zones.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
XI. LAND USE AND PLANNING. Would the project:					
a) Physically divide an established community?	☐	☐	☐	☒	☐
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐	☐

Impact Discussion:

b) This project is a Conditional Use Permit application for a Religious Assembly to be developed in 2 phases over 5 years. Phase 1 includes the construction of a 5,000 square foot temple/assembly hall for up to 250 people, and a 3,000 square foot priest quarters dwelling unit. Phase 2 includes the construction of a 12,000 square foot temple building, and a 7,000 square foot addition to the Phase 1 assembly hall building. Phase 2 proposes an attendance increase to 750 people. The project is not a growth-inducing action nor is it in conflict with any existing or planned uses. The Assembly-Religious use type may be conditionally permitted in the AG-40 (General Agriculture, 40-acre minimum) zone subject to an approved Conditional Use Permit application.

The project was reviewed under the Delta Stewardship Council's Delta Plan Covered Actions Checklist. A Covered Action is a development project within the boundary of the Delta Zone subject to the California Environmental Quality Act, carried out or approved by a public agency, which will have a significant impact on the Delta Stewardship Council's coequal goals, or the implementation of a government sponsored flood control program in the Delta. The project, although not statutory exempt from regulation, does not meet the definition of a Covered Action under the Delta Stewardship Council Delta Plan because all four of the following Screening Criteria do not apply, specifically Screening Criteria Number 4:

The plan, program, or project:

1. Is "...a plan, program, or project as defined pursuant to Public Resources Code Section 21065."

   Yes, the proposed project is an activity defined under Public Resources Code Section 21065. The application will require approval from the San Joaquin County Community Development Department and a component of the project is grading and construction of buildings, which, which will result in a direct or indirect physical change in the environment.

2. Will occur, in whole or in part, within the boundaries of the Delta or Suisun Marsh.

   Yes, the location of the project site is within the boundaries of the Delta Secondary Zone as defined in the Delta Plan.

3. Will be carried out, approved, or funded by the State or a local public agency.

   Yes, the proposed project will require approval from the San Joaquin County Community Development Department.

4. Will have a significant impact on the achievement of one or both of the coequal goals or the implementation of a government-sponsored flood control program to reduce risks to people, property, and State interests in the Delta;

   No, the project will not have a significant positive or negative impact on the achievement of one or both of the coequal goals or the implementation of a government-sponsored flood control program to reduce risks to people, property, and the State interests in the Delta. Moreover, it will not have a significant negative impact on the Delta ecosystem or the reliability of the water supply. The project will not have a significant impact on the achievement of the

coequal goals because it is proposing the construction of a religious assembly, which is conditionally permitted in the AG-40 zone with a Conditional Use Permit.

Because all four Screening Criteria cannot be met, the project, for the purposes of the Delta Plan, does not meet the definition of a Covered Action. Additionally, the project does not appear to fall under the regulatory policies listed in the checklist. Referrals have been sent to the Delta Protection Commission and Delta Stewardship Council for review.

The project was also reviewed for impacts based on the Delta Protection Commission's Land Use and Resource Management Plan. The policies in this document apply to the Primary Zone of the Delta and projects in the Secondary Zone that may have an impact on the Primary Zone. This project is located within the Secondary Zone, approximately 0.5 miles from the boundary of the Primary Zone and is not anticipated to have any impact on the Primary Zone. Therefore, the project is not subject to the policies of the Delta Protection Commission's Land Use and Resource Management Plan.

The zoning and the General Plan for the project site will remain the same if the project is approved. Additionally, the proposed project will have a less than significant impact to surrounding parcels and will not create premature development pressure on surrounding agricultural lands to convert land from agricultural uses to non-agricultural uses. The proposed project will not conflict with any existing or planned uses or set a significant land use precedent. The proposed project is not in conflict with any Master Plans, Specific Plans, or Special Purpose Plans, or any other applicable plan adopted by the County. As a result, the project's impacts to land use and planning considerations are anticipated to be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
XII. MINERAL RESOURCES. Would the project:					
a) Result in the loss of availability of a known_mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐	☐
b) Result in the loss of availability of a locally- important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☒	☐	☐

Impact Discussion:

a, b) This project is a Conditional Use Permit application for a Religious Assembly to be developed in 2 phases over 5 years. Phase 1 includes the construction of a 5,000 square foot temple/assembly hall for up to 250 people, and a 3,000 square foot priest quarters dwelling unit. Phase 2 includes the construction of a 12,000 square foot temple building, and a 7,000 square foot addition to the Phase 1 assembly hall building. Phase 2 proposes an attendance increase to 750 people. The proposed project will not result in the loss of availability of a known mineral resource of a resource recovery site because the site does not contain minerals of significance or known mineral resources. San Joaquin County applies a mineral resource zone (MRZ) designation to land that meets the significant mineral deposits definition by the State Division of Mines and Geology. The project site is not in an area designated MRZ, there is currently no mining activity in the area, and the surrounding area is developed with agricultural and residential uses. Therefore, the proposed project applications will have less than a significant impact on the availability of mineral resources or mineral resource recovery sites within San Joaquin County.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
XIII. NOISE. Would the project result in:					
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐	☐
c) For a project within the vicinity of a private airstrip or an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐	☐

Impact Discussion:

a-c) This project is a Conditional Use Permit application for a Religious Assembly to be developed in 2 phases over 5 years. Phase 1 includes the construction of a 5,000 square foot temple/assembly hall for up to 250 people, and a 3,000 square foot priest quarters dwelling unit. Phase 2 includes the construction of a 12,000 square foot temple building, and a 7,000 square foot addition to the Phase 1 assembly hall building Phase 2 proposes an attendance increase to 750 people.

The nearest single-family residence is located approximately 1,100 feet east of the project site. Development Title Section 9-404.040 lists the Residential use type as a noise sensitive land use. Development Title Section Table 9-404.050 states that the maximum sound level for stationary noise sources during the daytime and nighttime and 65dB. This applies to outdoor activity areas of the receiving use, or applies at the lot line if no activity area is known. Additionally, noise from construction activities are exempt from noise standards provided the construction occur no earlier than 6:00 A.M. and no later than 9:00 P.M. The proposed project would be subject to these Development Title standards. Therefore, noise impacts from the proposed project are expected to be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
XIV. POPULATION AND HOUSING. Would the project:					
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	☐

Impact Discussion:

a-b) This project is a Conditional Use Permit application for a Religious Assembly to be developed in 2 phases over 5 years. Phase 1 includes the construction of a 5,000 square foot temple/assembly hall for up to 250 people, and a 3,000 square foot priest quarters dwelling unit. Phase 2 includes the construction of a 12,000 square foot temple building, and a 7,000 square foot addition to the Phase 1 assembly hall building. Phase 2 proposes an attendance increase to 750 people. The project will not induce substantial unplanned population growth in the area. The project also will not displace substantial numbers of existing people or housing as there is no reduction in the number of available housing units. Therefore, the project's impact on population and housing will be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
XV. PUBLIC SERVICES.					
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	☐	☐	☒	☐	☐
Fire protection?	☐	☐	☒	☐	☐
Police protection?	☐	☐	☒	☐	☐
Schools?	☐	☐	☒	☐	☐
Parks?	☐	☐	☒	☐	☐
Other public facilities?	☐	☐	☒	☐	☐

Impact Discussion:

a) This project is a Conditional Use Permit application for a Religious Assembly to be developed in 2 phases over 5 years. Phase 1 includes the construction of a 5,000 square foot temple/assembly hall for up to 250 people, and a 3,000 square foot priest quarters dwelling unit. Phase 2 includes the construction of a 12,000 square foot temple building, and a 7,000 square foot addition to the Phase I assembly hall building. Phase II attendance is proposed to increase to 750 people. The existing fire protection is provided by the South San Joaquin County Fire Authority (SSJCFA), existing law enforcement protection is provided by the San Joaquin County Sheriff's Department, and the existing school services are provided by the Tracy Unified School District. There are no parks in the vicinity, and none are required to be provided. Therefore, the project will not result in the need for additional fire protection, police protection, schools, parks, or other public facilities.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
XVI. RECREATION.					
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐	☐

Impact Discussion:

a,b) This project is a Conditional Use Permit application for a Religious Assembly to be developed in 2 phases over 5 years. Phase 1 includes the construction of a 5,000 square foot temple/assembly hall for up to 250 people, and a 3,000 square foot priest quarters dwelling unit. Phase 2 includes the construction of a 12,000 square foot temple building, and a 7,000 square foot addition to the Phase 1 assembly hall building. Phase 2 attendance is proposed to increase to 750 people. The proposed project will not substantially increase the use of existing neighborhood and regional parks because there is no increase in permanent housing with this application. Additionally, the project does not include recreation facilities or require the construction or expansion of existing recreational facilities, which might have an adverse physical effect on the environment. No impacts to recreation opportunities are anticipated.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
XVII. TRANSPORTATION. Would the project:					
a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?	☐	☐	☐	☒	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐	☐

Impact Discussion:

a-d) This project is a Conditional Use Permit application for a Religious Assembly to be developed in 2 phases over 5 years. Phase 1 includes the construction of a 5,000 square foot temple/assembly hall for up to 250 people, and a 3,000 square foot priest quarters dwelling unit. Phase 2 includes the construction of a 12,000 square foot temple building, and a 7,000 square foot addition to the Phase 1 assembly hall building. Phase 2 attendance is proposed to increase to 750 people. The project was referred to the Department of Public Works on February 14, 2022 for review, and Public Works determined a Traffic Impact Study (TIS) was required.

A Traffic Impact Study (TIS) dated January 17, 2023, completed by Willdan Engineering included a Vehicle Miles Traveled (VMT) review. The proposed project will serve a congregation from 5 geographical locations; Tracy proper, Tracy Hills, Mountain House, Lathrop, and Manteca. Currently, these members assemble at a facility in Fremont. The TIS concludes that the proposed project will result in a large reduction in average VMT traveled by the congregation. The proposed project can be considered as local serving project and can be screened out of a full VMT analysis. The Table below demonstrates the reduction in travel distance (miles). As a result, VMT impacts are anticipated to be less than significant.

ATTENDEE LOCATIONS	DISTANCE TRAVELED TO (MILES)		REDUCTION IN TRAVEL DISTANCE (MILES)
	FREMONT ASSEMBLY / TEMPLE	BETHANY ROAD ASSEMBLY / TEMPLE	
Mountain House	36	7	-29
Tracy Hills	42	11	-31
Lathrop	52	17	-35
Manteca	54	19	-35
Tracy	40	7	-33

The project is not expected to conflict with any program plans, ordinances, or policies addressing the vehicle circulation system. There will be no changes to the geometric design of roads or to emergency access routes. The existing driveways meet all applicable Development Title standards. Therefore, the proposed project will have adequate emergency access. As a result, the project will have a less than significant impact on transportation.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
XVIII. TRIBAL CULTURAL RESOURCES.					
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒	☐
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒	☐

Impact Discussion:

a) This project is a Conditional Use Permit application for a Religious Assembly to be developed in 2 phases over 5 years. Phase 1 includes the construction of a 5,000 square foot temple/assembly hall for up to 250 people, and a 3,000 square foot priest quarters dwelling unit. Phase 2 includes the construction of a 12,000 square foot temple building, and a 7,000 square foot addition to the Phase 1 assembly hall building. Phase 2 attendance is proposed to increase to 750 people. A referral was sent to the United Auburn Indian Community (UAIC), North Valley Yokuts Tribe, and the Buena Vista Rancheria for review related to potential Tribal Cultural Resources (TCR).

If any suspected TCR are discovered during ground disturbing construction activities, all work shall cease within 100 feet of the find. A tribal representative from culturally affiliated tribes shall be immediately notified and shall determine if the find is a TCR pursuant to Public Resources Code Section 21074. The tribal representative will make recommendations regarding the treatment of the discovery. Preservation in place is the preferred alternative under CEQA and UAIC protocols, and every effort must be made to preserve the resources in place, including through project redesign. Work at the discovery location cannot resume until all necessary investigation and evaluation of the discovery under the requirements of CEQA, including AB 52, has been satisfied. The contractor shall implement any measures deemed by the lead agency to be necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including but not limited to, facilitating the appropriate tribal treatment of the find, as necessary. This has been incorporated into the project's Conditions of Approval.

Additionally, if human remains are discovered during any ground disturbing activities, all work shall stop immediately in the vicinity (e.g. 100 feet) of the finds until they can be verified. The County Coroner shall be immediately contacted in accordance with Health and Safety Code section 7050.5(b). Protocol and requirements outlined in Health and Safety Code sections 7050.5(b) and 7050.5(c) as well as Public Resources Code section 5097.98 shall be followed.

As a result of the Conditions of Approval for the discovery of TCRs and meeting the existing Health and Safety Code regulations, the impact to tribal cultural resources is anticipated to be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
XIX. UTILITIES AND SERVICE SYSTEMS. Would the project:					
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☒	☐	☐	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☒	☐	☐	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☒	☐	☐	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒	☐

Impact Discussion:

a-c) This project is a Conditional Use Permit application for a Religious Assembly to be developed in 2 phases over 5 years. Phase 1 includes the construction of a 5,000 square foot temple/assembly hall for up to 250 people, and a 3,000 square foot priest quarters dwelling unit. Phase 2 includes the construction of a 12,000 square foot temple building, and a 7,000 square foot addition to the Phase 1 assembly hall building. Phase 2 attendance is proposed to increase to 750 people. The project site will be required to keep all storm drainage on-site, and the project proposes on on-site stormwater retention pond. The Department of Public Works will determine the appropriate size of the proposed stormwater pond. Any on-site well and septic system will be required to be constructed under permit by the Environmental Health Department. Therefore, the impact on public services will be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
XX. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:					
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐	☐

Impact Discussion:

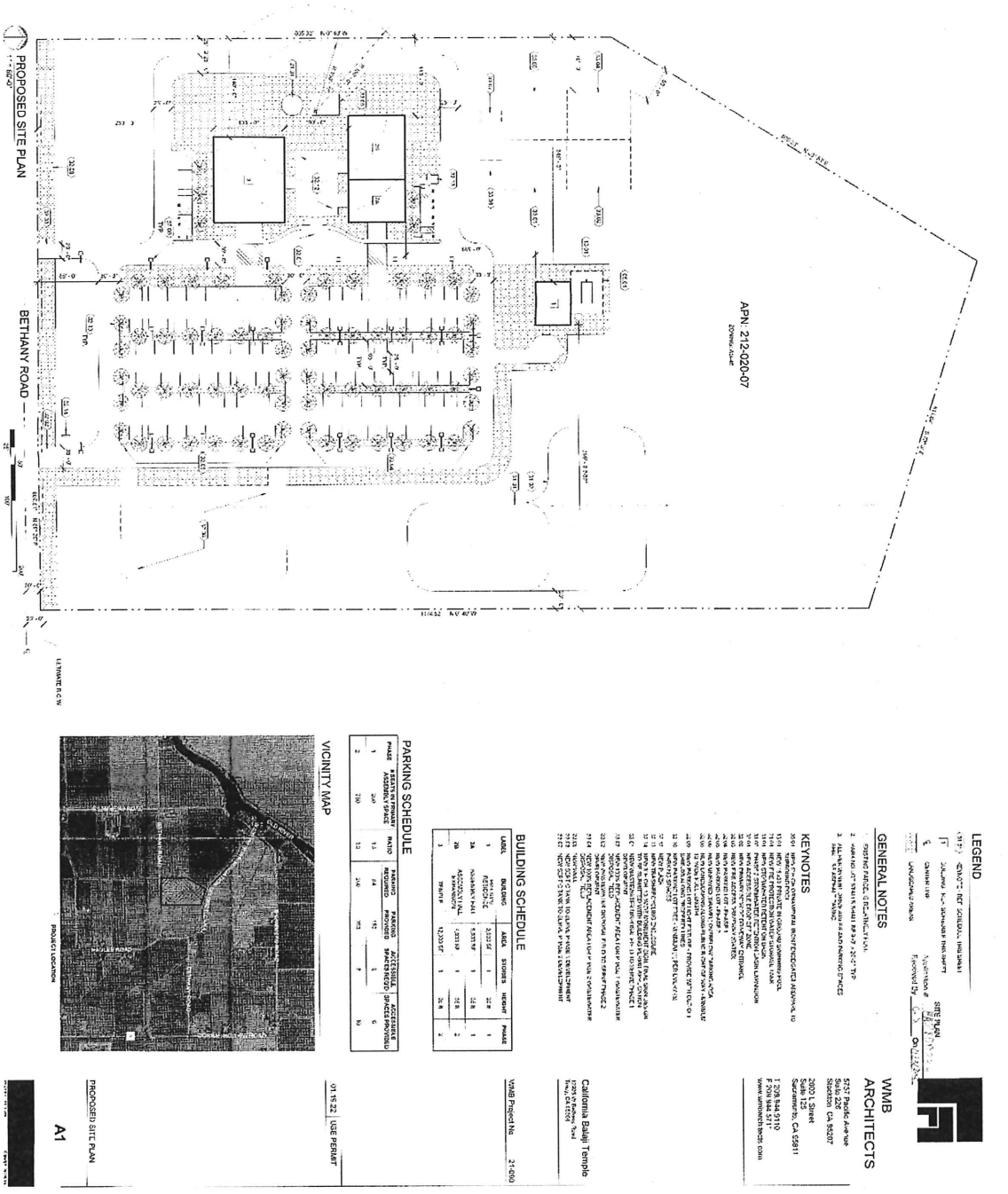
a-d) This project is a Conditional Use Permit application for a Religious Assembly to be developed in 2 phases over 5 years. Phase 1 includes the construction of a 5,000 square foot temple/assembly hall for up to 250 people, and a 3,000 square foot priest quarters dwelling unit. Phase 2 includes the construction of a 12,000 square foot temple building, and a 7,000 square foot addition to the Phase 1 assembly hall building. Phase 2 attendance is proposed to increase to 750 people. Pursuant to the San Joaquin Fire Severity Zone map, the project site is located in a local responsibility area fire zone designation. The project proposes two driveways: a 20-foot-wide driveway and a 30-foot-wide driveway, in accordance with fire road standards. Therefore, the proposed project will have a less than significant impact on wildfire hazards.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
XXI. MANDATORY FINDINGS OF SIGNIFICANCE a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒	☐

Impact Discussion:

a-c) This project is a Conditional Use Permit application for a Religious Assembly to be developed in 2 phases over 5 years. Phase 1 includes the construction of a 5,000 square foot temple/assembly hall for up to 250 people, and a 3,000 square foot priest quarters dwelling unit. Phase 2 includes the construction of a 12,000 square foot temple building, and a 7,000 square foot addition to the Phase 1 assembly hall building. Phase 2 attendance is proposed to increase to 750 people. The proposed application does not have the potential to degrade the environment or eliminate a plant or animal community or eliminate important examples of major periods of California history or prehistory. The project would not result in significant cumulative impacts or cause substantial adverse effects on human beings, either directly or indirectly.

ATTACHMENT: (MAP[S] OR PROJECT SITE PLAN[S])



Covered Actions Checklist

This checklist is a discretionary tool for state and local agencies to use in determining whether a plan, program, or project is a "Covered Action" (Delta Plan Chapter 2), as defined in the Delta Reform Act (Water Code section 85057.5(a)).

Note: the responsibility for making this determination rests with the State and local agencies, subject to judicial review.

Covered Action Title:

STEP 1: Determine if the plan, program, or project is exempt from the definition of a "covered action".

THE PLAN, PROGRAM OR PROJECT:

1. Is the plan, project, or program exempt from the definition of a covered action?

For specific details on what is statutorily exempt from regulation as a "covered action" refer to:

(Water Code section 85057.5 (b.)), included in (Appendix F of the Delta Plan) and (Chapter 2 of the Delta Plan)

☐ Yes ☑ No

If "YES", the plan, program, or project is exempt from the Council's regulatory authority – NO FURTHER STEPS REQUIRED.

If "NO", the plan, program or project is not exempt from the definition of a covered action – PROCEED TO STEP 2.

STEP 2: Determine if the plan, program, or project meets all four "Screening Criteria" listed below.

THE PLAN, PROGRAM OR PROJECT:

1. Is this a plan, program, or project as defined pursuant to Public Resources Code section 21065;

This criteria would be met if the plan, program, or project meets the definition of a project under the California Environmental Quality Act (CEQA) Public Resources Code section 21065 that defines the term "project" for purposes of potential CEQA review.

☑ Yes ☐ No

2. Will occur, in whole or in part, within the boundaries of the Delta or Suisun Marsh;

This criteria would be met if, for example, water intended for use upstream of the statutory Delta or Suisun March were transferred through the statutory Delta or Suisun Marsh (pursuant for example, to a water transfer longer than 1 year in duration).

☑ Yes ☐ No

3. Will be carried out, approved, or funded by the State or a local public agency;

This criteria would be met if the plan, program, or project is (a) an activity directly undertaken by any state or local public agency,

(b) An activity undertaken by a person which is supported, in whole or in part, through contracts, grants, subsidies, loans, or other forms of assistance from one or more state or local public agencies, or (c) An activity that involves the issuance to a person of lease, permit, license, certificate, or other entitlement for use by one or more state or local public agencies.

☑ Yes ☐ No

4. Will have a significant impact on the achievement of one or both of the coequal goals or the implementation of a government-sponsored flood control program to reduce risks to people, property, and State interests in the Delta;

"Significant Impact" means a substantial positive or negative impact on the achievement of one or both of the coequal goals or the implementation of a government-sponsored flood control program to reduce risks to people, property, and state interests in the Delta, that is directly or indirectly caused by a project on its own or when the project's incremental effect is considered together with the impacts of other closely-related past, present, or reasonably foreseeable future projects. The coequal goals and government-sponsored flood control programs are further defined in Chapters 3, 4, and 7.

The following categories of projects will not have a significant impact for this purpose:

- Ministerial" projects exempted from CEQA, pursuant to Public Resources Code Section 21080(b)(1);
- "Emergency" projects exempted from CEQA, pursuant to Public Resources Code Section 21080(b)(2)-(4);
- Temporary water transfers of up to one year in duration. This provision shall remain in effect only through December 31, 2016, and as of January 1, 2017, is repealed, unless the Council acts to extend the provision prior to that date.;

- Other projects exempted from CEQA, unless there are unusual circumstances indicating a reasonable possibility that the project will have a significant impact under Water Code Section 85057.5(a)(4). Examples of unusual circumstances could arise in connection with, among other things:
    - Local government general plan amendments for the purpose of achieving consistency with the Delta Protection Commission's Land Use and Resource Management Plan; and,
    - Small-scale habitat restoration projects, as referred to in CEQA Guidelines 15333, proposed in important restoration areas, but which are inconsistent with the Delta Plan's policy related to appropriate habitat restoration for a given land elevation.

☐ Yes ☑ No

If "NO" to any in step 2 above, the plan, program, or project, for purposes of the Delta Plan, does not meet the definition of Covered Action, NO FURTHER STEPS REQUIRED.

If "YES" to all four in step 2 above, then the plan, program or project is considered, for purposes of the Delta Plan, a Proposed Action – PROCEED TO STEP 3.

STEP 3: Determine if the Proposed Action is covered by one or more Delta Plan regulatory policies below - the final Screening Criteria.

THE PROPOSED ACTION:

1. Is covered by one or more of the regulatory policies contained in Chapters 3, 4, 5, and 7;

DELTA PLAN CHAPTER 3

WR P1 / Cal. Code Regs., tit. 23, § 5003: This policy covers all Proposed Actions that would export water from, transfer water through, or use water in the Delta, but does not cover any such action unless one or more water suppliers would receive water as a result of the proposed action.

WR P2 / Cal. Code Regs., tit. 23, § 5004: This policy covers all Proposed Actions that involve water supply or water transfer contracts from the State Water Project (SWP) and/or the Central Valley Project (CVP).

DELTA PLAN CHAPTER 4

ER P1 / Cal. Code Regs., tit. 23, § 5005: This policy covers all Proposed Actions that could significantly affect flow in the Delta.

ER P2 / Cal. Code Regs., tit. 23, § 5006: This policy covers all Proposed Actions that include habitat restoration.

ER P3 / Cal. Code Regs,. tit. 23, § 5007: This policy covers all Proposed Actions in the priority habitat restoration areas depicted in Appendix 5. It does not cover actions outside those areas.

ER P4 / Cal. Code Regs,. tit. 23, § 5008: This policy covers all Proposed Actions that would construct new levees or substantially rehabilitate or reconstruct existing levees.

ER P5 / Cal. Code Regs,. tit. 23, § 5009: This policy covers all Proposed Actions that have the reasonable probability of introducing, or improving habitat conditions for nonnative invasive species.

DELTA PLAN CHAPTER 5

DP P1 / Cal. Code Regs,. tit. 23, § 5010: This policy covers all Proposed Actions that involve new residential, commercial, and industrial development that is not located within the areas described in Appendix 6 (page 63) and Appendix 7 (page 81). In addition, this policy covers any such action on Bethel Island that is inconsistent with the Contra Costa County general plan effective as of the date of the Delta Plan's adoption. This policy does not cover commercial recreational visitor-serving uses or facilities for processing of local crops or that provide essential services to local farms, which are otherwise consistent with this chapter.

DP P2 / Cal. Code Regs,. tit. 23, § 5011: This policy covers all Proposed Actions that involve the siting of water management facilities, ecosystem restoration, and flood management infrastructure.

DELTA PLAN CHAPTER 7

RR P1 / Cal. Code Regs,. tit. 23, § 5012: This policy covers all Proposed Actions that involve discretionary State investments in Delta flood risk management, including levee operations, maintenance, and improvements.

RR P2 / Cal. Code Regs,. tit. 23, § 5013: This policy covers all Proposed Actions that involve new residential development of five or more parcels that are not located within the following areas:

(1) Areas that city or county general plans, as of the date of the Delta Plan's adoption, designate for development in cities or their spheres of influence;

(2) Areas within Contra Costa County's 2006 voter-approved urban limit line, except Bethel Island;

(3) Areas within the Mountain House General Plan Community Boundary in San Joaquin County; or

(4) The unincorporated Delta towns of Clarksburg, Courtland, Hood, Locke, Ryde, and Walnut Grove, as shown in Appendix 7 (page 81).

RR P3 / Cal. Code Regs,. tit. 23, § 5014: This policy covers all Proposed Actions that would encroach in a floodway that is not either a designated floodway or regulated stream.

RR P4 / Cal. Code Regs,. tit. 23, § 5015: This policy covers all Proposed Actions that would encroach in any of the floodplain areas described below:

(1) The Yolo Bypass within the Delta;

(2) The Cosumnes River-Mokelumne River Confluence, as defined by the North Delta Flood Control and Ecosystem Restoration Project (McCormack-Williamson), or as modified in the future by the Department of Water Resources or the U.S. Army Corps of Engineers (Department of Water Resources 2010a); and,

(3) The Lower San Joaquin River Floodplain Bypass area, located on the Lower San Joaquin river upstream of Stockton immediately southwest of Paradise Cut on lands both upstream and downstream of the Interstate 5 crossing. This area is described in the Lower San Joaquin River Floodplain Bypass Proposal, submitted to the Department of Water Resources by the partnership of the South Delta Water Agency, the River Islands Development Company, Reclamation District 2062, San Joaquin Resource Conservation District, American Rivers, the American Lands Conservancy, and the Natural Resources Defense Council, March 2011. This area may be modified in the future through the completion of this project.

☐ Yes ☑ No

If "NO" to Step 3 above, the "proposed action" is not covered by any of the Delta Plan regulatory policies above and therefore exempt from the Council's regulatory authority - NO FURTHER STEPS ARE REQUIRED.

If "YES" to Step 3 above, the "proposed action" is covered by one or more of the Delta Plan regulatory policies above and is therefore referred to as a "Covered Action". A Certification of Consistency must be filed with the DSC - PROCEED TO NEXT STEP.

STEP 4: Review Delta Plan general regulatory policy in preparation for filing a Certification of Consistency.

In addition to the above policies, the Delta Plan includes a General Policy with four subdivisions that applies to the entire covered action. Note: policy G P1 does not on its own cause a plan, program, or project to be a covered action.

G P1 / Cal. Code Regs., Tit. 23 SECTION 5002: This policy specifies what must be addressed in a certification of consistency and consists of four subdivisions:

(G P1 (b)(1) Cal. Code Regs., Tit. 23 SECTION 5002 (b), (1)): This subdivision specifies that in some cases, a covered action may be determined to be consistent with the Delta Plan on the whole, despite inconsistency with individual regulatory policies if the action is consistent with the coequal goals.

G P1 (b) (2) Cal. Code Regs., tit. 23, § 5002, subd. (b)(2).: This subdivision specifies when a covered action must include either applicable, feasible mitigation measures (defined in the Delta Plan's Program EIR section 2.3) or equally effective substitute mitigation measures.

G P1 (b) (3) Cal. Code Regs., tit. 23, § 5002, subd. (b)(3).: This subdivision requires that all covered actions must document use of best available science, as relevant to the purpose and nature of the project.

G P1 (b) (4)Cal. Code Regs., tit. 23, § 5002, subd. (b)(4).This subdivision requires that ecosystem restoration and water management covered actions must include adequate provisions, appropriate to the scope of the covered action, that include: (1) an adaptive management plan consistent with Appendix 1B (page 7) of the Delta Plan; and (2) documentation of access to adequate resources and authority to implement a proposed adaptive management process.

FINAL STEP: File a Certification of Consistency with detailed findings demonstrating consistency with the Delta Plan.

1. Click here to file a Certification of Consistency with the Delta Stewardship Council, **with detailed findings, demonstrating that the covered action is consistent with the Delta Plan.**

The State or local agency that proposes to undertake a covered action, prior to initiating the implementation of that covered action, is required to file a Certification of Consistency with the Delta Stewardship Council using the online form found on the Delta Stewardship Council's website. Detailed findings must be included to demonstrate how the covered action is consistent with all relevant policies of the Delta Plan. The online form prompts the agency for the requirements to be included and may be uploaded to the form. Typically, the lead agency, for purposes of CEQA compliance, will file the Certification of Consistency with the Delta Stewardship Council.

ADDITIONAL CONSIDERATIONS:

Have the project proponent and/or the lead agency consulted with the Delta Stewardship Council on the covered action? (Not required, but recommended)

Consulting with Delta Stewardship Council staff during the early development phases of the covered action is a valuable tool to public agencies in preparing the required Certification of Consistency.

Was the DRAFT Certification of Consistency posted on the Agency website for public review, and were comment and notifications sent prior to submission to the Delta Stewardship Council?

At least 10 days prior to the submission of a Certification of Consistency to the Council, agencies whose actions are not subject to open meeting laws (Bagley-Keene Open Meeting Act [Gov. Code sec 11120 et seq.] or the Brown Act [Gov. Code sec 54950 et seq.]) with regard to its certification must post for public review and comment, their draft certification on their website and in their office, mail to all persons requesting notice, and include any public comments received in the record submitted to the council in the case of an appeal.

Any state or local public agency that is subject to open meeting laws with regard to its certification is encouraged to take those actions as described in Delta Plan Appendix D (Administrative Procedures Governing Appeals, Part 1, para. 3).

Has CEQA been completed at the time of filing a Certification of Consistency with the Delta Stewardship Council?

The timing of filing the Certification of Consistency with the Delta Stewardship Council is project specific but should occur after filing of the Notice of Determination and prior to project implementation. When other permits are required for implementation, project proponents should consult with Council staff on appropriate timing for filing the Certification of Consistency. Filing a Certification of Consistency prior to finalizing the design and operational elements of the project may result in a proposed covered action that is significantly altered through the CEQA or other processes. If, after filing a certificate of consistency, the project is significantly changed, a new Certification of Consistency will need to be filed with the Delta Stewardship Council.

Implementation of the covered action may not proceed until the appeals process is complete.

Once the State or local agency has filed a Certification of Consistency for a covered action, the Certification of Consistency is displayed on the Delta Stewardship Council's website for public view. Water Code 85225.10. (a): Any person who claims that a proposed covered action is inconsistent with the Delta Plan and, as a result of that inconsistency, the action will have a significant adverse impact on the achievement of one or both of the coequal goals or implementation of government-sponsored flood control programs to reduce risks to people and property in the Delta, may file an appeal within 30 calendar days of the filing of a Certification of Consistency with the Delta Stewardship Council.

If a valid appeal is filed with the Delta Stewardship Council within 30 calendar days of Certification filing, the Council will hear the appeal within 60 days of the filing of the appeal. The Council will adopt written findings, either upholding the appeal or denying it, within 60 days of the hearing. If multiple appeals are filed on the same covered action,

the Council may consolidate the appeals into a single hearing (Administrative Procedures Governing Appeals).

Has the state or local agency prepared the record upon which the Certification of Consistency is based?

If the Certification of Consistency is appealed, the State or local agency must submit the complete record that was before the agency at the time it made its Certification of Consistency to the Delta Stewardship Council within 10 days of being notified of the appeal (Administrative Procedures Governing Appeals, Section 4.b). The Delta Stewardship Council encourages the agency to prepare this record prior to filing its Certification of Consistency. Failure to submit the record in a timely manner is grounds for the Council to affirm the appeal (Administrative Procedures Governing Appeals, Section 4.c).

THANK YOU FOR USING THE COVERED ACTIONS CHECKLIST.

YOU MAY SAVE THE CHECKLIST TO YOUR COMPUTER OR PRINT FOR YOUR RECORDS.

Mitigation Monitoring Reporting Plan-PA-2100238 (UP) April 4, 2023

Impact	Mitigation Measure/Condition	Type of Review		Agency for Monitoring and Reporting Compliance	Action Indicating Compliance or Review	Verification of Compliance or Annual Review of Conditions		
		Monitoring	Reporting			By	Date	Remarks
III. Air Quality	Construction and Operation - Exempt from Off-site Fee		X	San Joaquin Valley Air Pollution Control District	For each project phase, within 30-days of issuance of the first certificate of occupancy, if applicable, submit to the District a summary report of the construction start, and end dates, and the date of issuance of the first certificate of occupancy. Otherwise, submit to the District a summary report of the construction start and end dates within 30-days of the end of each phase of construction.			
III. Air Quality	Construction and Operation - Recordkeeping		X	San Joaquin Valley Air Pollution Control District	For each project phase, all records shall be maintained on site during construction and for a period of ten years following either the end of construction or the issuance of the first certificate of occupancy, whichever is later. Records shall be made available for District inspection upon request.			
III. Air Quality	Construction and Operational Dates		X	San Joaquin Valley Air Pollution Control District	For each project phase, maintain records of (1) the construction start and end dates and (2) the date of issuance of the first certificate of occupancy, if applicable			
III. Air Quality	Improve Walkability Design		X	San Joaquin Valley Air Pollution Control District	9 intersections/square mile			
III. Air Quality	Improve Destination Accessibility		X	San Joaquin Valley Air Pollution Control District	4 Miles (distance to downtown or job center)			
III. Air Quality	Improve Pedestrial Network		X	San Joaquin Valley Air Pollution Control District	Project site is in a rural setting			
IV. Biological Resources	Participation in the SJMSCP	X		San Joaquin Council of Governments	The developer shall apply to the San Joaquin Council of Governments (SJCOG) for coverage under the San Joaquin County Multi-Species Open Space and Habitat Conservation Plan (SJMSCP). The project site shall be inspected by the SJMSCP biologist, who will recommend which Incidental Take Minimization Measures set forth in the SJMSCP should be applied to the project and implemented. The project applicant shall pay the required SJMSCP fee, if any, and be responsible for the implementation of the specified Incidental Take Minimization Measures.			

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

HEALTHY AIR LIVING

September 30, 2022

Tulasi Tummala
Datta Yoga Court
1366 Suzanne Court
San Jose, CA 95129

Re: Air Impact Assessment (AIA) Application Approval
ISR Project Number: C-20220359
Land Use Agency: County of San Joaquin
Land Use Agency ID Number: PA-2100238

Dear Mr. Tummala:

The San Joaquin Valley Air Pollution Control District (District) has approved your Air Impact Assessment (AIA) for the California Balaji Temple project, located at 12925 W Bethany Road in Tracy, California. The project consists of a new religious assembly use including a proposed 12,000 sq. ft temple, 1 single-family residence, and 12,000 sq. ft assembly hall to be constructed in two phases. The District has determined that the mitigated baseline emissions for construction and operation will be less than two tons NOx per year and two tons PM10 per year. Pursuant to District Rule 9510 Section 4.3, this project is exempt from the requirements of Section 6.0 (General Mitigation Requirements) and Section 7.0 (Off-site Emission Reduction Fee Calculations and Fee Schedules) of the rule. As such, the District has determined that this project complies with the emission reduction requirements of District Rule 9510 and is not subject to payment of off-site fees. The determination is based on the project construction details provided with the application. Changes in the construction details may result in increased project related emissions and loss of this exemption.

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

- A notification of AIA approval (this letter)
- A statement of tentative rule compliance (this letter)
- An approved Monitoring and Reporting Schedule
- An invoice for the project processing fees

Please be advised that payment of the attached invoice is due within 60 days.

In addition, to maintain this exemption you must comply with all mitigation measures identified in the enclosed Monitoring and Reporting Schedule. Please notify the District of

Samir Sheikh
Executive Director/Air Pollution Control Officer

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

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

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

www.valleyair.org www.healthyairliving.com

any changes to the project as identified in the approved Air Impact Assessment for this project.

Change in Developer Form

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

Additional Requirements

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

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

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

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

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

Thank you for your cooperation in this matter. Please note the District also issued a letter to the land-use agency notifying the agency of this AIA approval. If you have any questions, please contact Mr. Eric S McLaughlin by telephone at (559) 230-5808 or by email at eric.mclaughlin@valleyair.org.

Sincerely,

Brian Clements
Director of Permit Services

For Mark Montelongo
Program Manager

Enclosures

cc: Douglas Davis
WMB Architects
5757 Pacific Ave., Suite 226
Stockton, Ca 95207

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

Project Name:	**CALIFORNIA BALAJI TEMPLE**
Applicant Name:	**DATTA YOGA CENTER**
Project Location:	**12925 W BETHANY ROAD** **S LAMMERS AND NAGLEE ROAD** **APN(s): 212-020-07**
Project Description:	**LAND USE:** **Educational Facilities - 5000 Square Feet - Place of Worship** **Educational Facilities - 5000 Square Feet - Place of Worship** **Educational Facilities - 5000 Square Feet - Place of Worship** **Educational Facilities - 19000 Square Feet - Place of Worship** **Educational Facilities - 19000 Square Feet - Place of Worship** **Educational Facilities - 19000 Square Feet - Place of Worship** **ACREAGE: 21.79**
ISR Project ID Number:	**C-20220359**
Applicant ID Number:	**C-303705**
Permitting Public Agency:	
Public Agency Permit No.	**PA-2100238**

Existing Emission Reduction Measures

Enforcing Agency	Measure	Quantification	Notes

There are no Existing Measures for this project.

Non-District Enforced Emission Reduction Measures

Enforcing Agency	Measure	Specific Implementation	Source Of Requirements

There are no Non-District Enforced Measures for this project.

District Enforced Emission Reduction Measures

Enforcing Agency	Measure	Specific Implementation	Measure For Compliance	District Review
SJVAPCD	Construction and Operation - Exempt from Off-site Fee	For each project phase, within 30-days of issuance of the first certificate of occupancy, if applicable, submit to the District a summary report of the construction start, and end dates, and the date of issuance of the first certificate of occupancy. Otherwise, submit to the District a summary report of the construction start and end dates within 30-days of the end of each phase of construction.	(Compliance Dept. Review)	

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

(District Enforced Emission Reduction Measures Continued)

Enforcing Agency	Measure	Specific Implementation	Measure For Compliance	District Review
SJVAPCD	Construction and Operation - Recordkeeping	For each project phase, all records shall be maintained on site during construction and for a period of ten years following either the end of construction or the issuance of the first certificate of occupancy, whichever is later. Records shall be made available for District inspection upon request.	(Compliance Dept. Review)	
SJVAPCD	Construction and Operational Dates	For each project phase, maintain records of (1) the construction start and end dates and (2) the date of issuance of the first certificate of occupancy, if applicable.	(Compliance Dept. Review)	
SJVAPCD	Improve Walkability Design	9 intersections/square mile	(Compliance Dept. Review)	
SJVAPCD	Improve Destination Accessibility	4 miles (distance to downtown or job center)	(Compliance Dept. Review)	
SJVAPCD	Improve Pedestrial Network	Project Site is within a Rural setting	(Compliance Dept. Review)	

Number of District Enforced Measures: 6

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

(District Enforced Emission Reduction Measures Continued)

Enforcing Agency	Measure	Specific Implementation	Measure For Compliance	District Review
SJVAPCD	Construction and Operation - Recordkeeping	For each project phase, all records shall be maintained on site during construction and for a period of ten years following either the end of construction or the issuance of the first certificate of occupancy, whichever is later. Records shall be made available for District inspection upon request.	(Compliance Dept. Review)	
SJVAPCD	Construction and Operational Dates	For each project phase, maintain records of (1) the construction start and end dates and (2) the date of issuance of the first certificate of occupancy, if applicable.	(Compliance Dept. Review)	
SJVAPCD	Improve Walkability Design	9 intersections/square mile	(Compliance Dept. Review)	
SJVAPCD	Improve Destination Accessibility	4 miles (distance to downtown or job center)	(Compliance Dept. Review)	
SJVAPCD	Improve Pedestrial Network	Project Site is within a Rural setting	(Compliance Dept. Review)	

Number of District Enforced Measures: 6

Due Date	Amount Due
11/29/2022	$ 25.70

Amount Enclosed

ISR EVAL C20220359
303705 C340680 9/30/2022

DATTA YOGA CENTER
1366 SUZANNE COURT
SAN JOSE, CA 95129

SJVAPCD
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244

Applicant ID	Invoice Date	Invoice Number
C303705	9/30/2022	C340680

Invoice Type
ISR Project: C20220359

DATTA YOGA CENTER
1366 SUZANNE COURT
SAN JOSE, CA 95129

PROJECT NUMBER: 20220359 (CALIFORNIA BALAJI TEMPLE)

PROCESSING TIME FEES	$ 25.70
LESS PREVIOUSLY PAID PROJECT FEES APPLIED TO THIS INVOICE	$ 0.00
PROJECT FEES DUE (Enclosed is a detailed statement outlining the fees for each item.)	**$ 25.70**

San Joaquin Valley Air Pollution Control District

Invoice Detail

Applicant ID: C303705

DATTA YOGA CENTER
1366 SUZANNE COURT
SAN JOSE, CA 95129

Invoice Nbr: C340680
Invoice Date: 9/30/2022
Page: 1

Project Name: CALIFORNIA BALAJI TEMPLE

Processing Time Fees

Project Nbr	Quantity	Rate	Description	Fee
C20220359	8.1 hours	$ 107.00 /h	Standard Processing Time	$ 866.70
			Less Credit For Application Filing Fees	($ 841.00)
			Standard Processing Time SubTotal	$ 25.70
			Total Processing Time Fees:	**$ 25.70**

12925 W. Bethany Road
Religious Assembly
PA-2100238

Final Traffic Impact Study

January 17, 2023

Willdan Engineering

January 17, 2023

Ms. Marilissa Loera
Associate Transportation Planner
San Joaquin County
Department of Public Works
1810 East Hazelton Avenue
Stockton, California 95205

Subject: Final Traffic Impact Study (TIS) and Vehicle Miles Traveled (VMT) Analysis for a Religious Assembly at 12925 West Bethany Road, Tracy, CA (PA-2100238)

Dear Ms. Loera:

This Traffic Impact Study (TIS) evaluates the Religious Assembly proposed at 12925 West Bethany Road in the unincorporated area of San Joaquin County near Tracy, California. The Religious Assembly will be developed in 2 phases over 5 years. The first phase includes a 3,000 square foot temple/assembly hall with a maximum capacity of 90 attendees and a 2,400 square foot priest quarters-dwelling unit. Phase 2 will develop a 12,000 square foot main prayer/meditation hall for up to 490 attendees.

The study is required to assess the impacts of the proposed Project on the existing and/or planned street system within the County. This TIS evaluates the level of service at 3 study intersections and determines if there are any improvements or mitigations needed to address significant traffic impacts after construction of the Religious Assembly at 12925 West Bethany Road.

Based on our analysis, the 3 study intersections continue to operate at acceptable Levels of Service in the existing conditions scenario. The estimated traffic generated by the development of the 12925 W. Bethany Road Religious Assembly is expected to have minimal impact to the study intersections of Naglee Road/Bethany Road, Naglee Road/Auto Plaza Drive, and Naglee Road/I-205 WB Ramps.

A traffic impact was identified at Naglee Road/Auto Plaza Drive under the Existing plus Approved Projects plus Project scenario. The planned installation of a traffic signal, however, will mitigate the delay impacts of the proposed Project. The proposed Project's fair share contribution to the traffic signal installation was calculated as approximately $20,400.

With the planned installation of a traffic signal at Naglee Road/Auto Plaza Drive, the 3 study intersections are expected to operate at acceptable Levels of Service in the Cumulative (2042) scenario.

Thank you for the opportunity to be of service to San Joaquin County. Should you have any questions regarding this evaluation, please contact me at (562) 368-4893, firanitalab@willdan.com or Ms. Joanne Itagaki at (562) 364-8519, jitagaki@willdan.com.

Respectfully submitted,
WILLDAN ENGINEERING

Farhad Iranitalab, PE, TE
Traffic Engineer

111590.00.1000.504/R03

TABLE OF CONTENTS

Introduction

This traffic impact study (TIS) and Vehicle Miles Traveled (VMT) analysis presents a summary of the traffic impacts related to the proposed development of a Religious Assembly at 12925 West Bethany Road (Photo 1), in the unincorporated area of the County near Tracy, California. The analyses contained are based upon information provided by the County and the Applicant, traffic count data collected, field studies conducted by our staff, and standard reference materials. The proposed development will be completed over the next 5 years. The assumptions, methodology, analysis, and findings are discussed in the following pages.

Photo 1: Religious Assembly, 12925 W. Bethany Road (Source: Google Maps)

Project Description

The proposed Religious Assembly is a project divided into 2 phases. The first phase includes a 3,000 square foot temple/assembly hall with a maximum capacity of 90 attendees and a 2,400 square foot priest quarters-dwelling unit. The second phase will develop a 12,000 square foot main prayer/meditation hall for up to 490 attendees. The proposed site plan is shown in ***Attachment A***.

The project applicant provided Willdan information regarding the operation of the proposed Project. This included descriptions of their daily operations, Festival/Events, and estimated attendees to the proposed Project site. The email response is included in ***Attachment A***. From this Shift Schedule provided by the applicant, the Project is anticipated to be open from 10:00 AM to Noon and from 6:00 PM to 9:00 PM, Monday through Sunday. Most of the attendance occurs during Saturday and Sunday operating hours, with evening hours having a slightly higher demand.

Based on the project applicant's descriptions, the proposed Project opens after the AM peak hour commute times. This analysis, therefore, concentrated on the PM peak hour analysis period.

Traffic Impact Study Area

The Project site is in the rural area north of the City of Tracy on Bethany Road in San Joaquin County. The site is approximately a quarter mile west of the intersection of Naglee Road and Bethany Road and is surrounded by farmland. ***Exhibit 1*** shows the location of the Project site and surrounding roadways.

Bethany Road is a 2-lane rural roadway oriented in an east-west direction with a posted speed limit of 55 miles per hour (mph). The roadway is approximately 20 feet wide with 10-foot travel lanes in each direction. Near the Project site, there is no paved shoulder area beyond the travel way restricting any on-street parking opportunities. There is no observable horizontal or vertical curvature along the roadway and the adjacent area is farmland (Photo 2).

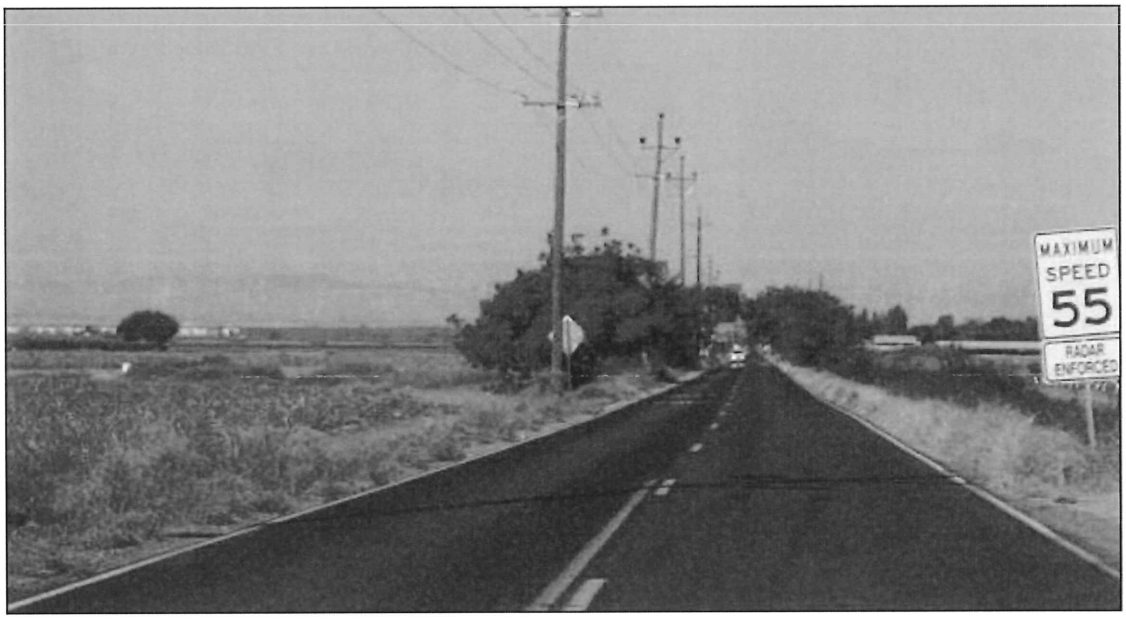


Photo 2: Bethany Road west of Naglee Road (Lum, 9/16/22)

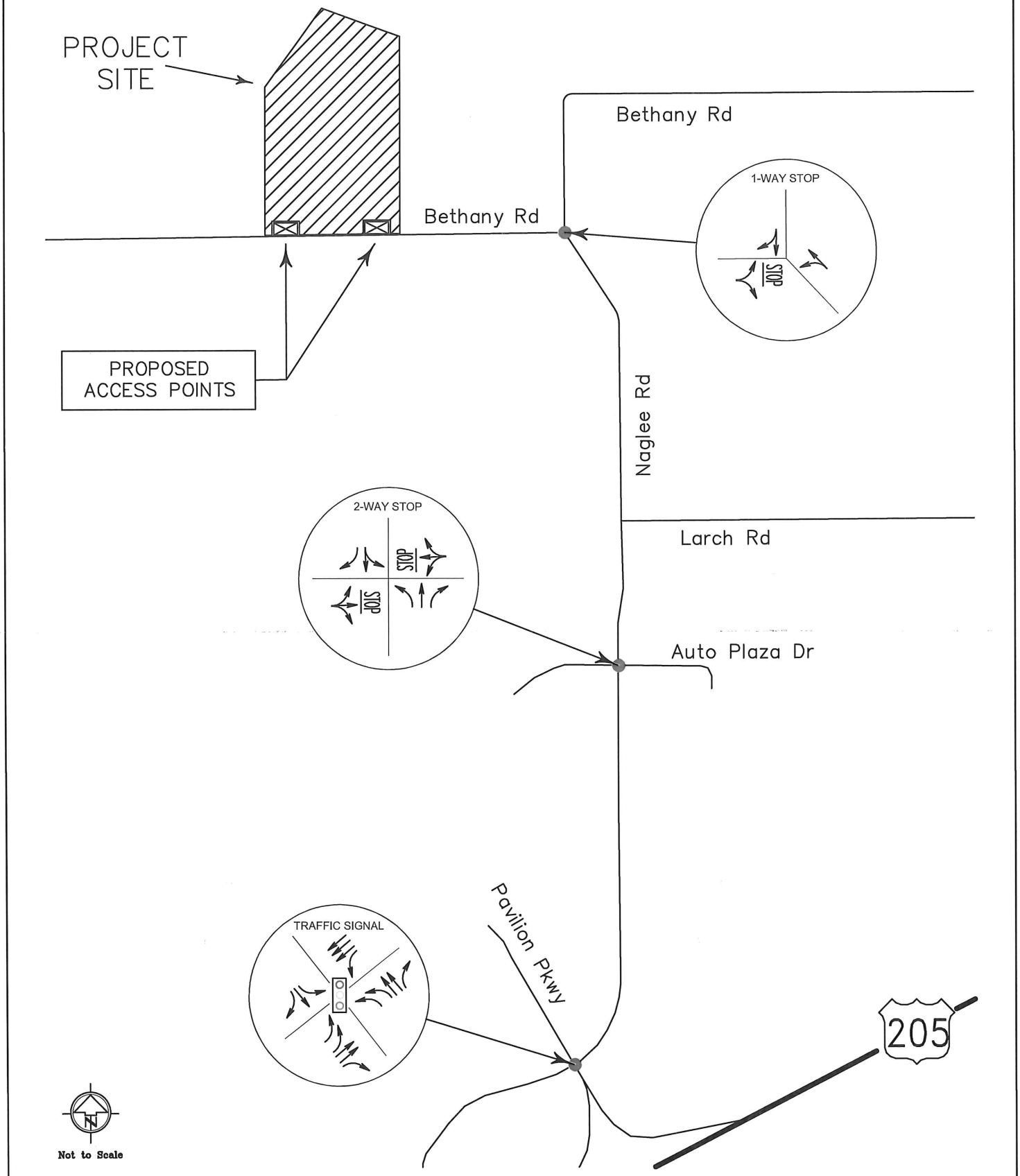


Exhibit 1
Project Site and Study Intersections

Naglee Road is a predominantly north-south roadway that is situated east of the Project site. The roadway curves horizontally at several locations while still maintaining its north-south orientation. Between Grant Line Road and Larch Road, the roadway has a functional classification as a minor arterial by the California Road System. This stretch of the roadway has a posted speed limit of 35 mph. Between Grant Line Road and Auto Plaza Drive the roadway consists of 3-lanes in each direction with an overall roadway width of approximately 90 feet. It has signalized intersections at Grant Line Road at its southern terminus, the Tracy Pavilion shopping center, the I-205 WB Ramps / Pavilion Parkway, the West Valley Mall, and Robertson Drive (Photo 3).

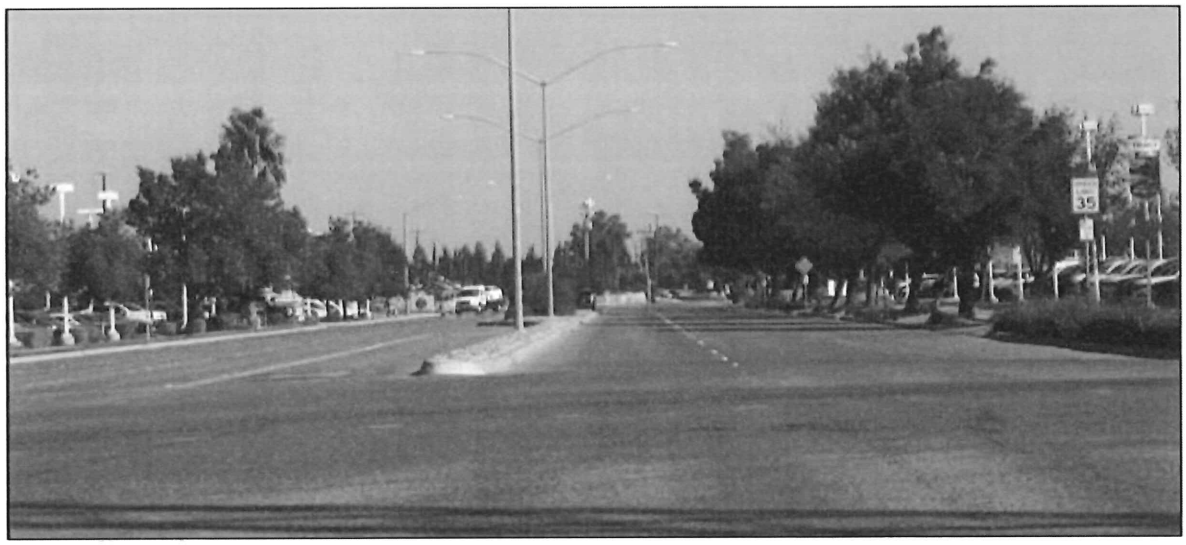


Photo 3: Naglee Road (looking north) at Robertson Road (Lum, 9/16/22)

Naglee Road becomes a 2-lane roadway north of Auto Plaza Drive. From this intersection northward, the roadway has a width of approximately 20 feet with 10-foot lanes. North of the intersection with Larch Road, the posted speed limit increases to 45 mph. Naglee Road intersects with Bethany Road approximately one mile further north. This intersection has one-way stop control for Bethany Road. Less than a quarter mile north, the roadway curves eastward and is named Bethany Road (Photo 4).

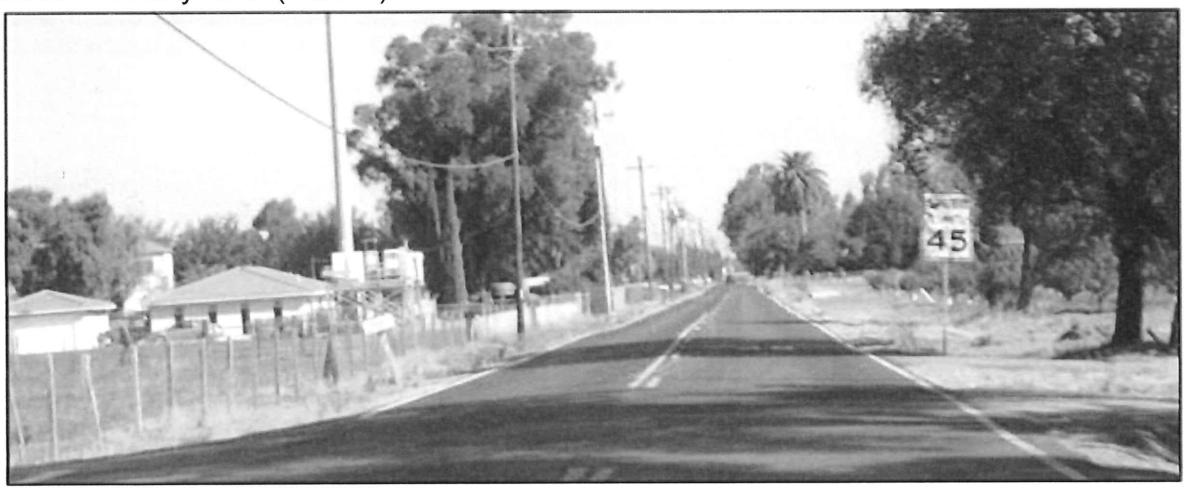


Photo 4: Naglee Road (looking north) at Middle Road (Lum, 9/16/22)

Auto Plaza Drive is generally an east-west road located to the south of the Project site. It forms the northern boundary of West Valley Mall. The road connects West Valley Mall to the Tracy Pavilion. It intersects Naglee Road and is Stop controlled at this intersection. The east leg of the intersection is approximately 30 feet wide with one lane of travel in each direction. Parking is prohibited on the north side of the roadway while allowed on the south side. The west leg is approximately 45 feet wide and allows on-street parking on both sides of the roadway (Photo 5).

Photo 5: Naglee Road and Auto Plaza Drive (Source: Google Maps)

The *I-205 Freeway* is an east-west Interstate Freeway that connects to I-580 freeway on its westerly terminus and connects to I-5 freeway on its easterly terminus. Exit 6, Naglee Rd-Grant Line Rd, of the I-205 deposits westbound traffic at an intersection with Naglee Road. The westbound freeway off ramp orients traffic in a northwesterly direction at its approach to the intersection with Naglee Road. The Freeway off-ramp provides 5 lanes of travel approaching the intersection: two left-turn lanes, two through lanes, and one right-turn lane. The left-turn lanes proceed southbound on Naglee Road towards the intersection with Grant Line Road, while the single right-turn lane proceeds northbound towards Auto Plaza Drive. The two lanes that proceed through from the I-205 westbound off ramp continue onto Pavilion Parkway (Photo 6).

The TIS will analyze the following 3 intersections:

1. Naglee Road and Bethany Road
2. Naglee Road and Auto Plaza Drive
3. Naglee Road and I-205 Freeway WB Ramps

Photo 6: Naglee Road at I-205 Freeway WB Ramps (Source: Google Maps)

Data Collection

Data collection occurred on Thursday, July 21, 2022. Turning movement counts were gathered at the 3 study intersections during the 7:00 – 9:00 AM and 4:00 – 6:00 PM peak periods. 24-hour approach counts were gathered at the intersection of Naglee Road and Auto Plaza Drive. The AM and PM peak hour and 24-hour traffic counts are depicted in ***Exhibit 2***. The traffic volume data can be referenced in ***Attachment B***.

Existing Pedestrian Facilities

There are no pedestrian facilities in the immediate area of the Project site or at the intersection of Naglee Road and Bethany Road. Pedestrian facilities including sidewalks, crosswalks, pedestrian signal heads generally do exist at Naglee Road/Auto Plaza Drive and Naglee Road/I-205 Freeway WB Ramps.

Existing Transit and Bike Facilities

Near the Project site, there are no transit stops or bike facilities. However, on Naglee Road south of Auto Plaza Drive, there is an existing Class I bike path on the east side of Naglee Road. This bike path is part of a small loop of streets – Naglee Road, Robertson Drive and Pavilion Parkway – connecting this commercial area of Tracy.

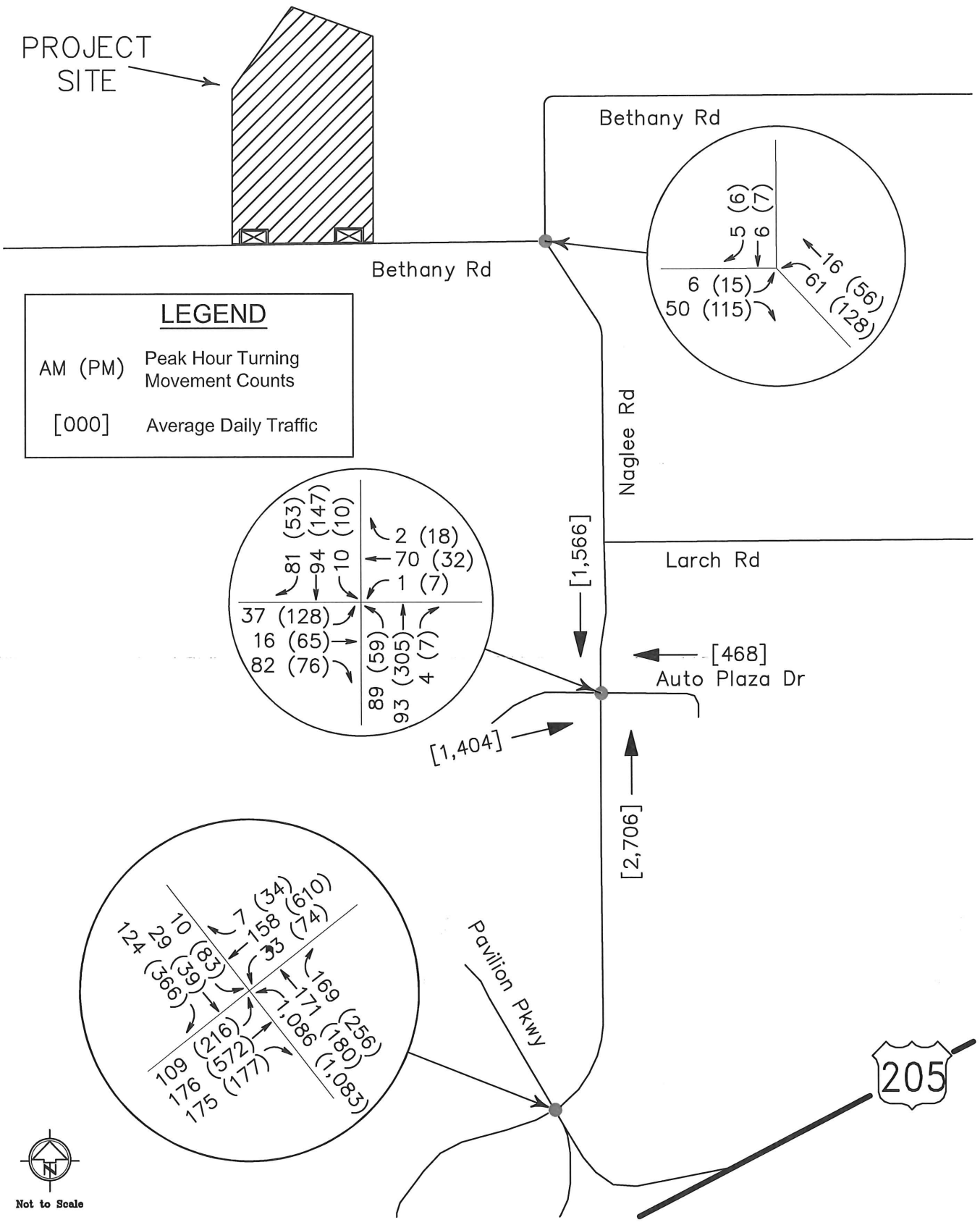


Exhibit 2
Existing Traffic Counts

Analysis Methodology

The *Highway Capacity Manual 6th Edition (HCM)* methodology in *Synchro 11* software was utilized to evaluate the operations at the study intersections. The procedures contained in the HCM published by the Transportation Research Board, are based upon determining the average total delay for drivers at an intersection. In these intersection analyses procedures, the operating conditions are defined in terms of Level of Service (LOS) which are associated with seconds of delay. For unsignalized intersections, LOS is based on the worst delay occurring at any intersection movement. The Level of Service is described as letter grades "A" through "F". A detailed description of Level of Service and associated delay ranges, which relate to LOS, are identified below.

LOS	Qualitative Description	Signalized Intersections	Unsignalized Intersections
A	Free-flow travel with an excellent level of comfort and convenience and the freedom to maneuver.	Delay less than or equal to 10.0 sec	Delay less than or equal to 10.0 sec
B	Stable operating conditions, but the presence of other road users causes a noticeable, though slight, reduction in comfort, convenience, and maneuvering freedom.	Delay greater than 10.0 sec and less than or equal to 20.0 sec	Delay greater than 10.0 sec and less than or equal to 15.0 sec
C	Stable operating conditions, but the operation of individual users is significantly affected by the interaction with others in the traffic stream.	Delay greater than 20.0 sec and less than or equal to 35.0 sec	Delay greater than 15.0 sec and less than or equal to 25.0 sec
D	High-density, but stable flow. Users experience severe restriction in speed and freedom to maneuver, with poor levels of comfort and convenience.	Delay greater than 35.0 sec and less than or equal to 55.0 sec	Delay greater than 25.0 sec and less than or equal to 35.0 sec
E	Operating conditions at or near capacity. Speeds are reduced to a low but relarively uniform value. Freedom to maneuver is difficult with users experiencing frustration and poor comfort and convenience. Unstalbe operation is frequent, and minor disturbances in traffic flow can cause breakdown conditions.	Delay greater than 55.0 sec and less than or equal to 80.0 sec	Delay greater than 35.0 sec and less than or equal to 50.0 sec
F	Forced or breakdown conditions. This condiction exists wherever the volume of traffic exceeds the capacity of the roadway. Long queues can form behind these bottleneck points with queued traffic traveling in a stop-and-go fashion.	Delay greater than 80.0 sec	Delay greater than 50.0 sec

As shown in ***Table 1***, the study intersections are currently operating at acceptable Levels of Service during both the AM and PM peak hours. The PM peak hour for Naglee Road/I-205 WB ramps experiences the highest level of delay with 54.7 seconds/LOS D. The supporting intersection analyses worksheets with LOS calculations are contained in ***Attachment C***.

Table 1: Level of Service Analysis for Existing Conditions (2022)

Study Intersection		Existing (2022) LOS	
	Intersection Control	AM Pk Hr (Delay[1] / LOS)	PM Pk Hr (Delay[1] / LOS)
1- Naglee Rd & Bethany Rd	Stop on Bethany	8.7 / A	9.3 / A
2- Naglee Rd & Auto Plaza Dr	TWS[2] on Auto Plaza	15.0 / C[3]	34.4 / D[4]
3- Naglee Rd & I-205 WB Ramps	Signalized	25.5 / C	54.7 / D

[1] Delay is an average delay in seconds at the intersection
[2] TWS = Two-way Stop controlled
[3] WB direction [4] EB direction

Level of Significance Threshold

The County has been directed, through its 2035 General Plan Draft Environmental Report, October 2014, to maintain Level of Service (LOS) standards that are consistent with the Congestion Management Program (CMP) of the San Joaquin Council of Governments (SJCOG). The CMP indicates that all CMP roadways and intersections are to operate at LOS D or better except for roadways with "grandfathered" LOS. The County standards for intersections is LOS D or better on Minor Arterials and roadways of higher classification. Other roadways are to maintain LOS C or better. County standards are to maintain the following:

1. On State highways, LOS D or Caltrans standard, whichever is stricter.
2. Within a city's sphere of influence, LOS D, or the city's planned LOS standards.
3. On Mountain House Gateways, as defined in the Master Plan, LOS D; on all other roads, LOS C.

The CMP further indicates that CMP intersections or roadway segments currently operating at LOS E or F under "No Project" conditions would result in a significant impact if the project:

1. Increases average delay by 4 seconds or more (intersections); or
2. Results in a volume-to-capacity (v/c) ratio of 1.0 or more (segments).

The City of Tracy, General Plan, February 1, 2011, identified the LOS thresholds for their jurisdiction. The thresholds are defined in Policies P1 and P2 of the Objective CIR-1.3 section.

Objective CIR-1.3 Adopt and enforce LOS standards that provide a high level of mobility and accessibility, for all modes, for residents and workers.

Policies

P1. To the extent feasible, the City shall strive for LOS D on all streets and intersections, with the LOS standard for each facility to be defined in the Transportation Master Plan in accordance with the opportunities and constraints identified through the traffic projections and analysis performed for that Plan. The following exceptions to the LOS D standard may be allowed:

- *LOS E or lower shall be allowed on streets and at intersections within one-quarter (1/4) mile of any freeway. This lower standard is intended to discourage inter-regional traffic from using Tracy streets.*

- *LOS E or lower shall be allowed in the Downtown and Bowtie area of Tracy, in order to create a pedestrian-friendly urban design character and densities necessary to support transit, bicycling and walking.*

P2. The City may allow individual locations to fall below the City's LOS standards in instances where the construction of physical improvements would be infeasible, prohibitively expensive, significantly impact adjacent properties or the environment, or have a significant adverse effect on the character of the community, including pedestrian mobility, crossing times, and comfort/convenience.

Traffic Impact Analysis

Trip Generation of Proposed Religious Assembly

The project applicant provided Willdan information regarding the operation of the proposed Project. This included descriptions of their daily operations, Festival/Events, and estimated attendees to the proposed Project site. ***Table 2*** identifies the Shift Schedule provided by the Applicant. From this Shift Schedule, the Project is anticipated to be open from 10:00 AM to Noon and from 6:00 PM to 9:00 PM, Monday through Sunday. Most of the attendance occurs during Saturday and Sunday operating hours, with evening hours having a slightly higher demand. They have also proposed a special festival or event to occur once a month (on a Saturday or Sunday) that would run from 10:00 AM to 9:00 PM.

Based on the project applicant's descriptions, the proposed Project opens after the AM peak hour commute times. This analysis, therefore, concentrated on the PM peak hour analysis period.

Table 2: Proposed Shift Schedule of the Religious Assembly
(information from Applicant)

Shift #	Shift Hours	Days of Operation	Average Number of Employees per Shift		Average Number of Employees per Shift		Seasonal or Year-round?
			Phase 1	Phase 2	Phase 1	Phase 2	
1	10AM - 12 Noon	Monday - Friday	1	3	20	30	Year-round
2	6PM - 9PM	Monday - Friday	1	3	30	50	Year-round
3	10AM - 12 Noon	Saturday - Sunday	1	3	50	200	Year-round
4	6PM - 9PM	Saturday - Sunday	1	3	75	250	Year-round

Note: No deliveries anticipated during these Shift Hours

Festivals / Events		Number of Visitors per Event (entire day)		Maximum Number of Visitors at any one time	
		Phase 1	Phase 2	Phase 1	Phase 2
10AM - 9PM	(1) Saturday or Sunday per Month	250	1000	200	750

Based on this data and discussions with San Joaquin County staff, a trip generation table (***Table 3***) was created. The trip generation considered the Shift Schedule number provided by the Project Applicant and assuming the percentage of attendees arriving during that period. The activities of the Religious Assembly start after the AM peak periods. Therefore, the traffic impact analysis was focused only on PM peak periods.

For a worst-case LOS analysis of the PM Peak Hour, the Special Event weekend trip generation values (221 entering and 59 exiting) were applied to the weekday PM peak period.

Table 3: Propose Project Trip Generation

Weekday PM Peak Hour (25% of Total Visitors[1])

PHASE	Avg. Visitors per Shift[2]	TRIPS		
		Avg. Visitors per Peak Hour	Enter[3] 79%	Exit[3] 21%
Phase 1	30	8	6	2
	20% Reduction for Multi-person Occupancy Vehicle		-1	-1
	Phase 1 Total		**5**	**1**
Phase 2	50	13	10	3
	20% Reduction for Multi-person Occupancy Vehicle		-2	-1
	Phase 2 Total		**8**	**2**

Weekend PM Peak Hour (90% of Total Visitors[1])

PHASE	Avg. Visitors per Shift[2]	TRIPS		
		Avg. Visitors per Peak Hour	Enter[3] 79%	Exit[3] 21%
Phase 1	75	68	54	14
	20% Reduction for Multi-person Occupancy Vehicle		-11	-3
	Phase 1 Total		**43**	**11**
Phase 2	250	225	178	47
	20% Reduction for Multi-person Occupancy Vehicle		-36	-9
	Phase 2 Total		**142**	**38**

Special Event - One Weekend Day per Month (35% of Total Visitors[1])

PHASE	Avg. Visitors per Shift[2]	TRIPS		
		Avg. Visitors per Peak Hour	Enter[3] 79%	Exit[3] 21%
Phase 1	250	88	70	18
	20% Reduction for Multi-person Occupancy Vehicle		-14	-4
	Phase 1 Total		**56**	**14**
Phase 2	1000	350	277	74
	20% Reduction for Multi-person Occupancy Vehicle		-56	-15
	Phase 2 Total		**221**	**59**

[1] Percentages based on discussion with San Joaquin County Staff

[2] Values shown here are based on the average number of vistors per shift provided by the Applicant

[3] Enter/Exit Percentages based on discussion with San Joaquin County Staff

Trip Distribution of Proposed Religious Assembly

From the Applicant, the proposed Project will be drawing attendees from 5 neighboring areas – Tracy, Tracy Hills, Lathrop, Manteca, and Mountain House. The current Temple/Assembly facility is in Fremont, approximately 40 miles southwest of the Project site. Based on the location of the Project site, the current Fremont Temple/Assembly facility and the 5-neighboring areas, a trip distribution pattern was developed. ***Exhibit 3*** depicts the distribution pattern of the proposed Project. ***Exhibit 4*** assigns the project trips to the study intersections.

Approved and Significant Pending Projects

Willdan utilized the approved and significant projects list provided in the "Traffic Impact Analysis for the Proposed Gurudwara Sahib at 21356 South Naglee Road, Tracy, CA" dated May 5, 2022. Willdan contacted Majeed Mohamed, Associated Engineer, City of Tracy. Mr. Mohamed provided 4 additional approved/significant projects. ***Exhibit 5*** shows the general location of the following approved/significant projects:

1. Gurudwara Sahib Temple (21356 S. Naglee Road)
2. Tracy Assisted Living and Memory Care
3. 3280 W. Grant Line Road – 15,000 square feet multi-tenant commercial
4. 3095 N. Corral Hollow Road – 100+ room motel
5. Orchard Parkway – 100+ room motel
6. Southwinds Church (Phase 3)
7. Triad Medical Office Building – 10,000 square feet
8. Tru by Hilton – 78 room business hotel
9. Extended Stay of America – 124 rooms business hotel
10. 82 Lot Subdivision – 82 single family homes

Willdan determined the number of Approved/Significant Pending Project trips traveling through the 3 study intersections. ***Exhibit 6*** depicts Existing traffic plus Approved project trips. ***Table 4*** identifies the LOS of Existing traffic plus Approved project trips. All the study intersections continue to operate at acceptable levels.

Table 4: Level of Service Analysis for Existing plus Approved Projects

Study Intersection		Existing (2022) LOS		Ex + Apprvd
	Intersection Control	AM Pk Hr (Delay[1] / LOS)	PM Pk Hr (Delay[1] / LOS)	PM Pk Hr (Delay[1] / LOS)
1- Naglee Rd & Bethany Rd	Stop on Bethany	8.7 / A	9.3 / A	9.3 / A
2- Naglee Rd & Auto Plaza Dr	TWS[2] on Auto Plaza	15.0 / C[3]	34.4 / D[4]	37.6 / E[3]
3- Naglee Rd & I-205 WB Ramps	Signalized	25.5 / C	54.7 / D	56.6 / E

[1] Delay is an average delay in seconds at the intersection

[2] TWS = Two-way Stop controlled [3] WB direction [4] EB direction

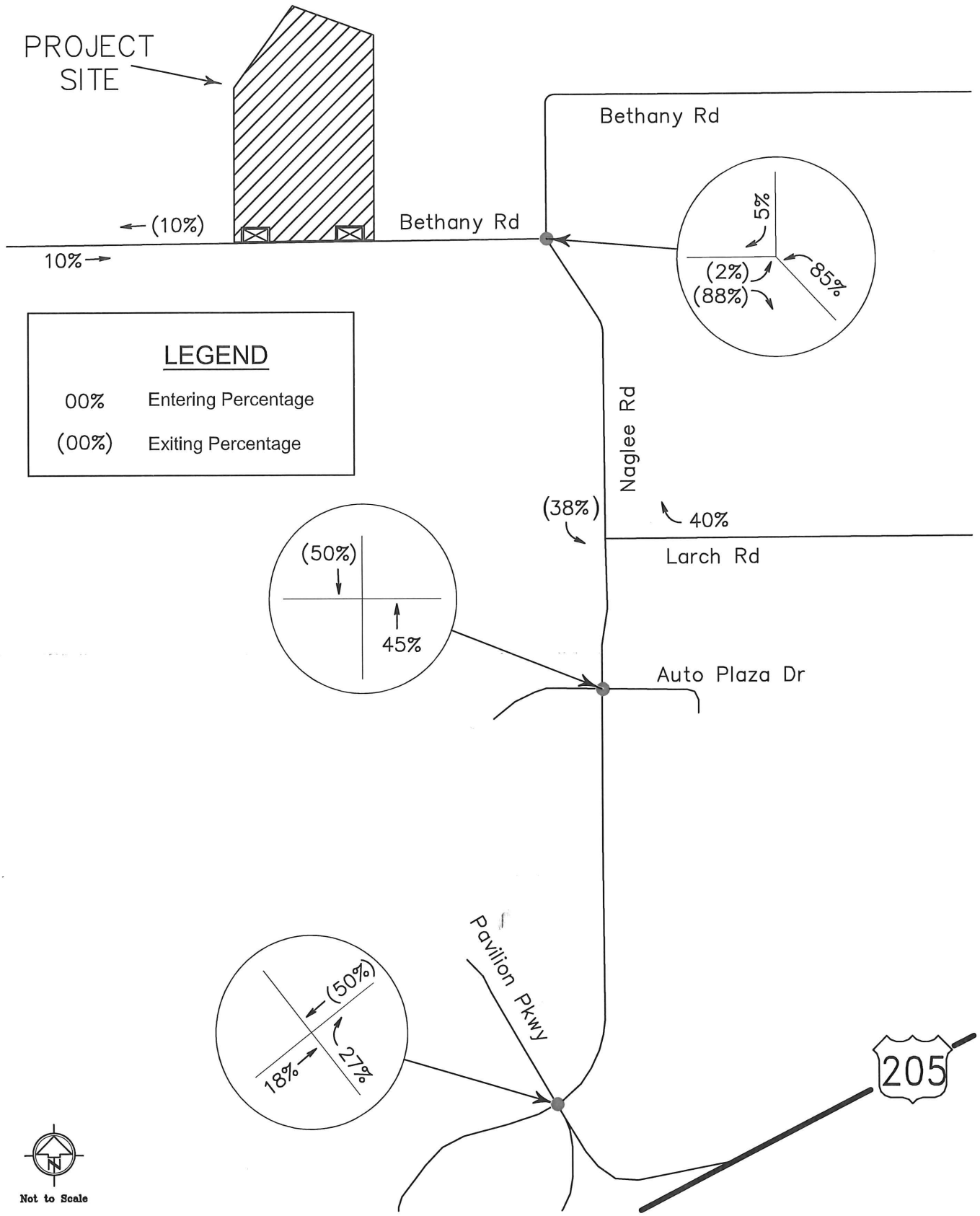


Exhibit 3
Proposed Project Trip Distribution

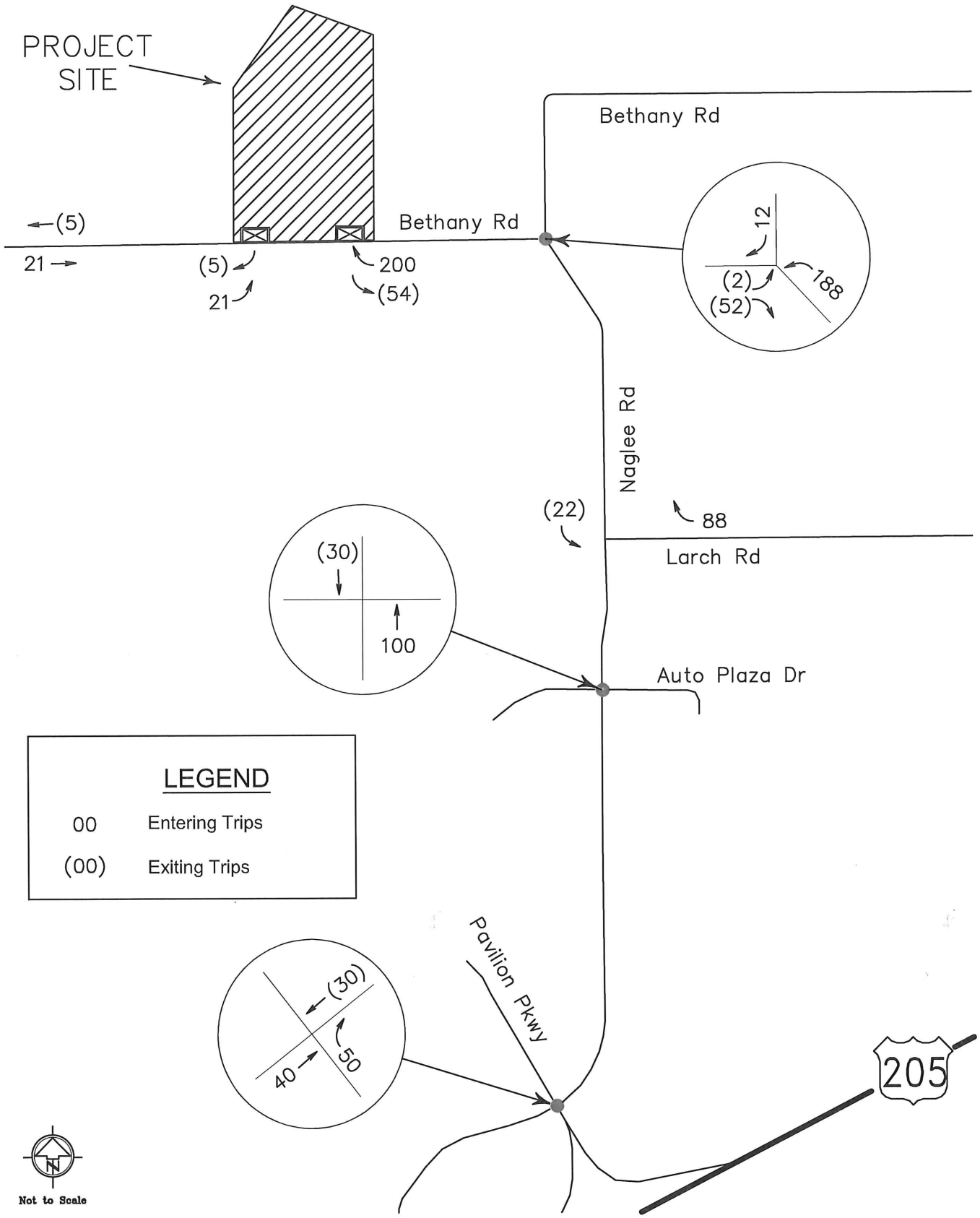


Exhibit 4
Proposed Project Trip Assignments

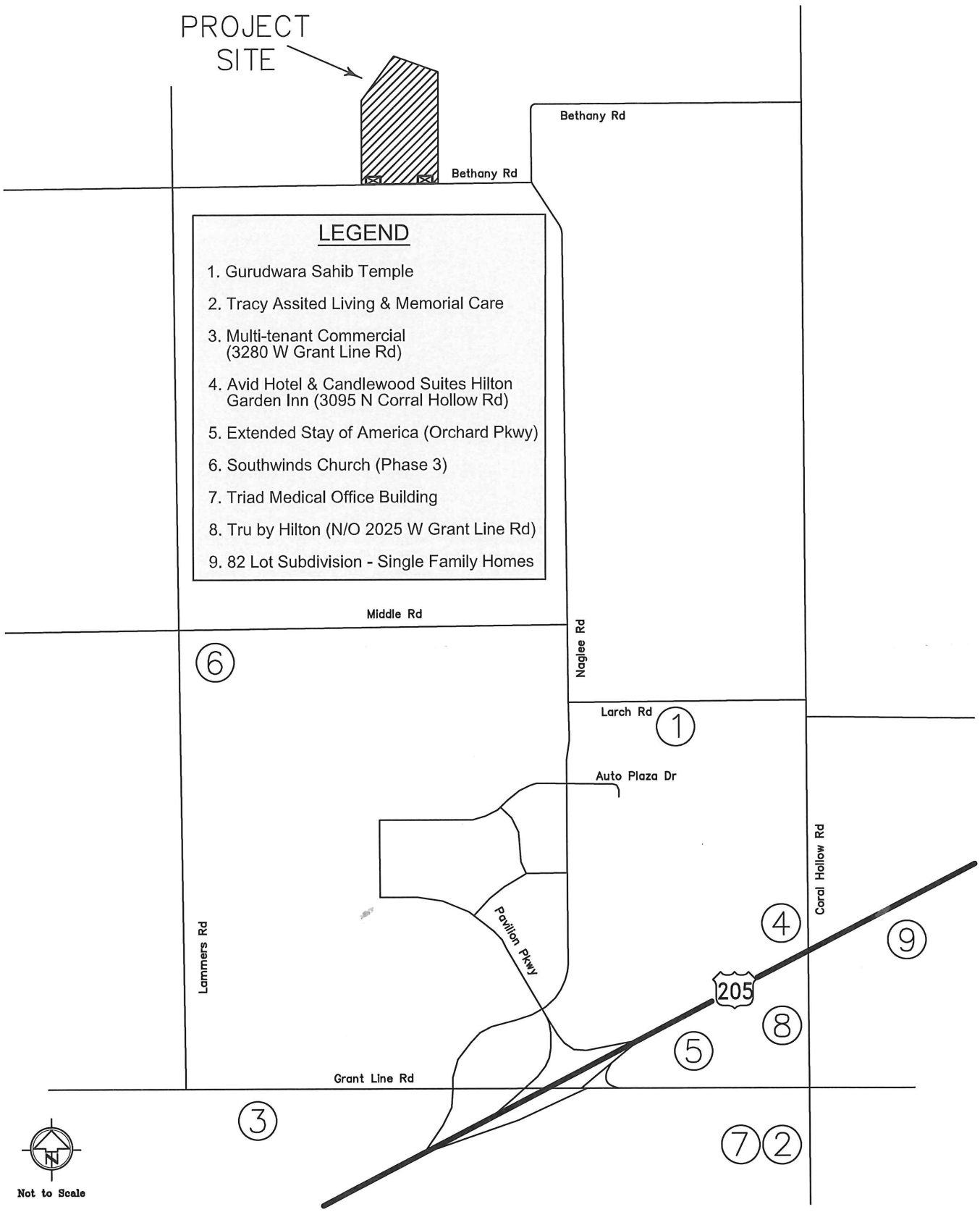


Exhibit 5
Approved & Pending Projects Map

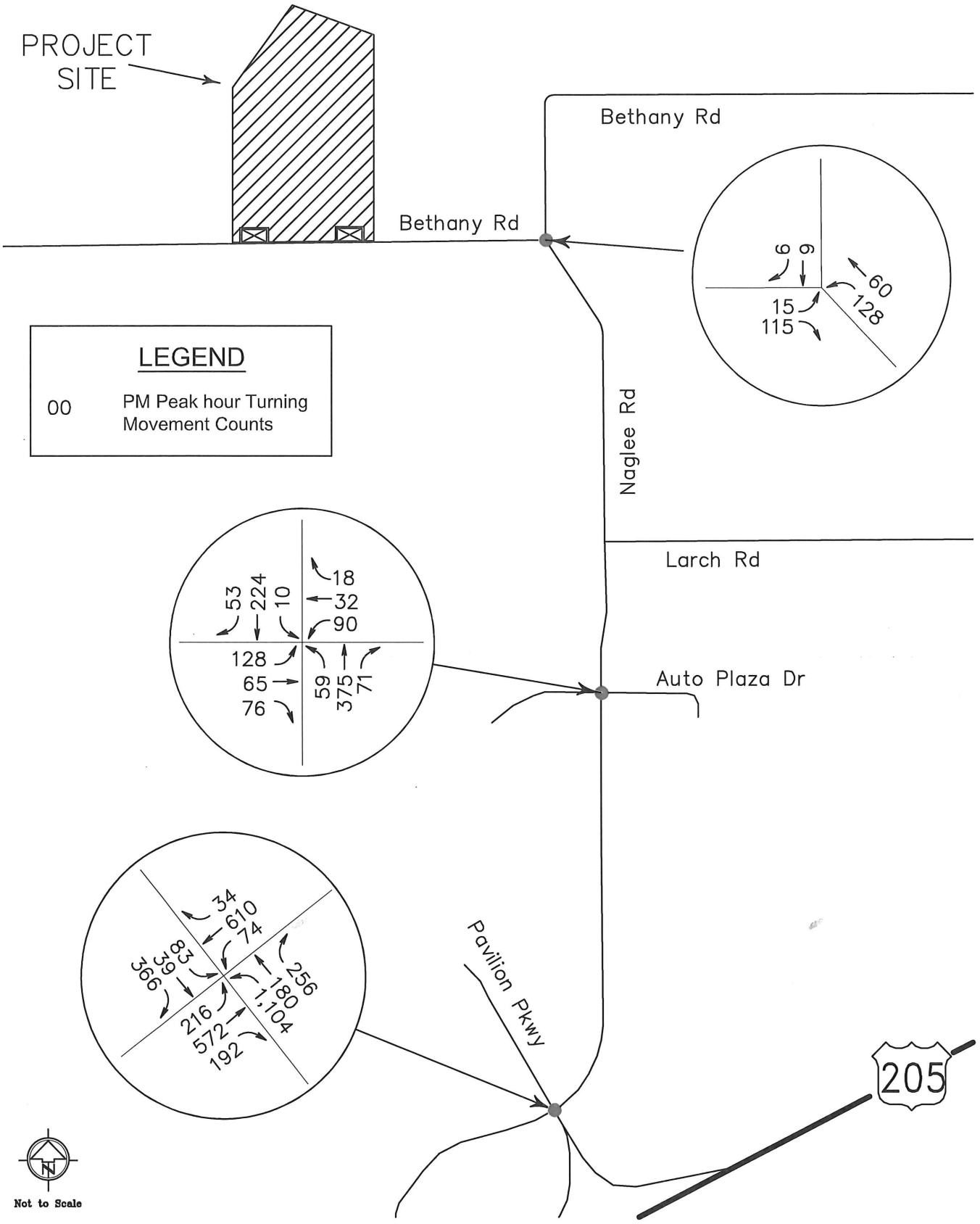


Exhibit 6
Existing Plus Approved Projects Traffic

Existing + Approved Projects + Project (EAP)

This section represents the analysis of proposed Project when added to Existing plus Approved Projects. For a worst-case scenario analysis, the trips generated for the Special Event (normally on Saturday or Sunday) were added to the weekday PM peak hour volumes. ***Exhibit 7*** depicts the trips for the Existing plus Approved Projects plus Project (EAP) scenario. ***Table 5*** compares the Existing plus Approve Projects against Existing plus Approved Projects plus Project.

Table 5: Level of Service Analysis for Existing plus Approved plus Project (EAP)

Study Intersection		Ex + Apprvd	EAP	
	Intersection Control	PM Pk Hr (Delay[1] / LOS)	PM Pk Hr (Delay[1] / LOS)	Difference in Delay
1- Naglee Rd & Bethany Rd	Stop on Bethany	9.3 / A	10.6 / B	+1.3
2- Naglee Rd & Auto Plaza Dr	TWS[2] on Auto Plaza	37.6 / E[3]	147.1 / F[4]	+109.5
3- Naglee Rd & I-205 WB Ramps	Signalized	56.6 / E	57.5 / E	+0.9

[1] Delay is an average delay in seconds at the intersection

[2] TWS = Two-way Stop controlled [3] WB direction [4] EB direction

Based on the County's as well as the City of Tracy's Level of Significance, the proposed Project would have a significant impact at the intersection of Naglee Road/Auto Plaza Drive. Mitigation measures are required at this intersection.

Although the intersection of Naglee Road/I-205 WB Ramps is LOS E, the City of Tracy's LOS threshold allows a LOS E at intersections within ¼ mile of any freeway. Therefore, mitigation for this intersection is not required.

Existing + Approved + Project (EAP) + Mitigation

For the intersection of Naglee Road/Auto Plaza Drive, the County directed Willdan to consider the installation of a traffic signal as the mitigation measure. This measure has been supported by other traffic studies including the Gurudwara Sahib study. Assuming the intersection of Naglee Road/Auto Plaza Drive is signalized, the Delay/LOS is improved.

Table 6 provides the revised analysis which identifies that the installation of a signal at Naglee Road/Auto Plaza Drive will reduce the delay to an insignificant level.

Table 6: Level of Service Analysis for EAP + Mitigation (Naglee Rd/Auto Plaza Dr Signalized)

Study Intersection		EAP	EAP + Mit Meas	
	Intersection Control	PM Pk Hr (Delay[1] / LOS)	PM Pk Hr (Delay[1] / LOS)	Difference in Delay
2- Naglee Rd & Auto Plaza Dr	Signalized	147.1 / F	10.2 / B	-136.9

[1] Delay is an average delay in seconds at the intersection

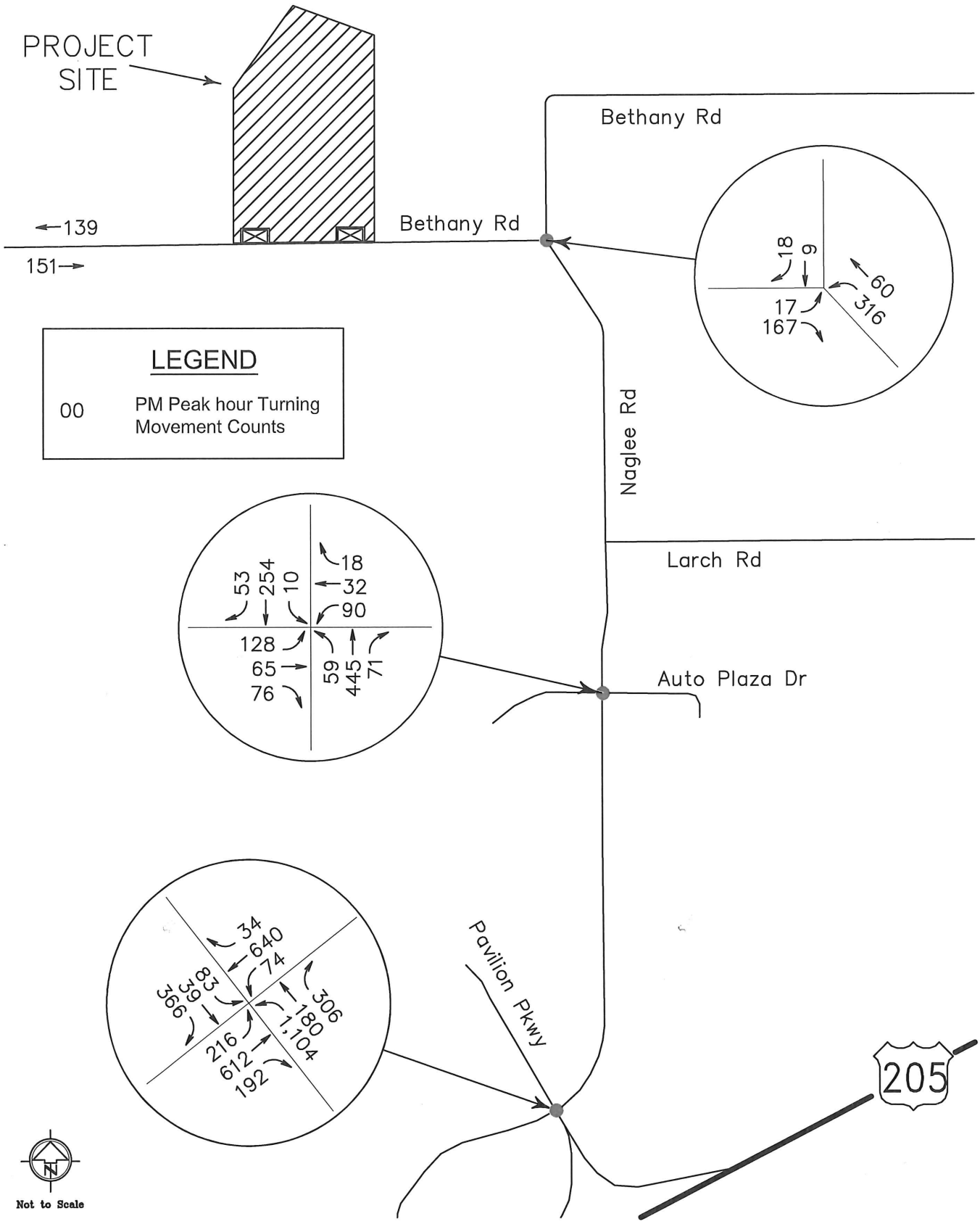


Exhibit 7
Existing Plus Approved Projects Plus Project Traffic

Cumulative 2042 (without Project)

This section represents the analysis of Cumulative 2042 conditions. The analysis of Cumulative conditions incorporates a compounded growth rate to Existing plus Approved Projects traffic volumes. The projected growth rate used was 1% per year compounded annually for 20 years to 2042. This results in a 22% increase to existing traffic volumes. ***Exhibit 8*** depicts the traffic volumes estimated for 2042. ***Table 7*** identifies the operational delay at the 3 study intersections.

Table 7: Level of Service Analysis for Cumulative 2042 (without Project)

Study Intersection		*Cumulative 2042*
	Intersection Control	*PM Pk Hr (Delay[1] / LOS)*
1- Naglee Rd & Bethany Rd	Stop on Bethany	9.6 / A
2- Naglee Rd & Auto Plaza Dr	Signalized	12.7 / B
3- Naglee Rd & I-205 WB Ramps	Signalized	87.5 / F

[1] Delay is an average delay in seconds at the intersection

Cumulative 2042 plus Project

This analysis adds the proposed Project to the Cumulative 2042 traffic volumes. ***Exhibit 9*** depicts the Cumulative 2042 plus Project volumes. ***Table 8*** identifies the LOS and the difference in delay.

Table 8: Level of Service Analysis for Cumulative 2042 (with Project)

Study Intersection		*Cumulative 2042*	*Cumulative + Project*	
	Intersection Control	*PM Pk Hr (Delay[1] / LOS)*	*PM Pk Hr (Delay[1] / LOS)*	*Difference in Delay*
1- Naglee Rd & Bethany Rd	Stop on Bethany	9.6 / A	11.9 / B	+2.3
2- Naglee Rd & Auto Plaza Dr	Signalized	12.7 / B	13.7 / B	+1.0
3- Naglee Rd & I-205 WB Ramps	Signalized	87.5 / F	87.9 / F	+0.4

[1] Delay is an average delay in seconds at the intersection

Based on the County's Level of Significance, the proposed Project would have not a significant impact in the Cumulative (2042) plus Project scenario to any of the 3 study intersections. Therefore, no mitigation measures are required.

While no mitigation measures are required, the intersection of Naglee Road/I-205 WB Ramps-Pavilion Parkway is anticipated to have relatively high traffic volumes in 2042. The northbound left turn volumes exiting the I-205 Freeway is 1,347. An additional left turn lane could reduce the delay for this northbound direction of travel. Another possible change to the lane configuration would be the addition of a 2nd southbound right turn lane on Pavilion Parkway. The current width of Pavilion Parkway could accommodate this additional lane. The City of Tracy and Caltrans should make consideration to address the anticipated high turning volumes before 2042.

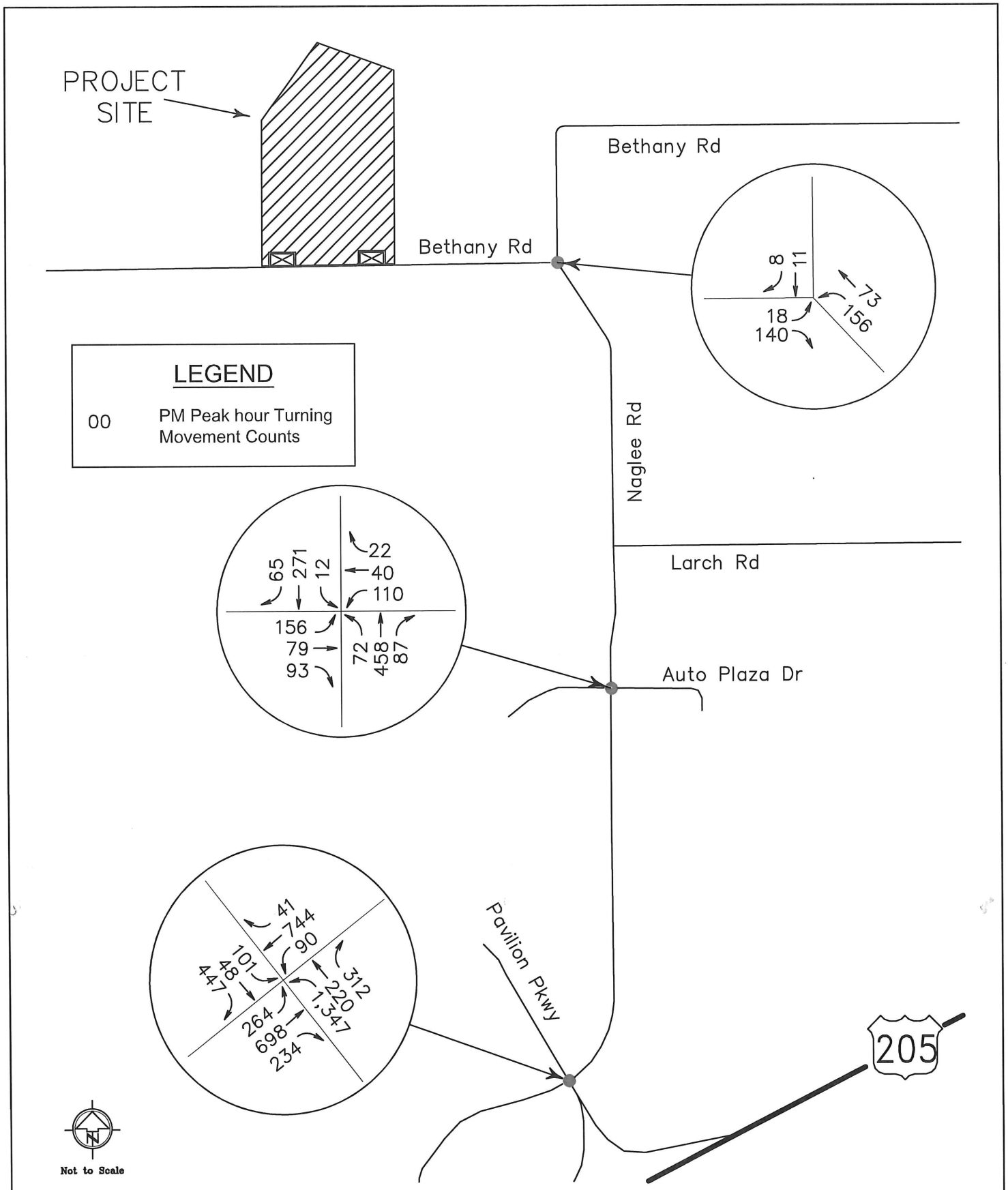


Exhibit 8
Cumulative 2042 Traffic

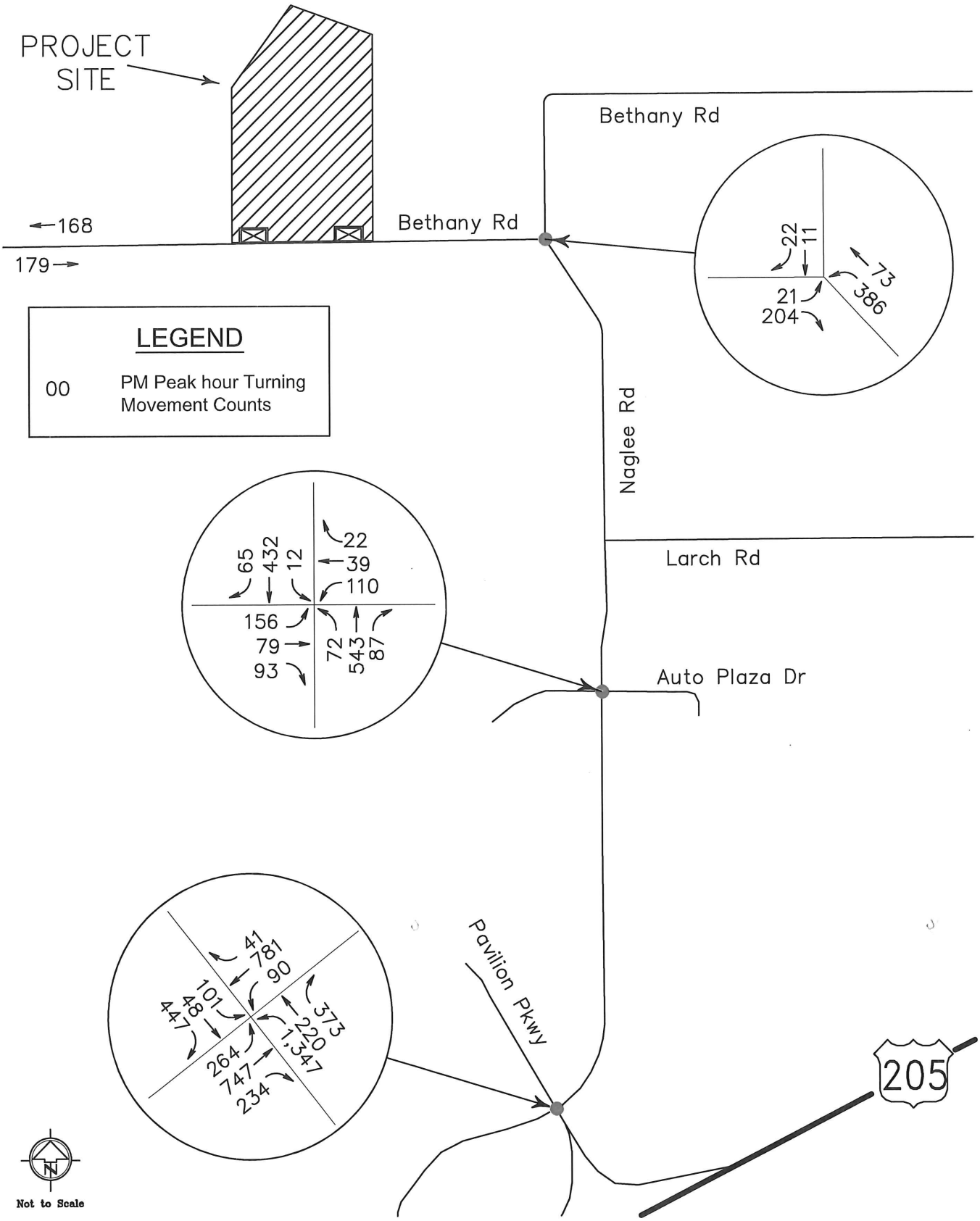


Exhibit 9
Cumulative 2042 Plus Proposed Traffic

Naglee Road and Auto Plaza Drive Traffic Signal Warrant Analysis

Willdan completed a cursory traffic signal warrant analysis of the intersection of Naglee Road/Auto Plaza Drive. This analysis included a review of Warrant 1, Eight Hour Vehicular Volume; Warrant 2, Four Hour Vehicular Volume; and Warrant 7, Crash Experience Warrant. Cumulative 2042 with Project volumes were used with estimations on the 8 peak hours based on existing traffic volumes. A review of the Statewide Integrated Traffic Records System (SWITRS) was made for the period between January 1, 2016 through June 22, 2022 (last reported collision in data file). The reported collision history can be found in ***Attachment E*** along with the full CA MUTCD traffic signal warrant sheets. Below are Warrants 1, 2 and 7.

WARRANT 1 - Eight Hour Vehicular Volume SATISFIED YES ☒ NO ☐
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume 100% SATISFIED YES ☒ NO ☐
80% SATISFIED YES ☒ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				10-11AM	11-12PM	12-1PM	1-2PM	2-3PM	3-4PM	4-5PM	5-6PM
	U	R	U	R								Hour
APPROACH LANES	1		2 or More									
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)	923	1029	1272	1332	1287	1362	1150	938
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)	353	283	320	402	320	410	463	324

Condition B - Interruption of Continuous Traffic 100% SATISFIED YES ☒ NO ☐
80% SATISFIED YES ☒ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				10-11AM	11-12PM	12-1PM	1-2PM	2-3PM	3-4PM	4-5PM	5-6PM
	U	R	U	R								Hour
APPROACH LANES	1		2 or More									
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)	923	1029	1272	1332	1287	1362	1150	938
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)	353	283	320	402	320	410	463	324

Combination of Conditions A & B SATISFIED YES ☐ NO ☒

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME	X	Yes ☒ No ☐
	AND B. INTERRUPTION OF CONTINUOUS TRAFFIC	X	
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS ***Previous actions of County unknown***			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

WARRANT 2 - Four Hour Vehicular Volume SATISFIED* YES [X] NO [ ]

Record hourly vehicular volumes for any four hours of an average day

APPROACH LANES	One	2 or More	10-11AM	1-2PM	3-4PM	4-5PM
Both Approaches - Major Street	X		923	1332	1362	1150
Higher Approach - Minor Street	X		353	402	410	463

Hour

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes [X]	No [ ]
OR, All plotted points fall above the applicable curve in Figure 4C-2 (RURAL AREAS)	Yes [ ]	No [ ]

WARRANT 7 - Crash Experience Warrant (All Parts Must Be Satisfied) SATISFIED YES [ ] NO [X]

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency	***Previous actions of County unknown***		Yes [ ] No [ ]
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash		Yes [ ] No [X]
5 OR MORE	***Max. of 3 in any 12-month period***		
REQUIREMENTS	CONDITIONS	✓	
ONE CONDITION SATISFIED 80%	Warrant 1, Condition A - Minimum Vehicular Volume		Yes [ ] No [X]
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic		
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 80% of Figure 4C-5 through Figure 4C-8		

Based on this cursory review of Cumulative (2042) with Project conditions, the intersection of Naglee Road/Auto Plaza Drive would satisfy 2 of the 3 Warrants reviewed for the installation of a traffic signal. A traffic signal at this intersection will reduce the operational delay currently experienced on Auto Plaza Drive. The installation of a traffic signal will also reduce the possibility of right-angle/broadside type collisions at the intersection of Naglee Road/Auto Plaza Drive.

Fair Share Analysis Calculation

The intersection of Naglee Road and Auto Plaza Drive is planned to install a traffic signal, based on discussions with County staff. A fair share contribution (P) analysis was conducted to determine the proposed Project's share of the traffic signal installation.

The fair share analysis examined the PM peak hour traffic volumes for the intersection for the Cumulative 2042 (Tb) and Existing plus Approved Projects (Te) scenarios. ***Exhibit 4*** identifies the number of project trips through the intersection is 130 trips (T). However, these trips are Special Event trips estimated to occur monthly or 12 days per year. The 12 days per year (12 / 365) are 3.3% of the total number of days in a year. Below is the calculated fair share contribution analysis.

$$P = \frac{T}{Tb - Te}$$

P = The equitable share for the proposed project's traffic impact.

T = The vehicle trips generated by the project.

Tb - Cumulative Conditions expected to occur in the year 2042.

Te = Existing plus Approved Projects

3.3% = Percent of the total number of days in a year that a Special Event is held (12 days / 365 days).

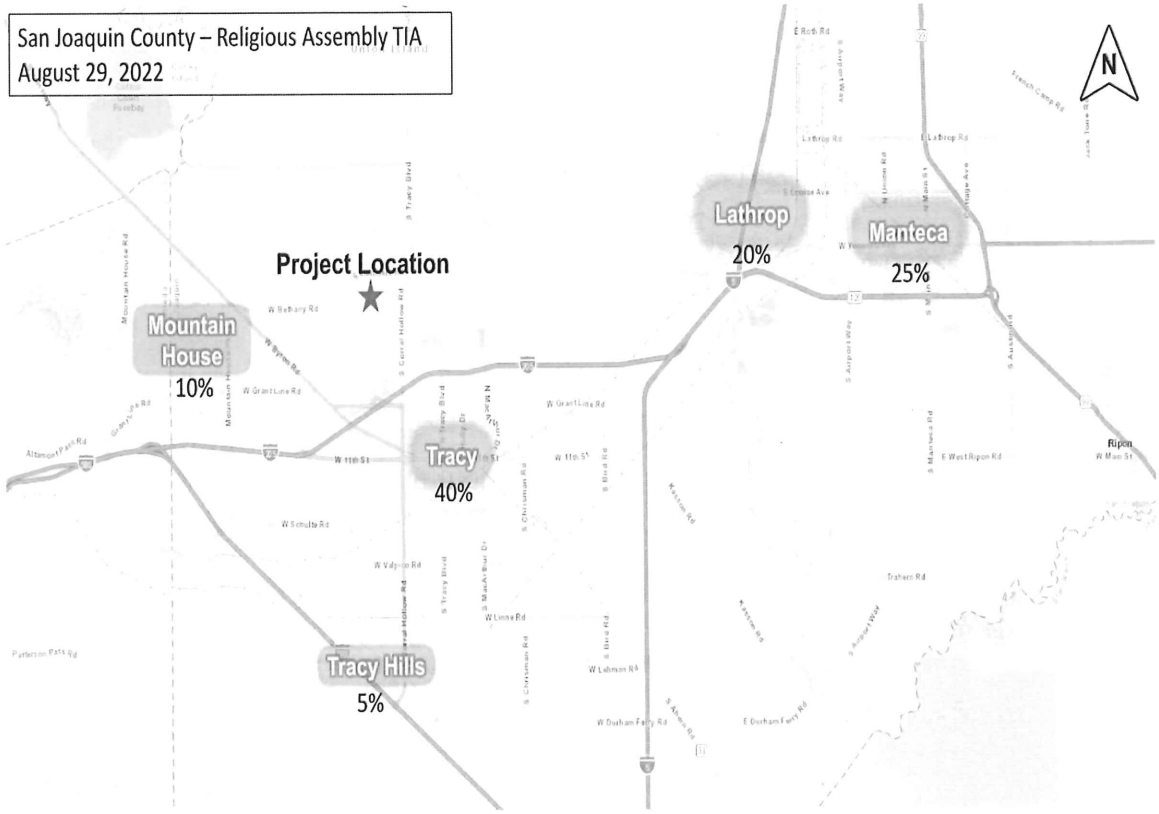
$$P = \frac{130}{1,456 - 1,338} = 1.024 \times 3.3\% = 3.4\% \text{ Fair Share Responsibility}$$

$600,000 x 3.4% = **$20,400 Fair Share Responsibility**

Vehicle Miles Traveled (VMT) Analysis

According to the updated California Qualities Act (CEQA) requirements, the San Joaquin County Traffic Impact Analysis guidelines require a Vehicle Miles Traveled (VMT) analysis for many types of developments. Based on the Office of Planning and Research (OPR), there are three types of projects that may be screened from the VMT analysis requirement: Transit Priority Area project, Low VMT Area projects, and local serving use project.

The proposed Project is a religious assembly temple (Datta Yoga Center) that will serve five geographic areas.



Currently members attend the only assembly center serving the congregation in the City of Fremont, California. Attendees travel a long distance from the proposed area to the City of Fremont to assemble.

The analysis indicates that the proposed Bethany Temple will replace regional trips from the five geographical areas to a closer distance to home. Therefore, the new Assembly/Temple will reduce average trip lengths for all five regions, which will reduce the overall VMT. ***Table 9*** presents the average trip length reduction from the five regions.

Table 9 indicates a large reduction in average VMT traveled by the congregation. The proposed Project can be considered as local serving project and can be screened out of a full VMT analysis.

Table 9: VMT Comparison between Existing and Proposed Temple

ATTENDEE LOCATIONS	DISTANCE TRAVELED TO (MILES)		REDUCTION IN TRAVEL DISTANCE (MILES)
	FREMONT ASSEMBLY / TEMPLE	BETHANY ROAD ASSEMBLY / TEMPLE	
Mountain House	36	7	-29
Tracy Hills	42	11	-31
Lathrop	52	17	-35
Manteca	54	19	-35
Tracy	40	7	-33

Conclusions/ Recommendations

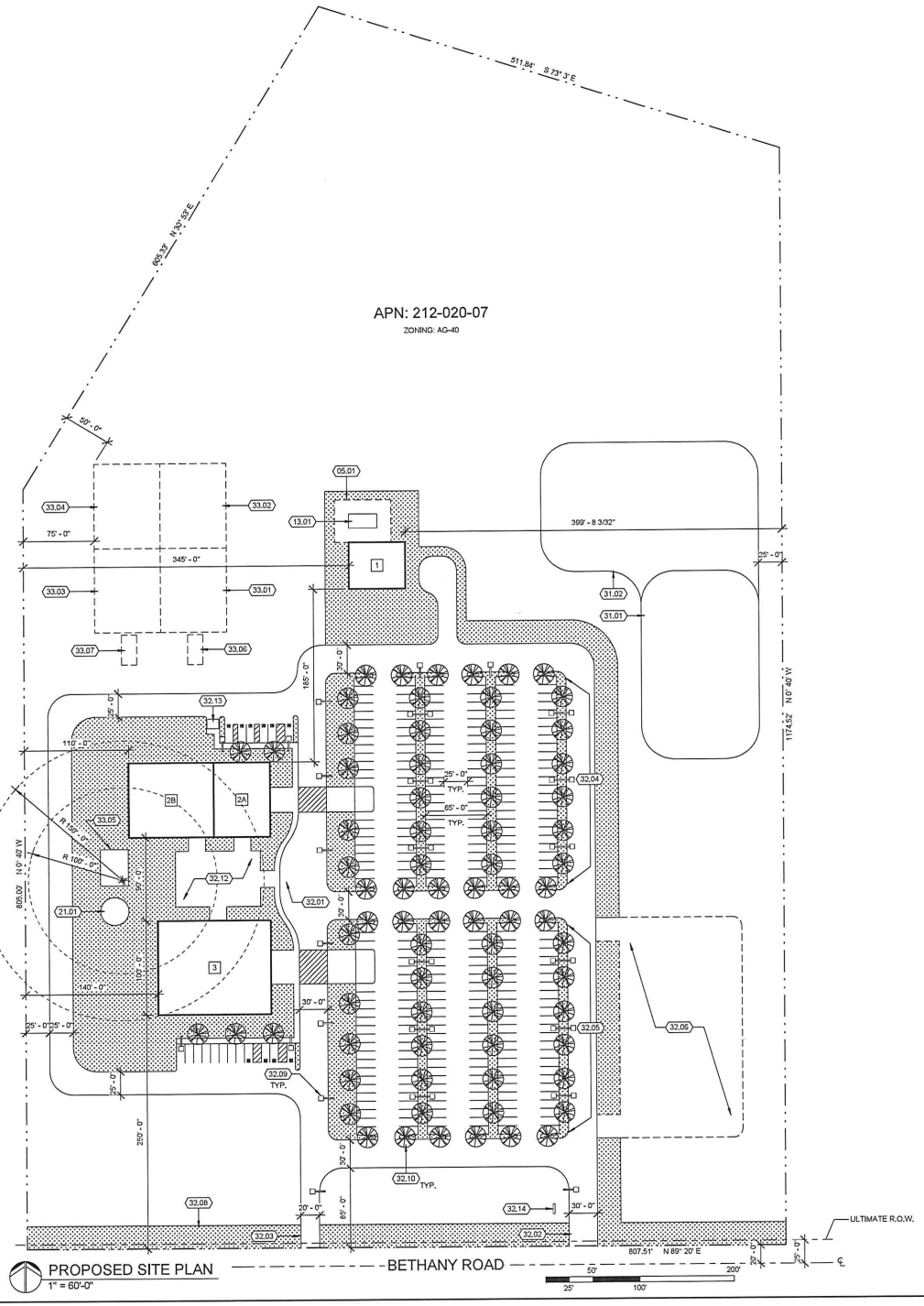
Based on our analysis, the 3 study intersections continue to operate at acceptable Levels of Service in the existing conditions scenario. The estimated traffic generated by the development of the 12925 W. Bethany Road Religious Assembly is expected to have minimal impact to the study intersections of Naglee Road/Bethany Road, Naglee Road/Auto Plaza Drive, and Naglee Road/I-205 WB Ramps.

A traffic impact was identified at Naglee Road/Auto Plaza Drive under the Existing plus Approved Projects plus Project scenario. The planned installation of a traffic signal, however, will mitigate the delay impacts of the proposed Project. The proposed Project's fair share contribution to the traffic signal installation was calculated as approximately $20,400.

With the planned installation of a traffic signal at Naglee Road/Auto Plaza Drive, the 3 study intersections are expected to operate at acceptable Levels of Service in the Cumulative (2042) scenario.

Attachment A

Site Plan



LEGEND

- 01.01 — KEYNOTE - REF. SCHEDULE THIS SHEET
- 1 — BUILDING - REF. SCHEDULE THIS SHEET
- ℄ — CENTER LINE
- LANDSCAPED AREAS

GENERAL NOTES

1. EXISTING PARCEL IS RELATIVELY FLAT.
2. PARKING LOT STALLS SHALL BE 9'-0" x 20'-0", TYP.
3. ALL PERMANENT DRIVE AISLES AND PARKING SPACES SHALL BE ASPHALT PAVING.

KEYNOTES

05.01 NEW 5' HIGH ORNAMENTAL IRON FENCE/GATE/HARDWARE TO SURROUND POOL
13.01 NEW 15'x30' PRIVATE IN-GROUND SWIMMING POOL
21.01 NEW FIRE PROTECTION WATER STORAGE TANK
31.01 NEW STORMWATER RETENTION BASIN
31.02 PHASE 2 STORMWATER RETENTION BASIN EXPANSION
32.01 NEW ACCESSIBLE DROP OFF ZONE
32.02 NEW PRIMARY 30' WIDE DRIVEWAY ENTRANCE
32.03 NEW FIRE ACCESS DRIVEWAY (GATED)
32.04 NEW PARKING LOT - PHASE 1
32.05 NEW PARKING LOT - PHASE 2
32.06 NEW UNPAVED (GRAVEL) OVERFLOW PARKING AREA
32.08 NEW LANDSCAPING ALONG PUBLIC RIGHT OF WAY - MINIMUM 10' WIDE FULL LENGTH
32.09 NEW PARKING LOT LIGHT FIXTURE - PROVIDE WITH CUT-OFF SHIELDS ALONG PROPERTY LINES
32.10 NEW PARKING LOT TREE - MINIMUM (1) PER EVERY (5) PARKING SPACES
32.12 NEW PLAZA
32.13 NEW TRASH/RECYCLING ENCLOSURE
32.14 NEW 6' HIGH, 10' WIDE MONUMENT SIGN, FINAL SIGN DESIGN TO BE SUBMITTED WITH BUILDING PERMIT APPLICATION
33.01 NEW WASTEWATER DISPOSAL FIELD TO SERVE PHASE 1 DEVELOPMENT
33.02 NEW 100% REPLACEMENT AREA FOR PHASE 1 WASTEWATER DISPOSAL FIELD
33.03 NEW WASTEWATER DISPOSAL FIELD TO SERVE PHASE 2 DEVELOPMENT
33.04 NEW 100% REPLACEMENT AREA FOR PHASE 2 WASTEWATER DISPOSAL FIELD
33.05 NEW WELL
33.06 NEW SEPTIC TANK TO SERVE PHASE 1 DEVELOPMENT
33.07 NEW SEPTIC TANK TO SERVE PHASE 2 DEVELOPMENT

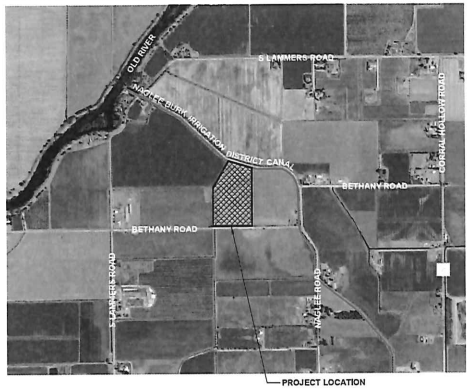
BUILDING SCHEDULE

LABEL	BUILDING	AREA	STORIES	HEIGHT	PHASE
1	PRIEST'S RESIDENCE	3,000 SF	1	25 ft	1
2A	ASSEMBLY HALL	5,000 SF	1	35 ft	1
2B	ASSEMBLY HALL EXPANSION	7,000 SF	1	35 ft	2
3	TEMPLE	12,000 SF	1	35 ft	2

PARKING SCHEDULE

PHASE	# SEATS IN PRIMARY ASSEMBLY SPACE	RATIO	PARKING REQUIRED	PARKING PROVIDED	ACCESSIBLE SPACES REQ'D	ACCESSIBLE SPACES PROVIDED
1	250	1:3	84	150	6	6
2	750	1:3	250	300	8	10

VICINITY MAP



WMB ARCHITECTS

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2000 L Street
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www.wmbarchitects.com

California Balaji Temple
12925 W Bethany Road
Tracy, CA 95304

WMB Project No. 21-090

01.19.22	USE PERMIT

PROPOSED SITE PLAN

A1

PA-2100238 UP TIS Questions

Loera, Marilissa [PW] <mloera@sjgov.org>

Thu 7/28/2022 1:32 PM

To: Joanne Itagaki <jitagaki@willdan.com>

Cc: Levers, Jeffrey [PW] <jlevers@sjgov.org>;Farhad Iranitalab <FIranitalab@willdan.com>

2 attachments (1 MB)

shift schedule_rev.xlsx; 21-090_Balaji Temple 01.19.22 Use Permit.pdf;

Hi Joanne,

We finally heard back from the applicant regarding the questions you had about the project. Please see below:

- What is operation of the facility? Are there regular weekly meetings? Does the meditation hall/temple have operating hours outside of weekly meetings?
  The facility is open from 10AM to Noon and 6PM to 9PM every day of the week. During the hours of operation, visitors can drop by at their convenience for prayer and meditation. There is no fixed service/meeting time. See attached Shift Schedule submitted with the Use Permit application for average number of visitors anticipated in Phase 1 and Phase 2 during hours of operation.
- Are there any special meetings/gatherings on a regular basis (monthly, quarterly, 2-3x per year)? Would this be the maximum attendance of the hall?
  There will be special gatherings on Saturday or Sunday on a monthly basis, on average. Over the course of the entire day, it is expected that there will be 250 visitors in Phase 1 and 1000 visitors in Phase 2 with a maximum number of visitors at any one time of 200 in Phase 1 and 750 in Phase 2. See attached Shift Schedule.
- For the proposed parking, will this be a paved area with marked parking spaces? Will there be parking "attendants" to direct motorists to parking spaces?
  All required parking will be permanently paved and striped (150 parking space in Phase 1 and 300 total with Phase 2 (full build-out)). In addition, there will be a smaller, gravel overflow parking area that will accommodate 100 cars (maximum). See attached Site Plan. Because visitors come at different times during the day rather than a fixed time, it is anticipated that directional signage will be adequate to direct motorists to parking spaces, and parking attendants will not be necessary.
- What will the remaining area of the total land be used for? Cattle shed? Other animal areas?
  The undeveloped area of the site may be used for cattle grazing, limited to six cows, an organic garden, and an agricultural shed to support these uses.
- Where, if any, is the existing meditation hall/meeting facility? Will this existing facility be closed when this project is completed?
  The intent of this project is to establish a temple that serves residents of Tracy, Mountain House, Lathrop, Manteca, Tracy Hills, and other nearby communities. There is no existing facility in the area. Our organization has a facility in Fremont, and there is an unaffiliated temple in Livermore. Devotees who wish to participate in temple activities must travel to one of these existing facilities; so, the project will reduce the number of commuter vehicle trips from the Central Valley into the Bay Area.
  - How many attendees meet at the existing facility?
    There is no existing facility in the area.
  - Where do these attendees live (zip codes, city, etc.)? Will all attendees move to worship at the new hall?
    The new temple facility is intended to serve Tracy, Mountain House, Lathrop, Tracy Hills, and Manteca.

The applicant also provided the attached files. Please let me know if you have any additional questions.

Thank you,

Marilissa Loera
Associate Transportation Planner
San Joaquin County, Department of Public Works
1810 East Hazelton Avenue, Stockton 95205
(209) 468-3085

SAN JOAQUIN
COUNTY
Greatness grows here.

Shift Schedule

Shift #	Shift Hours	Days of Operation	Average Number of Employees per Shift		Average Number of Visitors per Shift		Deliveries	Seasonal or Year-round?
			Phase 1	Phase 2	Phase 1	Phase 2		
1	10AM-12 Noon	Monday - Friday	1	3	20	30	No	Year-round
2	6PM-9PM	Monday - Friday	1	3	30	50	No	Year-round
3	10AM-12 Noon	Saturday - Sunday	1	3	50	200	No	Year-round
4	6PM-9PM	Saturday - Sunday	1	3	75	250	No	Year-round

Festivals/ Events		Number of Visitors per Event (entire day)		Maximum Number of Visitors at any one time	
		Phase 1	Phase 2	Phase 1	Phase 2
10AM-9PM	(1) Saturday or Sunday per Month	250	1000	200	750

Attachment B

Existing Traffic Count Data

National Data & Surveying Services Intersection Turning Movement Count

Location: Naglee Rd & Bethany Rd
City: Tracy
Control: 1-Way Stop(EB)

Project ID: 22-080214-001
Date: 7/21/2022

Data - Totals

NS/EW Streets:	Naglee Rd				Naglee Rd				Bethany Rd				Bethany Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	11	2	0	0	0	0	2	0	0	0	1	0	0	0	0	0	16
7:15 AM	9	1	0	0	0	1	1	0	1	0	2	0	0	0	0	0	15
7:30 AM	12	2	0	0	0	1	0	0	3	0	6	0	0	0	0	0	24
7:45 AM	9	0	0	0	0	0	1	1	0	0	3	0	0	0	0	0	14
8:00 AM	7	1	0	0	0	0	0	0	1	0	10	0	0	0	0	0	19
8:15 AM	6	8	0	0	0	1	0	0	1	0	6	0	0	0	0	0	22
8:30 AM	5	1	0	0	0	2	0	0	0	0	13	0	0	0	0	0	21
8:45 AM	2	1	0	0	0	1	1	0	0	0	9	0	0	0	0	0	14
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	61	16	0	0	0	6	5	1	6	0	50	0	0	0	0	0	145
APPROACH %'s :	79.22%	20.78%	0.00%	0.00%	0.00%	50.00%	41.67%	8.33%	10.71%	0.00%	89.29%	0.00%					
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	34	11	0	0	0	2	1	1	5	0	25	0	0	0	0	0	79
PEAK HR FACTOR :	0.708	0.344	0.000	0.000	0.000	0.500	0.250	0.250	0.417	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.823
	0.804				0.500				0.682								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	16	9	0	0	0	1	1	0	5	0	15	0	0	0	0	0	47
4:15 PM	18	6	0	1	0	0	0	0	0	0	13	0	0	0	0	0	38
4:30 PM	9	6	0	1	0	0	0	0	3	0	10	0	0	0	0	0	29
4:45 PM	18	8	0	0	0	0	2	0	0	0	18	0	0	0	0	0	46
5:00 PM	13	12	0	0	0	0	2	0	4	0	18	0	0	0	0	0	49
5:15 PM	18	10	0	0	0	3	0	0	1	0	13	0	0	0	0	0	45
5:30 PM	21	3	0	0	0	2	1	0	0	0	18	0	0	0	0	0	45
5:45 PM	15	2	0	0	0	1	0	0	2	0	10	0	0	0	0	0	30
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	128	56	0	2	0	7	6	0	15	0	115	0	0	0	0	0	329
APPROACH %'s :	68.82%	30.11%	0.00%	1.08%	0.00%	53.85%	46.15%	0.00%	11.54%	0.00%	88.46%	0.00%					
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	70	33	0	0	0	5	5	0	5	0	67	0	0	0	0	0	185
PEAK HR FACTOR :	0.833	0.688	0.000	0.000	0.000	0.417	0.625	0.000	0.313	0.000	0.931	0.000	0.000	0.000	0.000	0.000	0.944
	0.920				0.833				0.818								

Prepared by National Data & Surveying Services

Naglee Rd & Bethany Rd

Peak Hour Turning Movement Count

ID: 22-080214-001
City: Tracy

Day: Thursday
Date: 7/21/2022

PEAK HOURS

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

COUNT PERIODS

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

SOUTHBOUND (Naglee Rd)

AM	1	2	0	1	17	AM
NOON	0	0	0	0	0	NOON
PM	5	5	0	0	38	PM

EASTBOUND (Bethany Rd)

AM	NOON	PM	
35	0	75	⇦
0	0	0	↶ 0
5	0	5	↱ 0
0	0	0	→ 1
25	0	67	↴ 0
AM	NOON	PM	

WESTBOUND (Bethany Rd)

PM	NOON	AM	
0	0	0	0 ↰
0	0	0	0 ←
0	0	0	0 ↰
0	0	0	0 ↶
0	0	0	⇨
PM	NOON	AM	

NORTHBOUND (Naglee Rd)

PM	72	0	70	33	0	PM
NOON	0	0	0	0	0	NOON
AM	27	0	34	11	0	AM

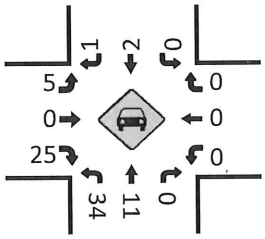
0 1 0 0 (SB turning movements) — 0 0 1 0 (NB turning movements)

CONTROL

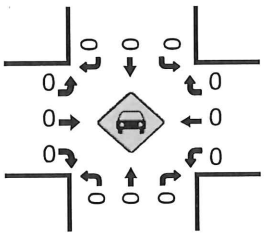
1-Way Stop(EB)

TEV	79 AM	0 NOON	185 PM
PHF	0.82		0.94

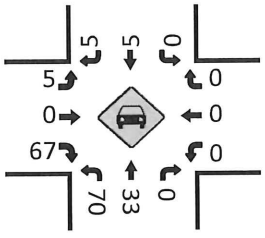
Totals (AM)



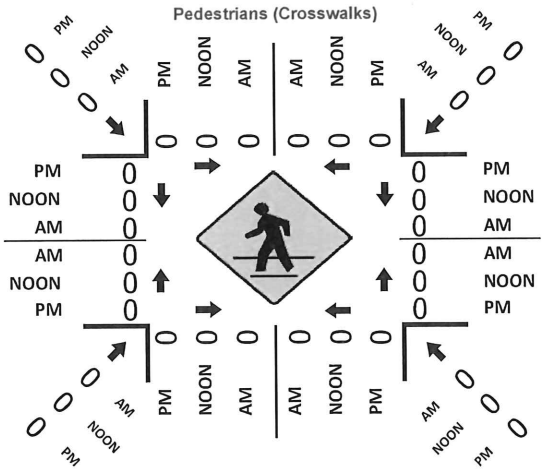
Totals (NOON)



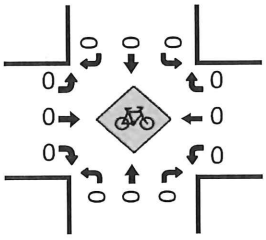
Totals (PM)



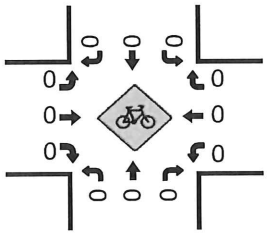
Pedestrians (Crosswalks)



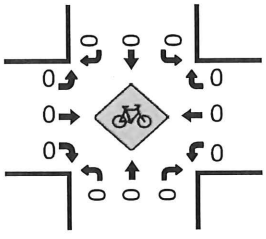
Total Bikes (AM)



Total Bikes (NOON)



Total Bikes (PM)



National Data & Surveying Services Intersection Turning Movement Count

Location: Naglee Rd & Auto Plaza Dr
City: Tracy
Control: 2-Way Stop(EB/WB)

Project ID: 22-080214-003
Date: 7/21/2022

Data - Totals

NS/EW Streets:	Naglee Rd				Naglee Rd				Auto Plaza Dr				Auto Plaza Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	0	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	5	12	0	0	0	5	6	0	3	5	5	0	0	5	1	0	47
7:15 AM	2	14	0	0	2	11	4	0	3	1	5	0	0	10	0	0	52
7:30 AM	13	16	0	0	2	9	7	0	1	0	11	0	0	5	0	0	64
7:45 AM	8	14	1	0	1	13	12	0	4	2	12	0	0	20	0	0	87
8:00 AM	14	6	0	0	0	16	6	0	5	3	10	0	0	7	0	0	67
8:15 AM	15	14	0	0	1	6	9	0	9	0	9	0	1	7	0	0	71
8:30 AM	12	10	1	0	0	16	23	0	4	3	13	0	0	7	0	0	89
8:45 AM	19	7	2	1	4	18	14	0	8	2	17	0	0	9	1	0	102
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	88	93	4	1	10	94	81	0	37	16	82	0	1	70	2	0	579
APPROACH %'s :	47.31%	50.00%	2.15%	0.54%	5.41%	50.81%	43.78%	0.00%	27.41%	11.85%	60.74%	0.00%	1.37%	95.89%	2.74%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	60	37	3	1	5	56	52	0	26	8	49	0	1	30	1	0	329
PEAK HR FACTOR :	0.789	0.661	0.375	0.250	0.313	0.778	0.565	0.000	0.722	0.667	0.721	0.000	0.250	0.833	0.250	0.000	0.806
		0.871				0.724				0.769				0.800			

NS/EW Streets:	Naglee Rd				Naglee Rd				Auto Plaza Dr				Auto Plaza Dr				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	0	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	7	49	0	0	2	17	9	0	16	5	10	0	0	4	5	0	124
4:15 PM	13	39	1	0	3	18	13	0	10	3	14	0	1	1	1	0	117
4:30 PM	3	41	1	4	0	14	14	0	25	8	10	0	1	6	1	0	128
4:45 PM	9	42	0	0	2	15	7	0	23	16	11	0	1	4	3	0	133
5:00 PM	6	36	2	0	1	24	3	0	23	14	14	0	1	3	2	0	129
5:15 PM	3	37	2	2	0	12	3	0	7	4	12	0	2	5	2	0	91
5:30 PM	3	31	1	2	2	23	1	1	20	10	2	0	1	3	1	0	101
5:45 PM	7	30	0	0	0	24	3	1	4	5	3	0	0	6	3	0	86
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	51	305	7	8	10	147	53	2	128	65	76	0	7	32	18	0	909
APPROACH %'s :	13.75%	82.21%	1.89%	2.16%	4.72%	69.34%	25.00%	0.94%	47.58%	24.16%	28.25%	0.00%	12.28%	56.14%	31.58%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	31	158	4	4	6	71	37	0	81	41	49	0	4	14	7	0	507
PEAK HR FACTOR :	0.596	0.940	0.500	0.250	0.500	0.740	0.661	0.000	0.810	0.641	0.875	0.000	1.000	0.583	0.583	0.000	0.953
		0.929				0.838				0.838				0.781			

Prepared by National Data & Surveying Services

Naglee Rd & Auto Plaza Dr

Peak Hour Turning Movement Count

ID: 22-080214-003
City: Tracy

Day: Thursday
Date: 7/21/2022

PEAK HOURS

AM: 08:00 AM - 09:00 AM
NOON: NONE
PM: 04:15 PM - 05:15 PM

COUNT PERIODS

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

SOUTHBOUND (Naglee Rd)

AM	52	56	5	0	64	AM
NOON	0	0	0	0	0	NOON
PM	37	71	6	0	246	PM
	0	2	0	0		

EASTBOUND (Auto Plaza Dr)

AM	NOON	PM		
142	0	82		
0	0	0	0	
26	0	81	0	
8	0	41	1	
49	0	49	0	
AM	NOON	PM		

WESTBOUND (Auto Plaza Dr)

	PM	NOON	AM
0	7	0	1
1	14	0	30
0	4	0	1
0	0	0	0
	51	0	16
	PM	NOON	AM

NORTHBOUND (Naglee Rd)

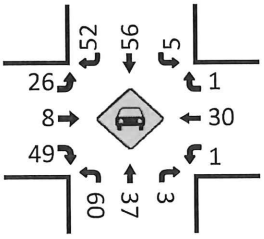
PM	128	4	31	158	4	PM
NOON	0	0	0	0	0	NOON
AM	107	1	60	37	3	AM
		0	1	3	0	

CONTROL

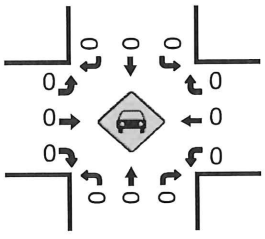
2-Way Stop(EB/WB)

TEV	329 AM	0 NOON	507 PM
PHF	0.81		0.95

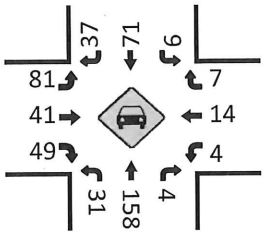
Totals (AM)



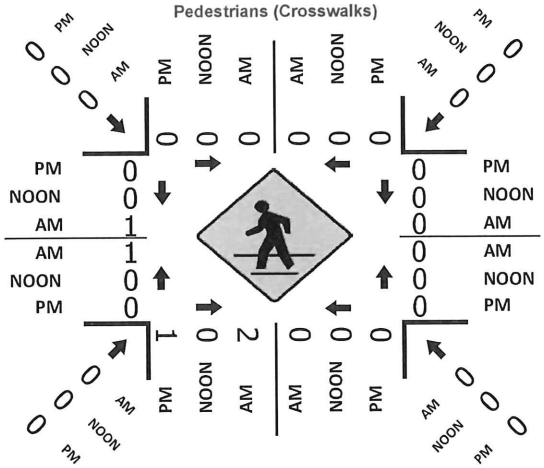
Totals (NOON)



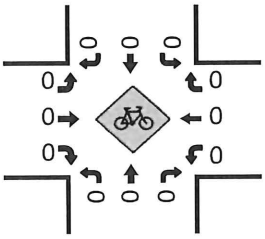
Totals (PM)



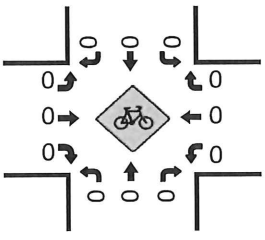
Pedestrians (Crosswalks)



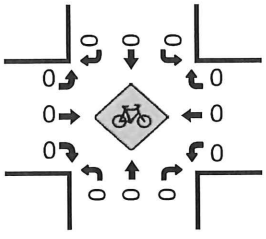
Total Bikes (AM)



Total Bikes (NOON)



Total Bikes (PM)



National Data & Surveying Services Intersection Turning Movement Count

Location: I-205 Freeway WB Ramps/Pavilion Pkwy & Naglee Rd
City: Tracy
Control: Signalized

Project ID: 22-080214-002
Date: 7/21/2022

Data - Totals

NS/EW Streets:	I-205 Freeway WB Ramps/Pavilion Pkwy				I-205 Freeway WB Ramps/Pavilion Pkwy				Naglee Rd				Naglee Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	2	1	0	1	1	1	0	2	2	1	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	142	15	22	0	1	3	7	1	9	8	16	0	1	12	0	0	237
7:15 AM	143	14	21	0	0	2	11	0	12	11	12	0	3	17	0	0	246
7:30 AM	140	24	20	0	1	1	18	0	5	14	17	0	2	14	1	0	257
7:45 AM	165	16	13	0	0	3	18	0	10	21	24	1	4	20	2	0	297
8:00 AM	118	24	22	0	1	2	11	0	18	22	22	0	5	21	1	0	267
8:15 AM	128	21	23	0	3	5	20	0	19	33	25	1	3	20	1	0	302
8:30 AM	133	33	19	0	2	7	17	0	12	31	30	0	7	25	0	0	316
8:45 AM	117	24	29	0	1	6	22	0	22	36	29	0	8	29	2	0	325
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1086	171	169	0	9	29	124	1	107	176	175	2	33	158	7	0	2247
APPROACH %'s :	76.16%	11.99%	11.85%	0.00%	5.52%	17.79%	76.07%	0.61%	23.26%	38.26%	38.04%	0.43%	16.67%	79.80%	3.54%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	496	102	93	0	7	20	70	0	71	122	106	1	23	95	4	0	1210
PEAK HR FACTOR :	0.932	0.773	0.802	0.000	0.583	0.714	0.795	0.000	0.807	0.847	0.883	0.250	0.719	0.819	0.500	0.000	0.931
		0.934				0.836				0.862				0.782			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	2	1	0	1	1	1	0	2	2	1	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	141	19	29	0	11	5	43	0	22	70	20	0	6	80	6	1	453
4:15 PM	128	32	23	0	12	3	45	1	32	72	26	2	14	68	8	0	466
4:30 PM	133	17	35	0	8	6	54	0	18	73	23	3	8	71	6	0	455
4:45 PM	153	23	30	0	8	7	39	0	28	69	19	0	7	89	3	1	476
5:00 PM	134	30	38	0	14	4	57	1	19	66	24	1	11	80	5	1	485
5:15 PM	157	20	30	0	8	5	44	1	27	59	20	0	7	76	3	0	457
5:30 PM	121	17	34	0	7	3	42	0	27	84	21	2	8	76	1	0	443
5:45 PM	116	22	37	0	10	6	42	2	33	79	24	2	10	70	2	0	455
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1083	180	256	0	78	39	366	5	206	572	177	10	71	610	34	3	3690
APPROACH %'s :	71.30%	11.85%	16.85%	0.00%	15.98%	7.99%	75.00%	1.02%	21.35%	59.27%	18.34%	1.04%	9.89%	84.96%	4.74%	0.42%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	548	102	126	0	42	20	195	2	97	280	92	6	40	308	22	2	1882
PEAK HR FACTOR :	0.895	0.797	0.829	0.000	0.750	0.714	0.855	0.500	0.758	0.959	0.885	0.500	0.714	0.865	0.688	0.500	0.970
		0.942				0.852				0.900				0.930			

Prepared by National Data & Surveying Services

I-205 Freeway WB Ramps/Pavilion Pkwy & Naglee Rd

Peak Hour Turning Movement Count

ID: 22-080214-002
City: Tracy

Day: Thursday
Date: 7/21/2022

PEAK HOURS

AM: 08:00 AM - 09:00 AM
NOON: NONE
PM: 04:15 PM - 05:15 PM

COUNT PERIODS

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

CONTROL: Signalized

	AM	NOON	PM
TEV	1210	0	1882
PHF	0.93		0.97

SOUTHBOUND — I-205 Freeway WB Ramps/Pavilion Pkwy

	AM	NOON	PM
Left	70	0	195
Thru	20	0	20
Thru	7	0	42
Right	0	0	2
Total	177	0	223

Lanes: 1 | 1 | 1 | 0

EASTBOUND — Naglee Rd

	AM	NOON	PM
Thru	662	0	1057
Left	1	0	6
Right	71	0	97
Thru	122	0	280
Right	106	0	92

Lanes: 0 | 2 | 2 | 1

WESTBOUND — Naglee Rd

	AM	NOON	PM
Left	4	0	22
Thru	95	0	308
Left	23	0	40
Left	0	0	2
Thru	222	0	450

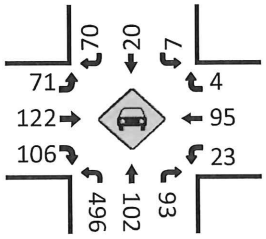
Lanes: 0 | 3 | 1 | 0

NORTHBOUND — I-205 Freeway WB Ramps/Pavilion Pkwy

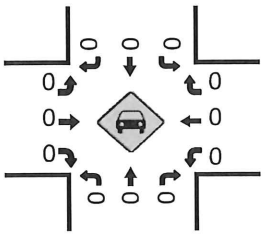
	AM	NOON	PM
Left	149	0	152
Thru	496	0	548
Thru	102	0	102
Right	93	0	126
Total	496	0	548

Lanes: 0 | 2 | 2 | 1

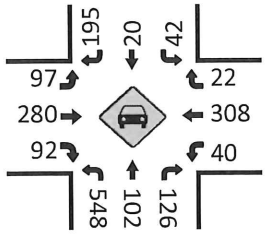
Totals (AM)



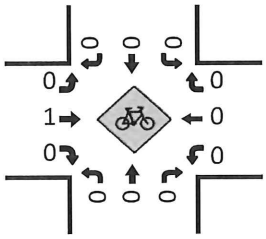
Totals (NOON)



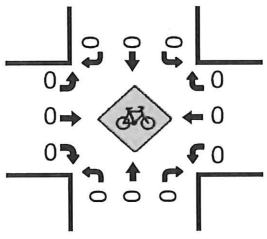
Totals (PM)



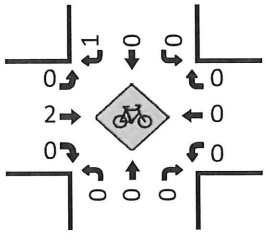
Total Bikes (AM)



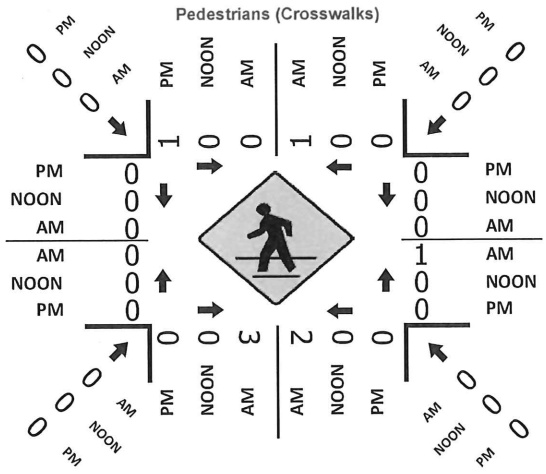
Total Bikes (NOON)



Total Bikes (PM)



Pedestrians (Crosswalks)



Attachment C

Level of Service Analysis Worksheets

Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	6	50	61	16	1	6	5
Future Vol, veh/h	6	50	61	16	1	6	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	7	54	66	17	1	7	5

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	159	10	12	0	-	-	0
Stage 1	10	-	-	-	-	-	-
Stage 2	149	-	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-	-
Pot Cap-1 Maneuver	832	1071	1607	-	-	-	-
Stage 1	1013	-	-	-	-	-	-
Stage 2	879	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	798	1071	1607	-	-	-	-
Mov Cap-2 Maneuver	798	-	-	-	-	-	-
Stage 1	971	-	-	-	-	-	-
Stage 2	879	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	5.8	
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1607	-	1033	-	-
HCM Lane V/C Ratio	0.041	-	0.059	-	-
HCM Control Delay (s)	7.3	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection	
Int Delay, s/veh	6.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	115	128	56	7	6
Future Vol, veh/h	15	115	128	56	7	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	125	139	61	8	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	351	12	15	0	-	0
Stage 1	12	-	-	-	-	-
Stage 2	339	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	646	1069	1603	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	722	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	588	1069	1603	-	-	-
Mov Cap-2 Maneuver	588	-	-	-	-	-
Stage 1	920	-	-	-	-	-
Stage 2	722	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	5.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1603	-	977	-	-
HCM Lane V/C Ratio	0.087	-	0.145	-	-
HCM Control Delay (s)	7.5	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	0.5	-	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↑	↱		↰	↱
Traffic Vol, veh/h	37	16	82	1	70	2	89	93	4	10	94	81
Future Vol, veh/h	37	16	82	1	70	2	89	93	4	10	94	81
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	180	-	100	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	17	89	1	76	2	97	101	4	11	102	88

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	460	423	102	516	507	101	190	0	0	105	0	0
Stage 1	124	124	-	295	295	-	-	-	-	-	-	-
Stage 2	336	299	-	221	212	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	512	522	953	470	468	954	1384	-	-	1486	-	-
Stage 1	880	793	-	713	669	-	-	-	-	-	-	-
Stage 2	678	666	-	781	727	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	416	482	953	390	432	954	1384	-	-	1486	-	-
Mov Cap-2 Maneuver	416	482	-	390	432	-	-	-	-	-	-	-
Stage 1	818	787	-	663	622	-	-	-	-	-	-	-
Stage 2	552	619	-	687	721	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.2	15	3.7	0.4
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1384	-	-	648	438	1486	-	-
HCM Lane V/C Ratio	0.07	-	-	0.226	0.181	0.007	-	-
HCM Control Delay (s)	7.8	-	-	12.2	15	7.4	0	-
HCM Lane LOS	A	-	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.9	0.7	0	-	-

Intersection	
Int Delay, s/veh	11.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↑	↱		↰	↱
Traffic Vol, veh/h	128	65	76	7	32	18	59	305	7	10	147	53
Future Vol, veh/h	128	65	76	7	32	18	59	305	7	10	147	53
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	180	-	100	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	139	71	83	8	35	20	64	332	8	11	160	58

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	674	650	160	748	700	332	218	0	0	340	0	0
Stage 1	182	182	-	460	460	-	-	-	-	-	-	-
Stage 2	492	468	-	288	240	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	368	388	885	329	363	710	1352	-	-	1219	-	-
Stage 1	820	749	-	581	566	-	-	-	-	-	-	-
Stage 2	558	561	-	720	707	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	316	366	885	243	342	710	1352	-	-	1219	-	-
Mov Cap-2 Maneuver	316	366	-	243	342	-	-	-	-	-	-	-
Stage 1	781	742	-	554	539	-	-	-	-	-	-	-
Stage 2	484	535	-	585	700	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	34.4	16.1	1.2	0.4
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1352	-	-	402	386	1219	-	-
HCM Lane V/C Ratio	0.047	-	-	0.727	0.161	0.009	-	-
HCM Control Delay (s)	7.8	-	-	34.4	16.1	8	0	-
HCM Lane LOS	A	-	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	5.7	0.6	0	-	-

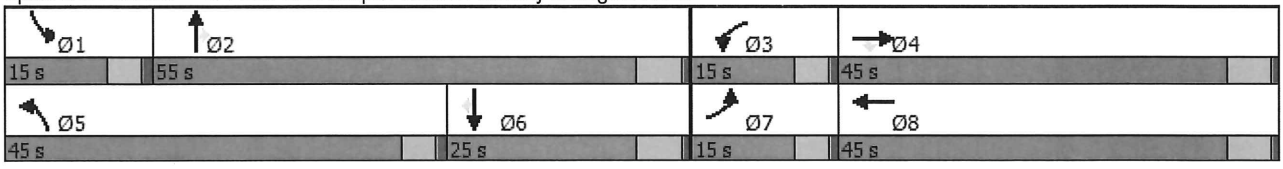
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	109	176	175	33	158	7	1086	171	169	10	29	124
Future Volume (vph)	109	176	175	33	158	7	1086	171	169	10	29	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	165		0	320		0	420		340	120		180
Storage Lanes	2		1	1		0	2		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.91	0.91	0.97	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.993				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	1770	5050	0	3433	3539	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	1770	5050	0	3433	3539	1583	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			190		5				184			135
Link Speed (mph)		35			35			30			45	
Link Distance (ft)		523			468			407			535	
Travel Time (s)		10.2			9.1			9.3			8.1	
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
Adj. Flow (vph)	118	191	190	36	172	8	1180	186	184	11	32	135
Shared Lane Traffic (%)												
Lane Group Flow (vph)	118	191	190	36	180	0	1180	186	184	11	32	135
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left		Right	Left			Left		Right	Left		Right
Leading Detector (ft)	40	191	20	40	191		40	191	20	40	191	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	40	20	20	40	20		40	20	20	40	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		185			185			185			185	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			6

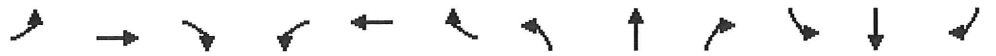
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	8.0	12.0	12.0	8.0	12.0		8.0	12.0	12.0	8.0	12.0	12.0
Minimum Split (s)	12.5	44.5	44.5	12.5	44.5		12.5	42.5	42.5	12.5	23.5	23.5
Total Split (s)	15.0	45.0	45.0	15.0	45.0		45.0	55.0	55.0	15.0	25.0	25.0
Total Split (%)	11.5%	34.6%	34.6%	11.5%	34.6%		34.6%	42.3%	42.3%	11.5%	19.2%	19.2%
Maximum Green (s)	10.5	39.5	39.5	10.5	39.5		40.5	49.5	49.5	10.5	19.5	19.5
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5		3.5	4.5	4.5	3.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.5	5.5	4.5	5.5		4.5	5.5	5.5	4.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.5	4.5	3.0	4.5		3.0	4.5	4.5	3.0	4.5	4.5
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	15.0	15.0	0.0	15.0		0.0	15.0	15.0	0.0	15.0	15.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Min	Min	None	Min		None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0			7.0	7.0			
Flash Dont Walk (s)		32.0	32.0		32.0			28.0	28.0			
Pedestrian Calls (#/hr)		0	0		0			0	0			
Act Effct Green (s)	8.9	19.1	19.1	8.4	13.4		40.5	54.7	54.7	8.0	12.0	12.0
Actuated g/C Ratio	0.09	0.20	0.20	0.09	0.14		0.43	0.58	0.58	0.08	0.13	0.13
v/c Ratio	0.37	0.27	0.41	0.23	0.25		0.80	0.09	0.19	0.07	0.14	0.42
Control Delay	44.2	35.0	8.3	45.0	36.2		29.5	10.7	2.7	42.9	39.6	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.2	35.0	8.3	45.0	36.2		29.5	10.7	2.7	42.9	39.6	11.7
LOS	D	D	A	D	D		C	B	A	D	D	B
Approach Delay		27.0			37.6			24.1			18.6	
Approach LOS		C			D			C			B	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 94.9
Natural Cycle: 125
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 25.5 — Intersection LOS: C
Intersection Capacity Utilization 67.2% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: I-205 WB Ramps/Pavilion Parkway & Naglee Road



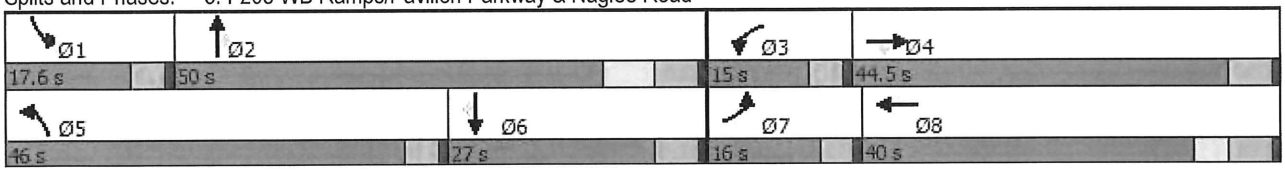


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	216	572	177	74	610	34	1083	180	256	83	39	366
Future Volume (vph)	216	572	177	74	610	34	1083	180	256	83	39	366
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	165		0	320		0	420		340	120		180
Storage Lanes	2		1	1		0	2		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.91	0.91	0.97	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.992				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	1770	5045	0	3433	3539	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	1770	5045	0	3433	3539	1583	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			192		6				278			158
Link Speed (mph)		35			35			30			45	
Link Distance (ft)		523			468			407			535	
Travel Time (s)		10.2			9.1			9.3			8.1	
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
Adj. Flow (vph)	235	622	192	80	663	37	1177	196	278	90	42	398
Shared Lane Traffic (%)												
Lane Group Flow (vph)	235	622	192	80	700	0	1177	196	278	90	42	398
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left		Right	Left			Left		Right	Left		Right
Leading Detector (ft)	40	191	20	40	191		40	191	20	40	191	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	40	20	20	40	20		40	20	20	40	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		185			185			185			185	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	8.0	12.0	12.0	8.0	12.0		8.0	12.0	12.0	8.0	12.0	12.0
Minimum Split (s)	12.5	44.5	44.5	12.5	40.5		12.5	44.5	44.5	12.5	23.5	23.5
Total Split (s)	16.0	44.5	44.5	15.0	40.0		46.0	50.0	50.0	17.6	27.0	27.0
Total Split (%)	12.1%	33.6%	33.6%	11.3%	30.2%		34.7%	37.7%	37.7%	13.3%	20.4%	20.4%
Maximum Green (s)	11.5	39.0	39.0	10.5	34.5		41.5	44.5	44.5	13.1	21.5	21.5
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5		3.5	4.5	4.5	3.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.5	5.5	4.5	5.5		4.5	5.5	5.5	4.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.5	4.5	4.5	3.5	4.5		3.5	4.5	4.5	3.5	4.5	4.5
Recall Mode	None	Min	Min	None	Min		None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0			7.0	7.0			
Flash Dont Walk (s)		32.0	32.0		28.0			32.0	32.0			
Pedestrian Calls (#/hr)		0	0		0			0	0			
Act Effct Green (s)	11.4	36.1	36.1	9.8	31.8		41.6	51.9	51.9	11.3	21.6	21.6
Actuated g/C Ratio	0.09	0.29	0.29	0.08	0.25		0.33	0.41	0.41	0.09	0.17	0.17
v/c Ratio	0.76	0.62	0.33	0.58	0.55		1.04	0.13	0.34	0.57	0.13	0.99
Control Delay	73.8	42.8	6.3	75.2	42.1		79.9	25.2	4.3	71.0	48.1	75.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.8	42.8	6.3	75.2	42.1		79.9	25.2	4.3	71.0	48.1	75.4
LOS	E	D	A	E	D		E	C	A	E	D	E
Approach Delay		43.0			45.5			60.7			72.5	
Approach LOS		D			D			E			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 132.5			
Actuated Cycle Length: 126.4			
Natural Cycle: 145			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay: 54.7		Intersection LOS: D	
Intersection Capacity Utilization 80.0%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3: I-205 WB Ramps/Pavilion Parkway & Naglee Road



Intersection	
Int Delay, s/veh	6.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	115	128	60	9	6
Future Vol, veh/h	15	115	128	60	9	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	125	139	65	10	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	357	14	17	0	-	0
Stage 1	14	-	-	-	-	-
Stage 2	343	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	641	1066	1600	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	719	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	583	1066	1600	-	-	-
Mov Cap-2 Maneuver	583	-	-	-	-	-
Stage 1	918	-	-	-	-	-
Stage 2	719	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	5.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1600	-	973	-	-
HCM Lane V/C Ratio	0.087	-	0.145	-	-
HCM Control Delay (s)	7.5	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	0.5	-	-

Intersection	
Int Delay, s/veh	11.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	128	65	76	90	32	18	59	375	71	10	224	53
Future Vol, veh/h	128	65	76	90	32	18	59	375	71	10	224	53
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	180	-	100	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	139	71	83	98	35	20	64	408	77	11	243	58

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	867	878	243	907	859	408	301	0	0	485	0	0
Stage 1	265	265	-	536	536	-	-	-	-	-	-	-
Stage 2	602	613	-	371	323	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	273	287	796	257	294	643	1260	-	-	1078	-	-
Stage 1	740	689	-	529	523	-	-	-	-	-	-	-
Stage 2	486	483	-	649	650	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	228	269	796	175	276	643	1260	-	-	1078	-	-
Mov Cap-2 Maneuver	228	269	-	175	276	-	-	-	-	-	-	-
Stage 1	702	681	-	502	496	-	-	-	-	-	-	-
Stage 2	416	458	-	515	642	-	-	-	-	-	-	-

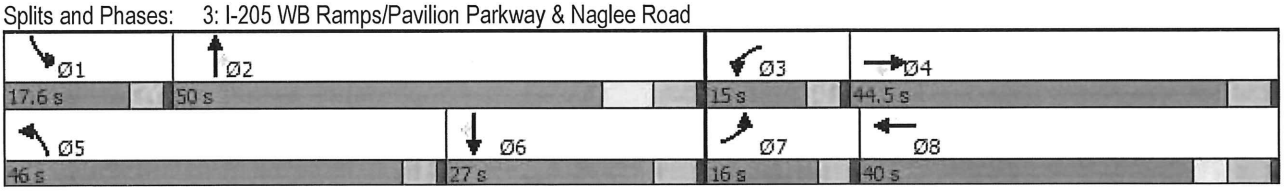
Approach	EB	WB	NB	SB
HCM Control Delay, s	30.1	37.6	0.9	0.3
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1260	-	-	228	418	175	347	1078	-	-
HCM Lane V/C Ratio	0.051	-	-	0.61	0.367	0.559	0.157	0.01	-	-
HCM Control Delay (s)	8	-	-	42.8	18.5	48.9	17.3	8.4	0	-
HCM Lane LOS	A	-	-	E	C	E	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	3.6	1.7	2.9	0.5	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	216	572	192	74	610	1104	180	256	83	39	366
Future Volume (vph)	216	572	192	74	610	1104	180	256	83	39	366
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	8.0	12.0	12.0	8.0	12.0	8.0	12.0	12.0	8.0	12.0	12.0
Minimum Split (s)	12.5	44.5	44.5	12.5	40.5	12.5	44.5	44.5	12.5	23.5	23.5
Total Split (s)	16.0	44.5	44.5	15.0	40.0	46.0	50.0	50.0	17.6	27.0	27.0
Total Split (%)	12.1%	33.6%	33.6%	11.3%	30.2%	34.7%	37.7%	37.7%	13.3%	20.4%	20.4%
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5	3.5	4.5	4.5	3.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.5	5.5	4.5	5.5	4.5	5.5	5.5	4.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	11.4	36.3	36.3	9.8	32.0	41.6	51.9	51.9	11.3	21.6	21.6
Actuated g/C Ratio	0.09	0.29	0.29	0.08	0.25	0.33	0.41	0.41	0.09	0.17	0.17
v/c Ratio	0.77	0.61	0.35	0.58	0.55	1.06	0.14	0.34	0.57	0.13	0.99
Control Delay	74.0	42.7	6.2	75.4	42.0	86.5	25.3	4.3	71.0	48.2	75.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.0	42.7	6.2	75.4	42.0	86.5	25.3	4.3	71.0	48.2	75.8
LOS	E	D	A	E	D	F	C	A	E	D	E
Approach Delay		42.4			45.4		65.7			72.8	
Approach LOS		D			D		E			E	

Intersection Summary	
Cycle Length: 132.5	
Actuated Cycle Length: 126.6	
Natural Cycle: 145	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay: 56.6	Intersection LOS: E
Intersection Capacity Utilization 80.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: I-205 WB Ramps/Pavilion Parkway & Naglee Road



Intersection	
Int Delay, s/veh	7.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	167	316	60	9	18
Future Vol, veh/h	17	167	316	60	9	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	182	343	65	10	20

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	771	20	30	0	-	0
Stage 1	20	-	-	-	-	-
Stage 2	751	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	368	1058	1583	-	-	-
Stage 1	1003	-	-	-	-	-
Stage 2	466	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	285	1058	1583	-	-	-
Mov Cap-2 Maneuver	285	-	-	-	-	-
Stage 1	777	-	-	-	-	-
Stage 2	466	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	6.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1583	-	846	-	-
HCM Lane V/C Ratio	0.217	-	0.236	-	-
HCM Control Delay (s)	7.9	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.8	-	0.9	-	-

Intersection	
Int Delay, s/veh	40.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↑	↱		↰	↱
Traffic Vol, veh/h	128	65	76	90	32	18	59	445	71	10	254	53
Future Vol, veh/h	128	65	76	90	32	18	59	445	71	10	254	53
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	180	-	100	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	139	71	83	98	35	20	64	484	77	11	276	58

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	976	987	276	1016	968	484	334	0	0	561	0	0
Stage 1	298	298	-	612	612	-	-	-	-	-	-	-
Stage 2	678	689	-	404	356	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	230	247	763	216	254	583	1225	-	-	1010	-	-
Stage 1	711	667	-	480	484	-	-	-	-	-	-	-
Stage 2	442	446	-	623	629	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	188	231	763	140	238	583	1225	-	-	1010	-	-
Mov Cap-2 Maneuver	188	231	-	140	238	-	-	-	-	-	-	-
Stage 1	674	658	-	455	459	-	-	-	-	-	-	-
Stage 2	374	423	-	489	621	-	-	-	-	-	-	-

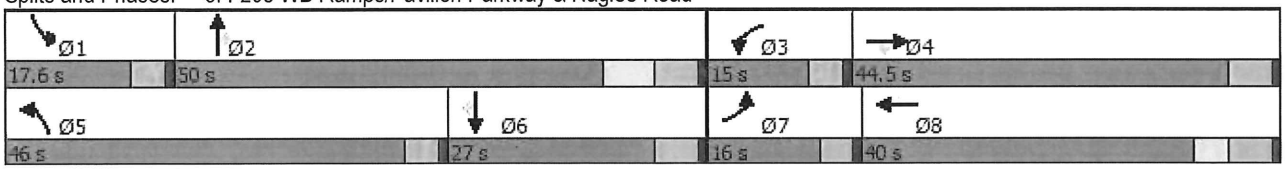
Approach	EB	WB	NB	SB
HCM Control Delay, s	147.1	93.4	0.8	0.3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1225	-	-	253	173	1010	-	-
HCM Lane V/C Ratio	0.052	-	-	1.156	0.88	0.011	-	-
HCM Control Delay (s)	8.1	-	-	147.1	93.4	8.6	0	-
HCM Lane LOS	A	-	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	13.2	6.4	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	216	612	192	74	640	1104	180	306	83	39	366
Future Volume (vph)	216	612	192	74	640	1104	180	306	83	39	366
Turn Type	Prot	NA	Perm	Prot	NA	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	5	2		1	6	
Permitted Phases			4					2			6
Detector Phase	7	4	4	3	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	8.0	12.0	12.0	8.0	12.0	8.0	12.0	12.0	8.0	12.0	12.0
Minimum Split (s)	12.5	44.5	44.5	12.5	40.5	12.5	44.5	44.5	12.5	23.5	23.5
Total Split (s)	16.0	44.5	44.5	15.0	40.0	46.0	50.0	50.0	17.6	27.0	27.0
Total Split (%)	12.1%	33.6%	33.6%	11.3%	30.2%	34.7%	37.7%	37.7%	13.3%	20.4%	20.4%
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5	3.5	4.5	4.5	3.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.5	5.5	4.5	5.5	4.5	5.5	5.5	4.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None	None
Act Effct Green (s)	11.4	37.5	37.5	9.8	33.2	41.6	51.8	51.8	11.3	21.6	21.6
Actuated g/C Ratio	0.09	0.29	0.29	0.08	0.26	0.33	0.41	0.41	0.09	0.17	0.17
v/c Ratio	0.77	0.64	0.34	0.59	0.56	1.07	0.14	0.41	0.58	0.13	1.01
Control Delay	75.2	43.2	6.2	76.3	42.0	90.4	25.8	6.8	71.7	48.6	79.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.2	43.2	6.2	76.3	42.0	90.4	25.8	6.8	71.7	48.6	79.7
LOS	E	D	A	E	D	F	C	A	E	D	E
Approach Delay		43.0			45.4		67.0			75.9	
Approach LOS		D			D		E			E	

Intersection Summary	
Cycle Length: 132.5	
Actuated Cycle Length: 127.8	
Natural Cycle: 145	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay: 57.5	Intersection LOS: E
Intersection Capacity Utilization 81.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: I-205 WB Ramps/Pavilion Parkway & Naglee Road

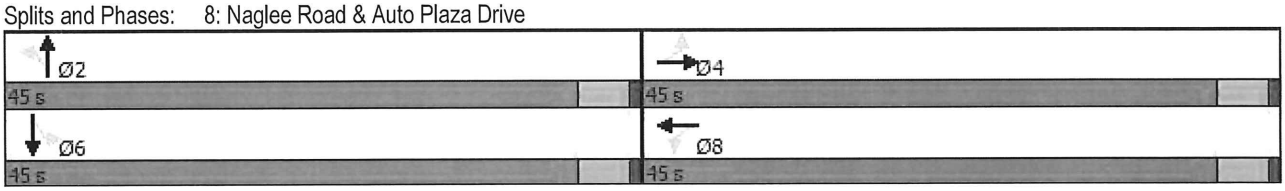


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	128	65	76	90	32	18	59	445	71	10	254	53
Future Volume (vph)	128	65	76	90	32	18	59	445	71	10	254	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	180		100	0		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.962			0.982			0.979			0.974	
Flt Protected		0.977			0.969		0.950			0.950		
Satd. Flow (prot)	0	1751	0	0	1773	0	1770	3465	0	1770	3447	0
Flt Permitted		0.773			0.726		0.550			0.442		
Satd. Flow (perm)	0	1385	0	0	1328	0	1025	3465	0	823	3447	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29			11			26			36	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		183			371			345			384	
Travel Time (s)		4.2			8.4			7.8			8.7	
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
Adj. Flow (vph)	139	71	83	98	35	20	64	484	77	11	276	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	293	0	0	153	0	64	561	0	11	334	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	2		1	2	
Detector Template	Left						Left			Left		
Leading Detector (ft)	20	40		20	40		40	186		20	186	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	40		20	40		40	20		20	20	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)								180			180	
Detector 2 Size(ft)								6			6	
Detector 2 Type								Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)								0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	45.0	45.0		45.0	45.0		45.0	45.0		45.0	45.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	40.5	40.5		40.5	40.5		40.5	40.5		40.5	40.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		13.0			13.0		15.0	15.0		15.0	15.0	
Actuated g/C Ratio		0.35			0.35		0.40	0.40		0.40	0.40	
v/c Ratio		0.59			0.33		0.16	0.40		0.03	0.24	
Control Delay		15.1			11.3		9.3	9.0		8.3	7.6	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		15.1			11.3		9.3	9.0		8.3	7.6	
LOS		B			B		A	A		A	A	
Approach Delay		15.1			11.3			9.1			7.6	
Approach LOS		B			B			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 37.5			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay: 10.2		Intersection LOS: B	
Intersection Capacity Utilization 46.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 8: Naglee Road & Auto Plaza Drive



Intersection	
Int Delay, s/veh	6.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	140	156	73	11	7
Future Vol, veh/h	18	140	156	73	11	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	152	170	79	12	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	435	16	20	0	-	0
Stage 1	16	-	-	-	-	-
Stage 2	419	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	578	1063	1596	-	-	-
Stage 1	1007	-	-	-	-	-
Stage 2	664	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	514	1063	1596	-	-	-
Mov Cap-2 Maneuver	514	-	-	-	-	-
Stage 1	895	-	-	-	-	-
Stage 2	664	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.6	5.1	0
HCM LOS	A		

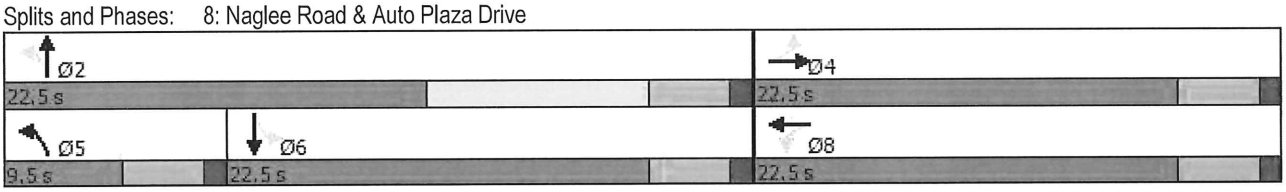
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1596	-	948	-	-
HCM Lane V/C Ratio	0.106	-	0.181	-	-
HCM Control Delay (s)	7.5	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.4	-	0.7	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	156	79	93	110	40	22	72	458	87	12	271	65
Future Volume (vph)	156	79	93	110	40	22	72	458	87	12	271	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	180		100	0		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.962			0.983			0.976			0.971	
Flt Protected		0.977			0.969		0.950			0.950		
Satd. Flow (prot)	0	1751	0	0	1774	0	1770	3454	0	1770	3437	0
Flt Permitted		0.791			0.654		0.389			0.428		
Satd. Flow (perm)	0	1417	0	0	1198	0	725	3454	0	797	3437	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		39			15			58			57	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		183			371			345			384	
Travel Time (s)		4.2			8.4			7.8			8.7	
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
Adj. Flow (vph)	170	86	101	120	43	24	78	498	95	13	295	71
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	357	0	0	187	0	78	593	0	13	366	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		22.5	22.5	
Total Split (%)	41.3%	41.3%		41.3%	41.3%		17.4%	41.3%		41.3%	41.3%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Recall Mode	None	None		None	None		None	Min		Min	Min	
Act Effct Green (s)		14.2			14.2		16.9	16.9		12.1	12.1	
Actuated g/C Ratio		0.35			0.35		0.42	0.42		0.30	0.30	
v/c Ratio		0.69			0.44		0.18	0.40		0.06	0.35	
Control Delay		20.0			14.6		8.5	8.4		14.2	12.2	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		20.0			14.6		8.5	8.4		14.2	12.2	
LOS		C			B		A	A		B	B	
Approach Delay		20.0			14.6			8.4			12.3	
Approach LOS		C			B			A			B	

Intersection Summary

Area Type:	Other		
Cycle Length: 54.5			
Actuated Cycle Length: 40.7			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 12.7		Intersection LOS: B	
Intersection Capacity Utilization 50.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 8: Naglee Road & Auto Plaza Drive

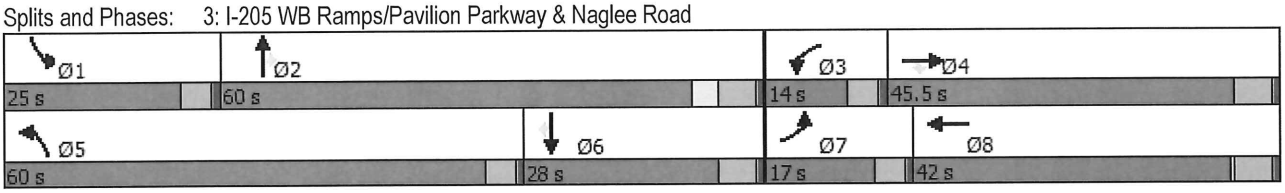


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	264	698	234	90	744	41	1347	220	312	101	48	447
Future Volume (vph)	264	698	234	90	744	41	1347	220	312	101	48	447
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	165		0	320		0	420		340	120		180
Storage Lanes	2		1	1		0	2		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.91	0.91	0.97	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.992				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	1770	5045	0	3433	3539	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	1770	5045	0	3433	3539	1583	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			235		5				288			118
Link Speed (mph)		35			35			30			45	
Link Distance (ft)		523			468			407			535	
Travel Time (s)		10.2			9.1			9.3			8.1	
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
Adj. Flow (vph)	287	759	254	98	809	45	1464	239	339	110	52	486
Shared Lane Traffic (%)												
Lane Group Flow (vph)	287	759	254	98	854	0	1464	239	339	110	52	486
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			6
Detector Phase	7	4	4	3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	8.0	12.0	12.0	8.0	12.0		8.0	12.0	12.0	8.0	12.0	12.0
Minimum Split (s)	12.5	44.5	44.5	12.5	40.5		12.5	44.5	44.5	12.5	23.5	23.5
Total Split (s)	17.0	45.5	45.5	14.0	42.0		60.0	60.0	60.0	25.0	28.0	28.0
Total Split (%)	11.5%	30.8%	30.8%	9.5%	28.5%		40.7%	40.7%	40.7%	16.9%	19.0%	19.0%
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5		3.5	4.5	4.5	3.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.5	5.5	4.5	5.5		4.5	5.5	5.5	4.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min		None	None	None	None	None	None
Act Effct Green (s)	12.5	39.1	39.1	9.5	36.1		55.5	63.1	63.1	14.8	22.5	22.5
Actuated g/C Ratio	0.09	0.27	0.27	0.06	0.25		0.38	0.43	0.43	0.10	0.15	0.15
v/c Ratio	0.98	0.80	0.43	0.85	0.69		1.13	0.16	0.40	0.61	0.18	1.42
Control Delay	114.6	57.7	8.8	118.9	53.0		109.4	26.8	6.9	77.4	56.4	237.7
Queue Delay	0.0	0.0	0.0	0.0	0.5		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	114.6	57.7	8.8	118.9	53.6		109.4	26.8	6.9	77.4	56.4	237.7
LOS	F	E	A	F	D		F	C	A	E	E	F
Approach Delay		60.7			60.3			82.7			196.0	
Approach LOS		E			E			F			F	

Intersection Summary

Area Type:	Other
Cycle Length: 147.5	
Actuated Cycle Length: 146.6	
Natural Cycle: 145	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.42	
Intersection Signal Delay: 87.5	Intersection LOS: F
Intersection Capacity Utilization 94.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 3: I-205 WB Ramps/Pavilion Parkway & Naglee Road



Intersection	
Int Delay, s/veh	8.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	204	386	73	11	22
Future Vol, veh/h	21	204	386	73	11	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	222	420	79	12	24

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	943	24	36	0	-	0
Stage 1	24	-	-	-	-	-
Stage 2	919	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	291	1052	1575	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	389	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	210	1052	1575	-	-	-
Mov Cap-2 Maneuver	210	-	-	-	-	-
Stage 1	720	-	-	-	-	-
Stage 2	389	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.9	6.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1575	-	766	-	-
HCM Lane V/C Ratio	0.266	-	0.319	-	-
HCM Control Delay (s)	8.1	0	11.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	1.1	-	1.4	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	156	79	93	110	39	22	72	543	87	12	432	65
Future Volume (vph)	156	79	93	110	39	22	72	543	87	12	432	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	180		100	0		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.962			0.983			0.979			0.980	
Flt Protected		0.977			0.969		0.950			0.950		
Satd. Flow (prot)	0	1751	0	0	1774	0	1770	3465	0	1770	3468	0
Flt Permitted		0.791			0.640		0.318			0.391		
Satd. Flow (perm)	0	1417	0	0	1172	0	592	3465	0	728	3468	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		39			15			48			33	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		183			371			345			384	
Travel Time (s)		4.2			8.4			7.8			8.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	170	86	101	120	42	24	78	590	95	13	470	71
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	357	0	0	186	0	78	685	0	13	541	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		22.5	22.5	
Total Split (%)	41.3%	41.3%		41.3%	41.3%		17.4%	41.3%		41.3%	41.3%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Recall Mode	None	None		None	None		None	Min		Min	Min	
Act Effct Green (s)		14.6			14.6		19.9	19.9		15.1	15.1	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.33			0.33		0.45	0.45		0.34	0.34	
v/c Ratio		0.72			0.47		0.19	0.43		0.05	0.45	
Control Delay		23.6			17.0		8.2	8.5		13.4	13.4	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		23.6			17.0		8.2	8.5		13.4	13.4	
LOS		C			B		A	A		B	B	
Approach Delay		23.6			17.0			8.5			13.4	
Approach LOS		C			B			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 54.5			
Actuated Cycle Length: 44.2			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 13.7		Intersection LOS: B	
Intersection Capacity Utilization 53.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 8: Naglee Road & Auto Plaza Drive

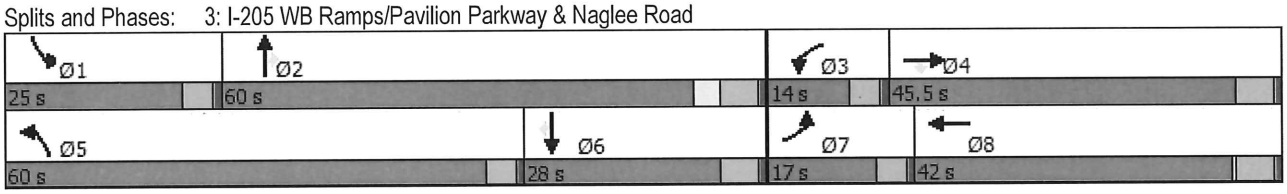
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	264	747	234	90	781	41	1347	220	373	101	48	447
Future Volume (vph)	264	747	234	90	781	41	1347	220	373	101	48	447
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	165		0	320		0	420		340	120		180
Storage Lanes	2		1	1		0	2		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.91	0.91	0.97	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.992				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	1770	5045	0	3433	3539	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	1770	5045	0	3433	3539	1583	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			219		5				285			118
Link Speed (mph)		35			35			30			45	
Link Distance (ft)		523			468			407			535	
Travel Time (s)		10.2			9.1			9.3			8.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	287	812	254	98	849	45	1464	239	405	110	52	486
Shared Lane Traffic (%)												
Lane Group Flow (vph)	287	812	254	98	894	0	1464	239	405	110	52	486
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4						2			6
Detector Phase	7	4	4	3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	8.0	12.0	12.0	8.0	12.0		8.0	12.0	12.0	8.0	12.0	12.0
Minimum Split (s)	12.5	44.5	44.5	12.5	40.5		12.5	44.5	44.5	12.5	23.5	23.5
Total Split (s)	17.0	45.5	45.5	14.0	42.0		60.0	60.0	60.0	25.0	28.0	28.0
Total Split (%)	11.5%	30.8%	30.8%	9.5%	28.5%		40.7%	40.7%	40.7%	16.9%	19.0%	19.0%
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5		3.5	4.5	4.5	3.5	4.5	4.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	5.5	5.5	4.5	5.5		4.5	5.5	5.5	4.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min		None	None	None	None	None	None
Act Effct Green (s)	12.5	39.9	39.9	9.5	36.9		55.5	63.1	63.1	14.9	22.5	22.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.08	0.27	0.27	0.06	0.25		0.38	0.43	0.43	0.10	0.15	0.15
v/c Ratio	0.99	0.85	0.43	0.86	0.71		1.13	0.16	0.48	0.62	0.18	1.43
Control Delay	116.1	60.5	10.6	120.0	53.6		111.8	27.0	11.0	77.7	56.5	240.0
Queue Delay	0.0	0.0	0.0	0.0	0.7		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	116.1	60.5	10.6	120.0	54.3		111.8	27.0	11.0	77.7	56.5	240.0
LOS	F	E	B	F	D		F	C	B	E	E	F
Approach Delay		62.9			60.8			82.8			197.7	
Approach LOS		E			E			F			F	

Intersection Summary

Area Type: Other
Cycle Length: 147.5
Actuated Cycle Length: 147.4
Natural Cycle: 145
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.43
Intersection Signal Delay: 87.9 — Intersection LOS: F
Intersection Capacity Utilization 95.0% — ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 3: I-205 WB Ramps/Pavilion Parkway & Naglee Road



Attachment D

Naglee Road and Auto Plaza Drive
Traffic Signal Warrant Analysis

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

Note: All traffic volumes used are from Cumulative 2042 with Project volumes with estimations on the 8 peak hours based on existing traffic volumes.

COUNT DATE 7/21/2022 (Thursday)
CALC JCI DATE 12/2022
CHK _____ DATE _____

DIST _____ CO _____ RTE _____ PM _____

Major St: Naglee Road
Minor St: Auto Plaza Drive

Posted ~~Critical Approach~~ Speed 35 mph
Critical Approach Speed _____ mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or
In built up area of isolated community of < 10,000 population..... ☐ } RURAL (R)
☒ URBAN (U)

WARRANT 1 - Eight Hour Vehicular Volume SATISFIED YES ☒ NO ☐
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume 100% SATISFIED YES ☒ NO ☐
80% SATISFIED YES ☒ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				10-11AM	11-12PM	12-1PM	1-2PM	2-3PM	3-4PM	4-5PM	5-6PM
	U	R	U	R								Hour
APPROACH LANES	1		2 or More									
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)	923	1029	1272	1332	1287	1362	1150	938
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)	353	283	320	402	320	410	463	324

Condition B - Interruption of Continuous Traffic 100% SATISFIED YES ☒ NO ☐
80% SATISFIED YES ☒ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				10-11AM	11-12PM	12-1PM	1-2PM	2-3PM	3-4PM	4-5PM	5-6PM
	U	R	U	R								Hour
APPROACH LANES	1		2 or More									
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)	923	1029	1272	1332	1287	1362	1150	938
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)	353	283	320	402	320	410	463	324

Combination of Conditions A & B SATISFIED YES ☐ NO ☒

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME	X	Yes ☒ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC	X	
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS *Previous actions of County unknown*			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☒ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	10-11AM	1-2PM	3-4PM	4-5PM	Hour
Both Approaches - Major Street	X		923	1332	1362	1150	
Higher Approach - Minor Street	X		353	402	410	463	

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☒ No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour NOT ANALYZED **SATISFIED YES ☐ NO ☐**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☐**

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐ No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☐ No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☐ No ☐

PART B **SATISFIED YES ☐ NO ☐**

APPROACH LANES	One	2 or More	Hour
Both Approaches - Major Street			
Higher Approach - Minor Street			

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐ No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 3 of 5)

WARRANT 4 - Pedestrian Volume NOT ANALYZED **SATISFIED YES ☐ NO ☐**
(Parts 1 and 2 Must Be Satisfied)

Part 1 (Parts A or B must be satisfied)

	Hours - - ->					
A.	Vehicles per hour for any 4 hours					**Figure 4C-5 or Figure 4C-6** **SATISFIED YES ☐ NO ☐**
	Pedestrians per hour for any 4 hours					

	Hours - - ->					
B.	Vehicles per hour for any 1 hour					**Figure 4C-7 or Figure 4C-8** **SATISFIED YES ☐ NO ☐**
	Pedestrians per hour for any 1 hour					

Part 2 **SATISFIED YES ☐ NO ☐**

AND, The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☐	No ☐
OR, The proposed traffic signal will not restrict progressive traffic flow along the major street.	Yes ☐	No ☐

WARRANT 5 - School Crossing NOT ANALYZED **SATISFIED YES ☐ NO ☐**
(Parts A and B Must Be Satisfied)

Part A **SATISFIED YES ☐ NO ☐**
Gap/Minutes and # of Children

		Hour
Gaps vs Minutes	Minutes Children Using Crossing	
	Number of Adequate Gaps	
School Age Pedestrians Crossing Street / hr		

Gaps < Minutes YES ☐ NO ☐
AND Children > 20/hr YES ☐ NO ☐

AND, Consideration has been given to less restrictive remedial measures.	Yes ☐	No ☐

Part B **SATISFIED YES ☐ NO ☐**

The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☐	No ☐
OR, The proposed signal will not restrict the progressive movement of traffic.	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 4 of 5)

WARRANT 6 - Coordinated Signal System **SATISFIED YES ☐ NO ☐**
(All Parts Must Be Satisfied) NOT ANALYZED

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	
≥ 1000 ft	N _____ ft, S _____ ft, E _____ ft, W _____ ft	Yes ☐ No ☐
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes ☐ No ☐
OR, On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		

WARRANT 7 - Crash Experience Warrant **SATISFIED YES ☐ NO ☒**
(All Parts Must Be Satisfied)

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.	***Previous actions of County unknown***		Yes ☐ No ☐
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash.		Yes ☐ No ☒
5 OR MORE	***Max. of 3 in any 12-month period***		
REQUIREMENTS	CONDITIONS	✓	
ONE CONDITION SATISFIED 80%	Warrant 1, Condition A - Minimum Vehicular Volume		Yes ☐ No ☒
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic		
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 80% of Figure 4C-5 through Figure 4C-8		

2016-17: 3
2017-18: 3
2018-19: 3
2019-20: 1
2020-21: 1
2021-22: 2

WARRANT 8 - Roadway Network NOT ANALYZED **SATISFIED YES ☐ NO ☐**
(All Parts Must Be Satisfied)

MINIMUM VOLUME REQUIREMENTS	ENTERING VOLUMES - ALL APPROACHES	✓	FULFILLED
1000 Veh/Hr	During Typical Weekday Peak Hour _____ Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday.		Yes ☐ No ☐
	OR During Each of Any 5 Hrs. of a Sat. or Sun _____ Veh/Hr		

CHARACTERISTICS OF MAJOR ROUTES	MAJOR ROUTE A	MAJOR ROUTE B
Hwy. System Serving as Principal Network for Through Traffic		
Rural or Suburban Highway Outside Of, Entering, or Traversing a City		
Appears as Major Route on an Official Plan		
Any Major Route Characteristics Met, Both Streets		Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 5 of 5)

WARRANT 9 - Intersection Near a Grade Crossing **SATISFIED YES ☐ NO ☐**
(Both Parts A and B Must Be Satisfied) NOT ANALYZED

PART A A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach. Track Center Line to Limit Line _____ ft	Yes ☐ No ☐
PART B **There is one minor street approach lane at the track crossing -** During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-9. Major Street - Total of both approaches: _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH	Yes ☐ No ☐
OR, There are two or more minor street approach lanes at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-10. Major Street - Total of both approaches : _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calcualte AF) = _____ VPH	

The minor street approach volume may be multiplied by up to three following adjustment factors (AF) as described in Section 4C.10.

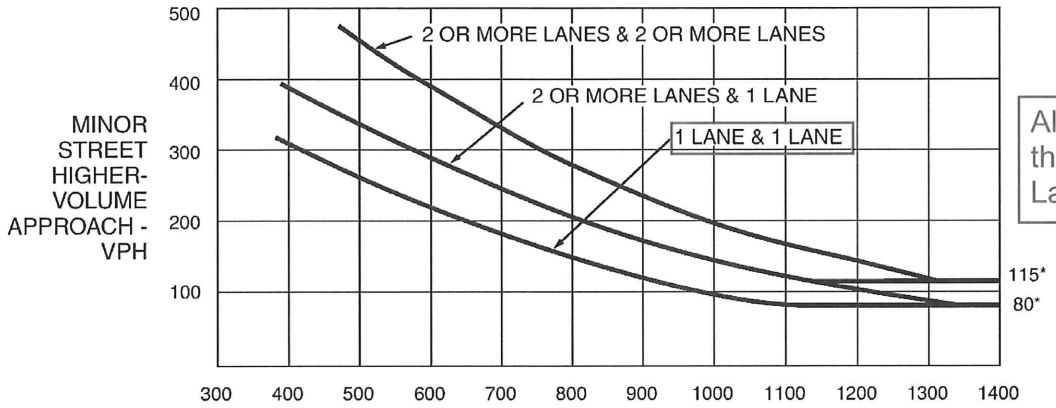
1- Number of Rail Traffic per Day_____ Adjustment factor from table 4C-2____

2- Percentage of High-Occupancy Buses on Minor Street Approach_____ Adjustment factor from table 4C-3____

3- Percentage of Tractor-Trailer Trucks on Minor Street Approach_____ Adjustment factor from table 4C-4____

NOTE: If no data is availale or known, then use AF = 1 (no adjustment)

Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



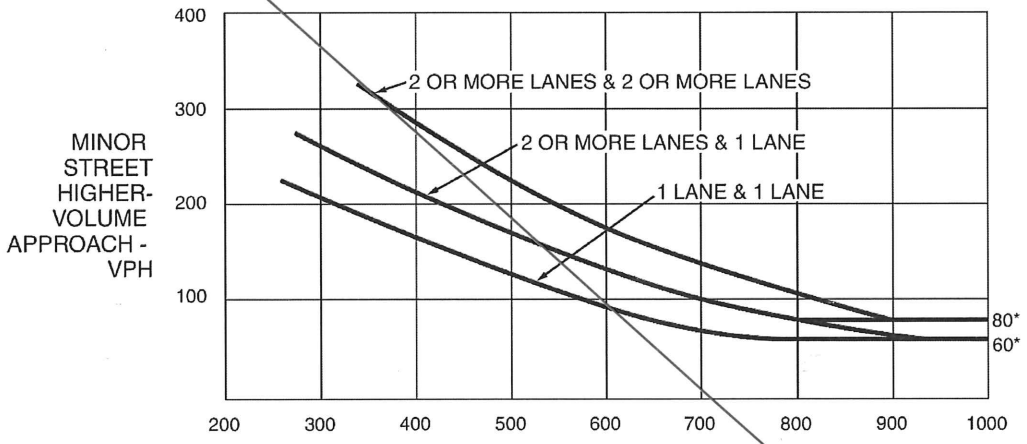
All points above the "1 Lane & 1 Lane" threshold

*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

10-11AM	1-2PM	3-4PM	4-5PM
923	1332	1362	1150
353	402	410	463

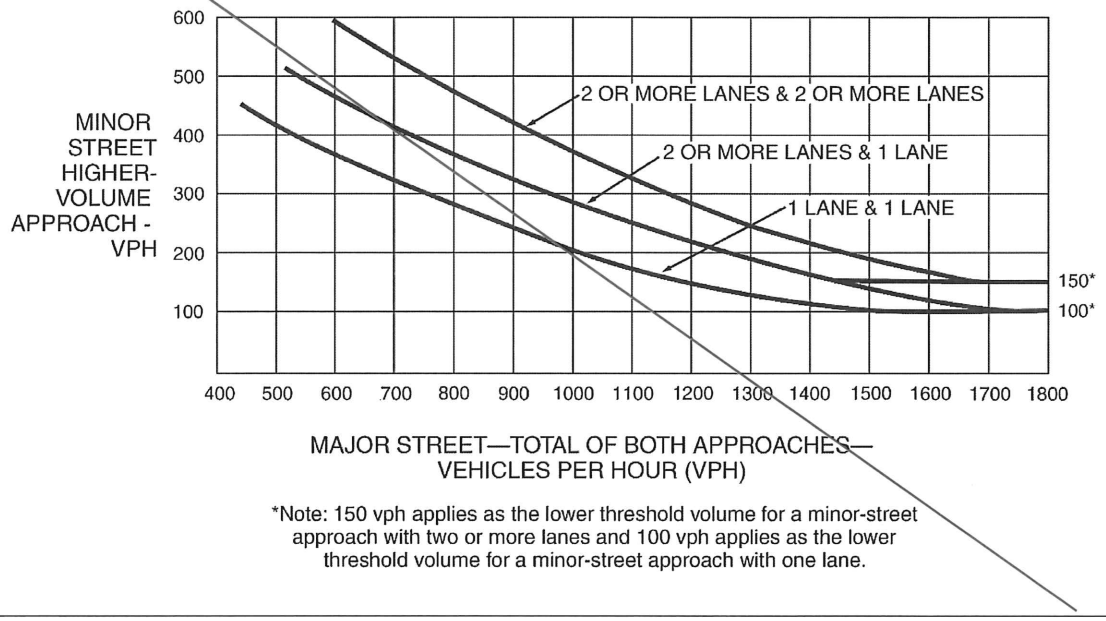
Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

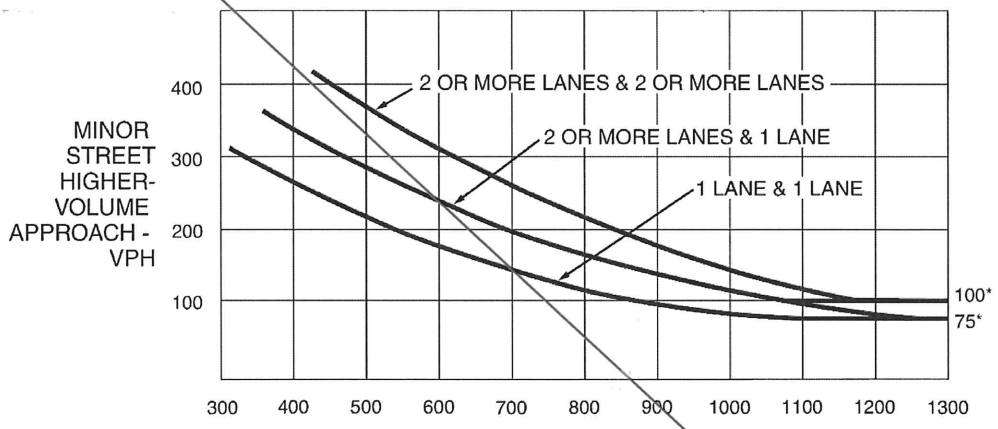
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

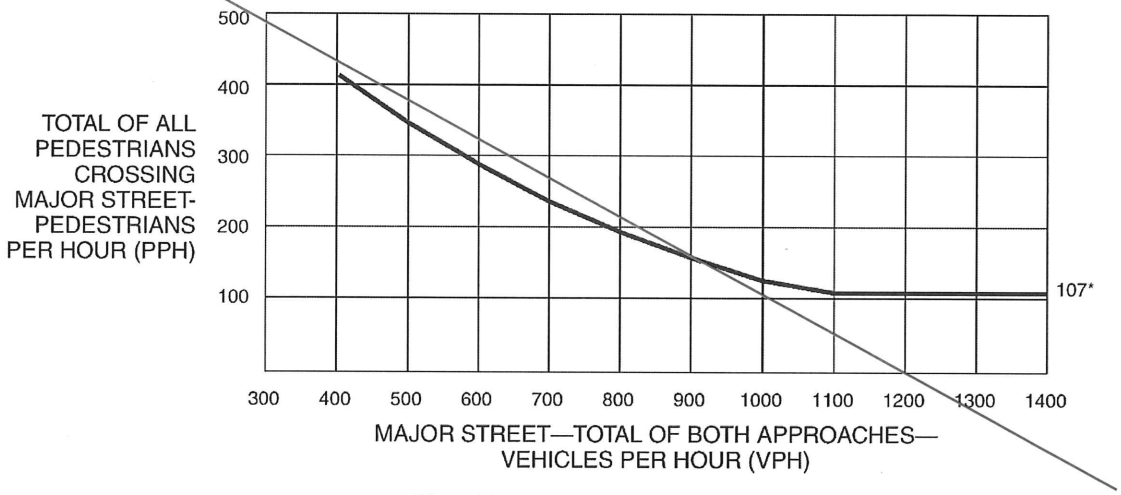
Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



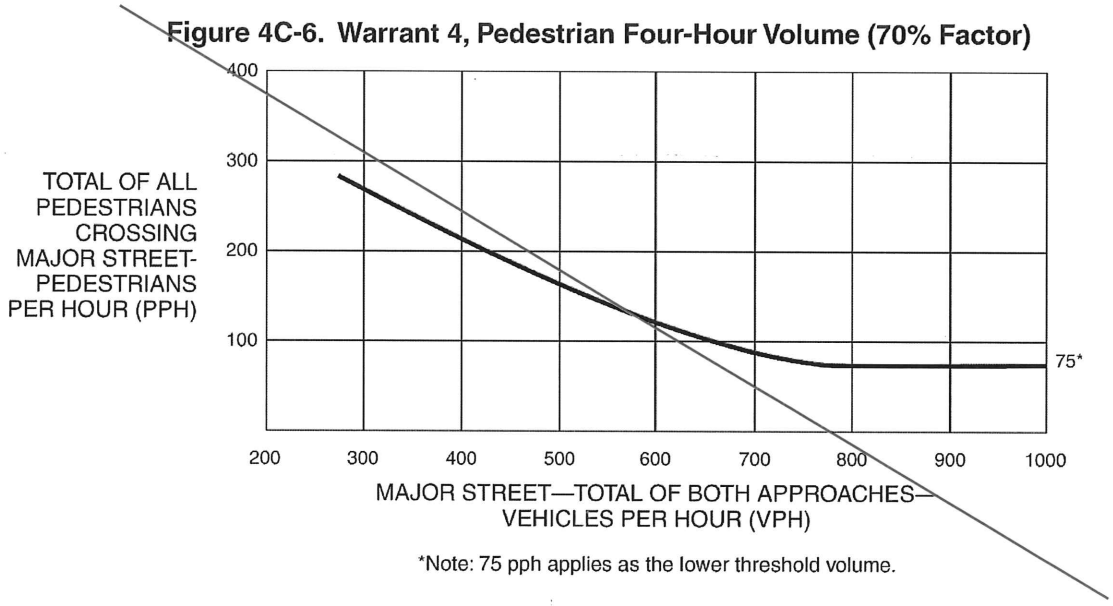
*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-5. Warrant 4, Pedestrian Four-Hour Volume



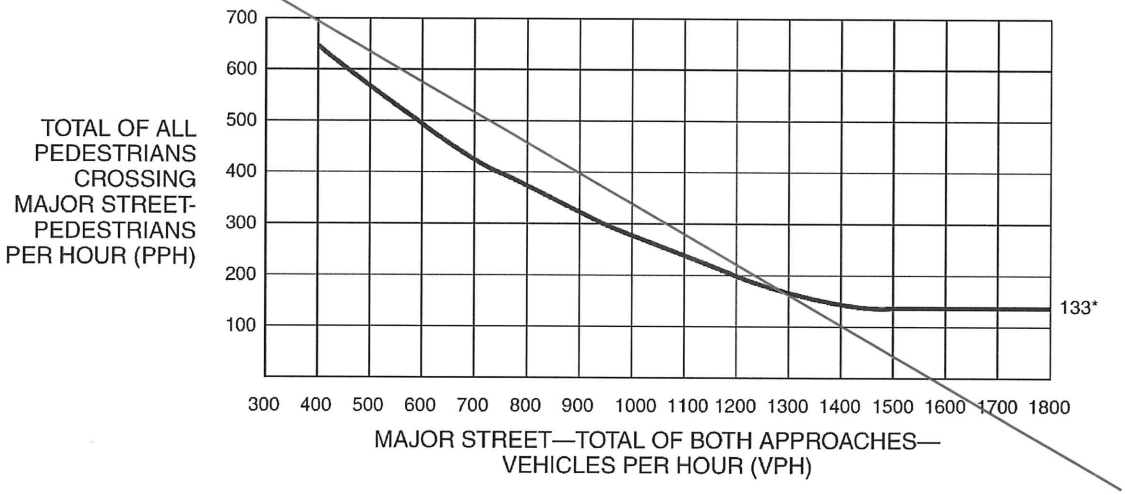
*Note: 107 pph applies as the lower threshold volume.

Figure 4C-6. Warrant 4, Pedestrian Four-Hour Volume (70% Factor)



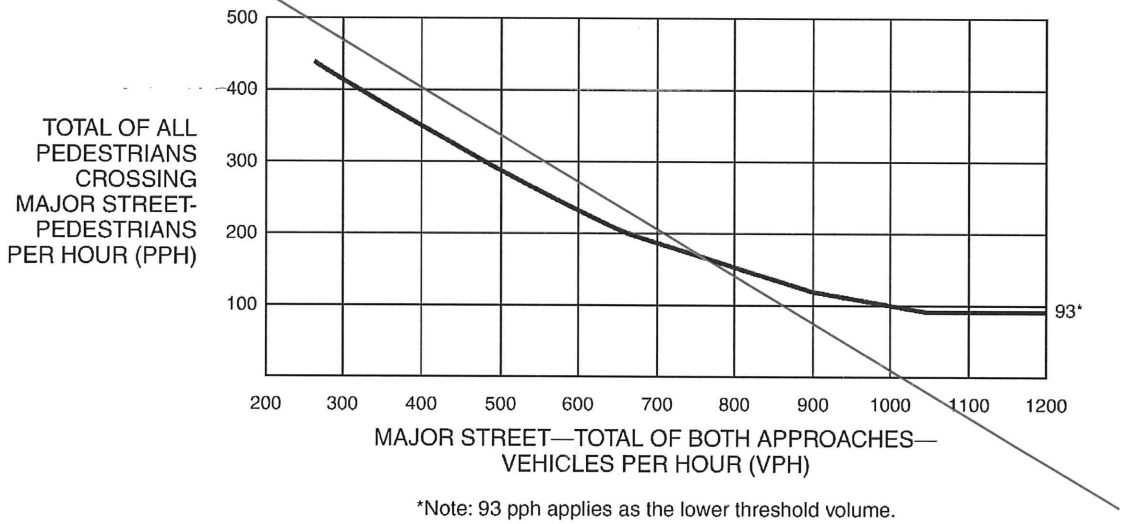
*Note: 75 pph applies as the lower threshold volume.

Figure 4C-7. Warrant 4, Pedestrian Peak Hour



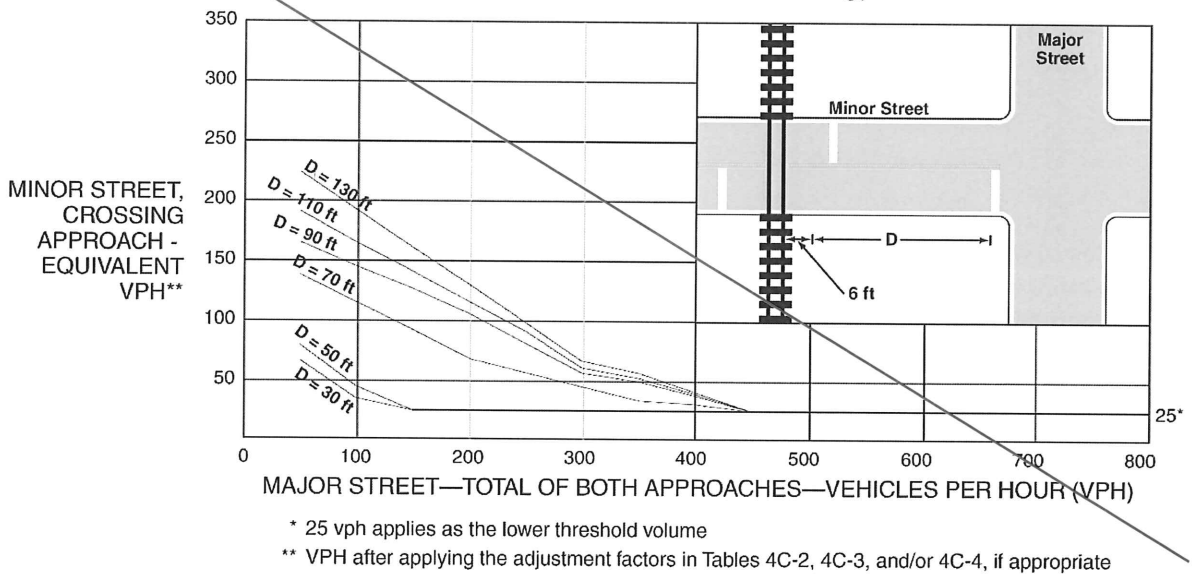
*Note: 133 pph applies as the lower threshold volume.

Figure 4C-8. Warrant 4, Pedestrian Peak Hour (70% Factor)



*Note: 93 pph applies as the lower threshold volume.

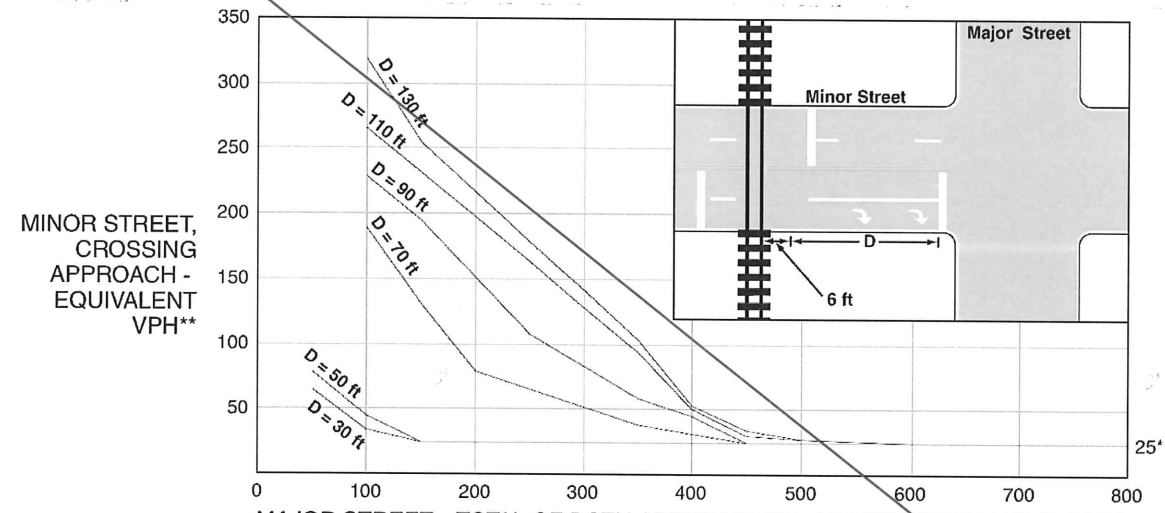
Figure 4C-9. Warrant 9, Intersection Near a Grade Crossing (One Approach Lane at the Track Crossing)



* 25 vph applies as the lower threshold volume

** VPH after applying the adjustment factors in Tables 4C-2, 4C-3, and/or 4C-4, if appropriate

Figure 4C-10. Warrant 9, Intersection Near a Grade Crossing (Two or More Approach Lanes at the Track Crossing)



* 25 vph applies as the lower threshold volume

** VPH after applying the adjustment factors in Tables 4C-2, 4C-3, and/or 4C-4, if appropriate

COLLISION_DATE	COLLISION_TIME	PRIMARY_RD	SECONDARY_RD	DISTANCE	DIRECTION	COLLISION_SEVERITY	PCF_VIOL_CATEGORY	TYPE_OF_COLLISION	LIGHTING	MOTOR_VEHICLE_INVOLVED_WITH
04/13/2016	1230	NAGLEE RD	AUTO PLAZA	0.00		PDO	AUTOMOBILE RIGHT OF WAY	BROADSIDE	DAYLIGHT	OTHER MV
06/12/2016	1929	AUTO PLAZA DR	NAGLEE	0.00		INJURY (COMPLAINT OF PAIN)	NOT STATED	BROADSIDE	DAYLIGHT	OTHER MV
06/26/2017	1116	AUTO PLAZA DR	NAGLEE	78.0	W	PDO	IMPROPER TURNING	BROADSIDE	DAYLIGHT	OTHER MV
01/31/2018	1246	NAGLEE	AUTO PLAZA RD	0.00		PDO	IMPROPER TURNING	BROADSIDE	DAYLIGHT	OTHER MV
07/09/2018	1618	NAGLEE RD	AUTO PLAZA DR	0.00		PDO	AUTOMOBILE RIGHT OF WAY	BROADSIDE	DAYLIGHT	OTHER MV
03/23/2019	1104	NAGLEE RD	AUTO PLAZA DR	26.0	N	PDO	AUTOMOBILE RIGHT OF WAY	HEAD-ON	DAYLIGHT	OTHER MV
11/06/2019	1639	AUTO PLAZA DR	NAGLEE RD	374.	W	PDO	IMPROPER TURNING	BROADSIDE	DAYLIGHT	OTHER MV
01/08/2021	1604	NAGLEE RD	AUTO PLAZA DR	218.	S	PDO	NOT DRIVER	HEAD-ON	DAYLIGHT	FIXED OBJ
08/17/2021	1433	NAGLEE RD	AUTO PLAZA DR	0.00		PDO	AUTOMOBILE RIGHT OF WAY	BROADSIDE	DAYLIGHT	OTHER MV
10/29/2021	1400	NAGLEE RD	AUTO PLAZA DR	30.0	N	INJURY (COMPLAINT OF PAIN)	AUTOMOBILE RIGHT OF WAY	OTHER	DAYLIGHT	NON-CLSN
12/10/2021	0640	NAGLEE RD	AUTO PUAZA DR	120.	E	PDO	UNSAFE SPEED		DUSK/DAWN	FIXED OBJ
06/22/2022	1728	NAGLEE RD	AUTO PLAZA WY	0.00		INJURY (OTHER INJURY)	AUTOMOBILE RIGHT OF WAY	BROADSIDE	DAYLIGHT	OTHER MV